3930 & 3960 Riverside Drive

Transportation Impact Report

FINAL

September 29, 2023

3930 & 3960 Riverside Drive

Transportation Impact Assessment Report

prepared for:
St. Mary's Land Corporation
c/o Taggart Realty Management
225 Metcalfe Street, Suite 708
Ottawa, ON
K2P 1P9

prepared by:

PARSONS
1223 Michael Street North
Suite 100
Ottawa, ON K1J 7T2

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ORIGINATOR	Juan Lavin, P.Eng
REVIEWER:	Jake Berube, P.Eng.
AUTHORIZATION:	
CIRCULATION LIST:	Wally Dubyk, C.E.T
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TRANSPORTATION IMPACT STUDY REPORT

Background

Parsons has been retained by Taggart Realty Management on behalf of St. Mary's Land Corp. to prepare a revised Transportation Impact Assessment in support of a Zoning By-Law Amendment and Draft Plan of Subdivision application for the existing properties located at 3930 & 3960 Riverside Drive (St. Mary's subdivision). The current proposal includes approximately 24 single dwelling units, 53 townhouse dwelling units and 590 apartment dwelling units in a multi-phase development.

A variety of development proposals have been evaluated for this site over the past several decades, with on-going discussion with City staff that were supportive of development at this prime location in Ottawa. The most recent TIA Strategy Report (March, 2018) had evaluated a mixed-use development which included apartment dwelling units, and commercial uses such as retail, hotel and car dealership developments.

Vehicular access/egress is proposed via a new signalized intersection to Riverside Drive. This intersection is proposed approximately 270 m north of the Riverside/Hunt Club intersection. A Transportation Overview was previously prepared and submitted by Parsons for this site in 2008 in support of the Zoning Amendment Application which was later supported by a 2018 Transportation Impact Assessment. The proposed land use at the time was considerably more intensive than currently being considered, which consisted of 325,000 ft^2 of office and 400 retirement units. As part of this earlier work a new signalized intersection to Riverside Drive was proposed to provide access to the development, and a functional sketch of the intersection was prepared featuring traffic signal control, northbound left-turn lane, southbound right-turn lane, and southbound acceleration lane departing the intersection and extending to Hunt Club Road. This updated TIA provides a revised functional plan for the Riverside Drive signalized access which includes revisions to adopt design details according to the recent Protected Intersection Design Guide (September, 2021).

This document follows the TIA process as outlined in the City Transportation Impact Assessment (TIA) Guidelines (2017). The following report represents the Transportation Impact Assessment Report. The Screening Form and City comment correspondence to the latest submission have been provided in **Appendix A.**

1.0 SCREENING FORM

The Screening Form has been updated to reflect the residential context of the proposed St. Mary's subdivision. The Screening Form has confirmed the need for a TIA Report based on the Trip Generation, Location and Safety triggers.

2.0 SCOPING REPORT

2.1. Existing and Planned Conditions

2.1.1. Proposed Development

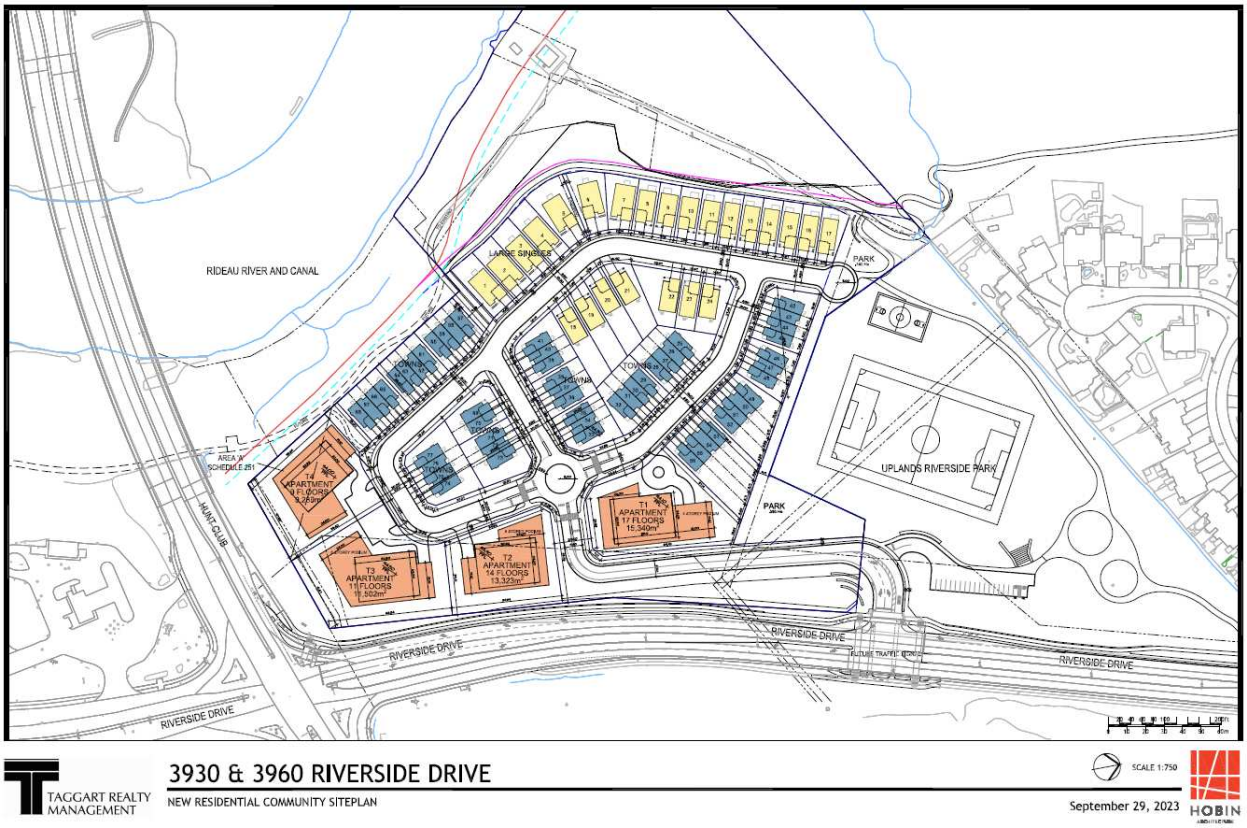
The current Plan of Subdivision for the proposed 3930-3960 Riverside Drive (St. Mary's subdivision) proposes a mix of single dwelling units, townhouse dwelling units and multi-storey apartment dwelling units completed in two phases.

Phase 1 is anticipated to include approximately include 24 single dwelling units, 53 townhouse dwelling units and a single 17-storey apartment block (T1) consisting of an estimated 183 apartment units. Phase 2 is anticipated to include an estimated 407 additional apartment units within three towers ranging in height from 9- to 13-storeys. The site plan details of each apartment block will be established within future separate SPC applications. Phase 1 would also include the entirety of the road network to support multi-modal connectivity throughout the subdivision and for construction of the apartment blocks.

The local context of the site is provided as **Figure 1** and the proposed Site Plan is provided as **Figure 2**.

Figure 1: Local Transportation Context

Figure 2: St. Mary's Plan of Subdivision (September, 2023)



2.1.2. Existing Conditions

Area Road Network

The following roads were included in the TIA. Description for each road within the study area has been provided below.

Riverside Drive is a north-south arterial, which extends from River Road in the south (where it continues as Limebank Road) to Tremblay Road in the north (where it continues as Vanier Parkway). Within the study area, Riverside Drive has a four-lane divided cross section with auxiliary turn lanes provided at major intersections. The posted speed limit within the study area is 60 km/h. There is a guiderail located along the west side of Riverside Drive, adjacent to the site.

Hunt Club Road is an east-west arterial, which extends from HWY 417 in the east to Old Richmond Road in the west. Within the study area, it has a four-lane cross-section and auxiliary turn lanes are provided at major intersections. The posted speed limit within the study area is 80 km/h.

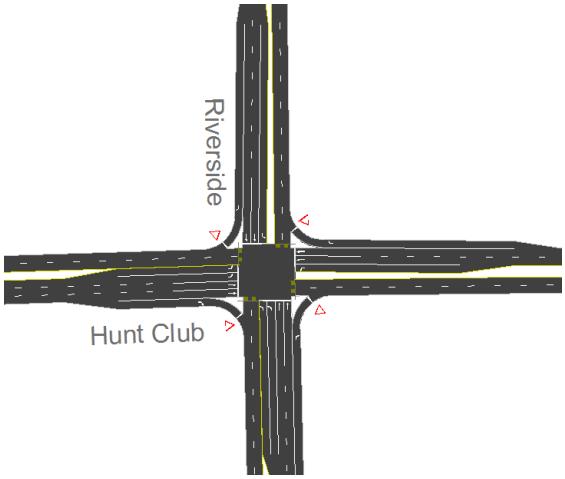
Prince of Wales Drive is a north-south arterial, which extends from Preston Street in the north to Fourth Line Road in the south. Within the study area, Prince of Wales Drive has a four-lane cross-section with auxiliary turn-lanes provided at major intersections. The posted speed limit is 60 km/h.

Uplands Drive is a collector roadway with a two-lane cross-section. Auxiliary turn lanes are provided at major intersections and the posted speed limit is 50 km/h.

Existing Study Area Intersections

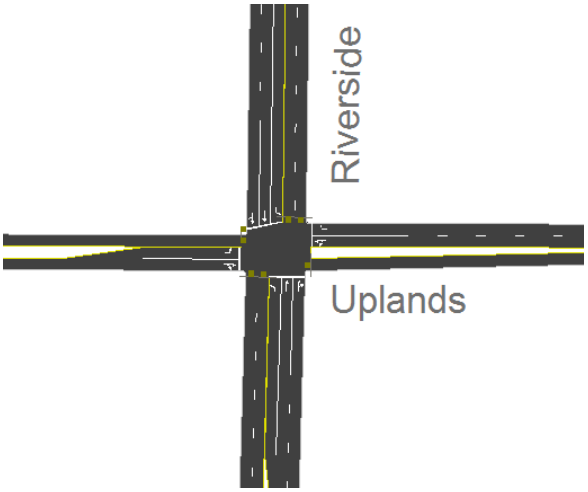
Riverside/Hunt Club

The Riverside/Hunt Club intersection is a signalized four-legged intersection. The northbound approach consists of double left-turn lanes, two through lanes and channelized right-turn lane. The southbound approach consists of a left-turn lane, two through lanes, and a channelized right-turn lane. The westbound approach consists of a single left-turn lane, two through lanes, and channelized right-turn lane. The eastbound approach consists of double left-turn lanes, two through lanes and a channelized right-turn lane. All movements are permitted at this location.



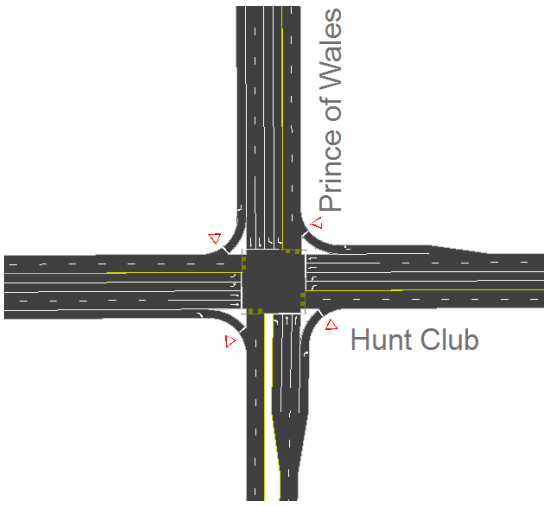
Riverside/Uplands

The Riverside/Uplands intersection is a signalized four-legged intersection. The south and northbound approaches consist of a single left-turn lane, a through lane and a shared through/right-turn lane. The westbound approach consists of a shared through/left-turn lane and a single right-turn lane. The eastbound approach consists of a single left-turn lane and a shared through/right-turn lane. All movements are permitted at this location.



Prince of Wales/Hunt Club

The Prince of Wales/Hunt Club intersection is a signalized four-legged intersection. The east, west and southbound approaches consist of double left-turn lanes, two through lanes and a channelized right-turn lane. The northbound approach consists of a single left-turn lane, two through lanes and a channelized right-turn lane. All movements are permitted at this location.



Existing Driveways to Adjacent Developments

The St. Mary's Subdivision is located at the corner of Riverside Drive and Hunt Club Road, with a proposed access intersection to Riverside Drive. There are no adjacent accesses within 200m of the Riverside site access.

Existing Area Traffic Management Measures

No area traffic management measures are deployed along Riverside Drive or Hunt Club Road.

Kimberwick Crescent, located north of the St. Mary's subdivision and will not be connected to the subdivision via the proposed road network, has various area traffic management measures. These measures include speed humps, 'slow' paving marks, flex stakes and speed display boards.

Pedestrian/Cycling Network

Figure 4 illustrates an extract from the City of Ottawa's TMP, Map 1, Cycling Network – Primary Urban.

Sidewalk facilities within the vicinity of the site are provided along both sides of Hunt Club Road and along the east side of Riverside Drive. A sub-standard sidewalk (maintenance strip) is provided along the west side of Riverside Drive, adjacent to the site. With respect to cycling, bicycle lanes exist along both sides of Riverside Drive, south of Hunt Club Road and a multi-use pathway (MUP) is provided along the west side of Riverside

Drive (south of Hunt Club). The bicycle lane along the east side of Riverside Drive continues north of Hunt Club Road for approximately 125m, where cyclists then have three options; continue along Riverside Drive amidst mixed, utilized the maintenance strip as a northbound cycle facility or make use of the sidewalk similar to a MUP arrangement. Access to the maintenance strip and sidewalk is provided via a curb depression and asphalt path, as shown in **Figure 3**.

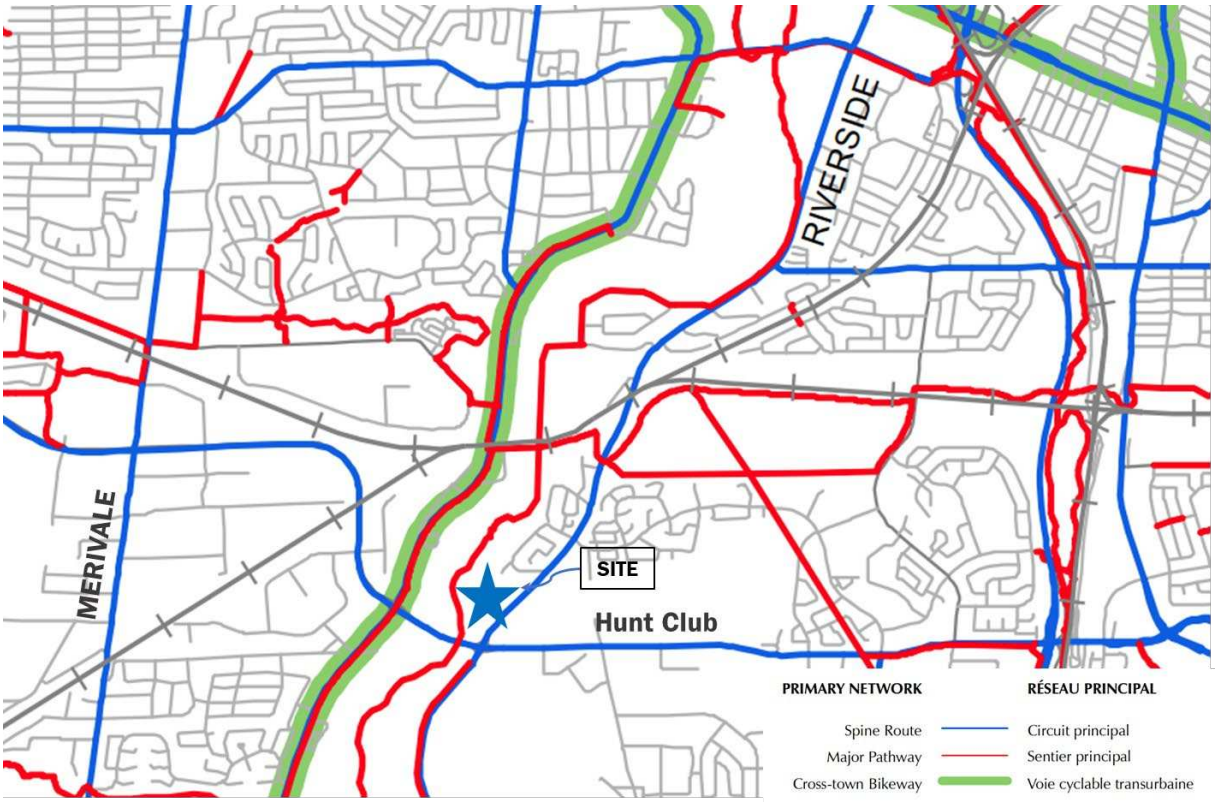
Bicycle lanes are also provided along Hunt Club Road, except between Riverside Drive and North Bowesville Road, which are planned to be provided in the future as a Phase 2 City Project. The City's Cycling Plan identifies Riverside Drive, Hunt Club Road, and Prince of Wales Drive as Spine Routes and Uplands Drive as a Local Route. A major pathway is planned along the Rideau River along the western boundary of the site. It is noteworthy that this pathway may not be feasible due to slopes and soil conditions.

Figure 3: Cyclist Option to Share Facilities with Pedestrians or Vehicles on Riverside Drive

Riverside Drive in northbound direction, approximately 125m north of Hunt Club/Riverside intersection. Sign reads "Share Sidewalk, Cyclists Yield to Pedestrians"

With regard to pedestrian volumes, according to the most recent traffic count data, approximately 5 to 20 pedestrians per hour were observed crossing the Riverside/Hunt Club intersection during the morning and afternoon peak hours. With regard to cycling volumes, approximately 5 to 30 cyclists per hour were observed at this intersection during the 8-hour count (in August).

Figure 4: Study Area Active Transportation Network



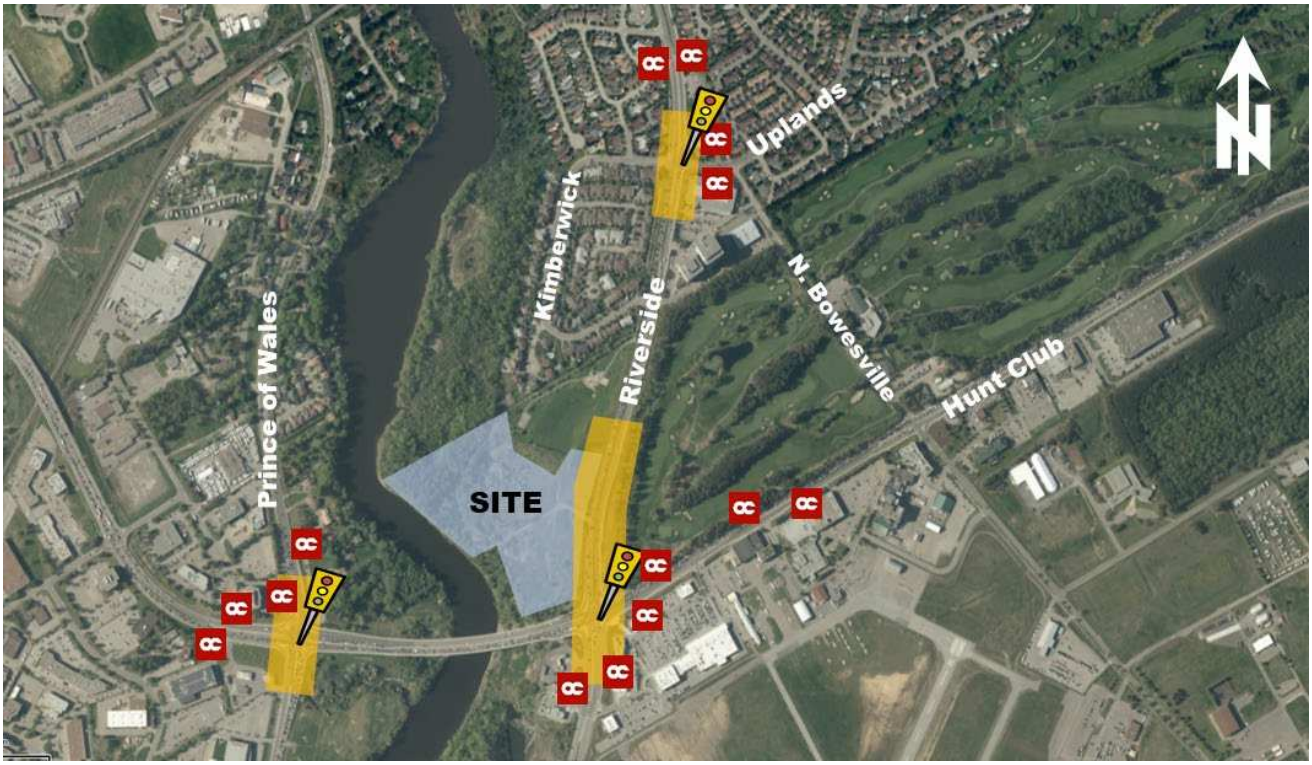
Transit Network

Transit service within the vicinity of the site is currently provided by OC Transpo Routes #90, 96, 197, 198, and 199. Bus stops for Routes #96, 198 and 199 are located adjacent to the Riverside/Hunt Club intersection (While #197 is access at the Riverside/Paul Benoit intersection to the east). Bus stops for Route #90 are located along Uplands Drive and along Riverside Drive, north of Uplands Drive. There are no bus stops or routes along Riverside Drive adjacent to the proposed development lands.

Figure 5 illustrates the surrounding extended transit network for the study area, while **Figure 6** depicts the immediately adjacent bus stops to the development. Transit route maps are provided in **Appendix B.**

Figure 5: Extended Area Transit Network (October, 2022)

Figure 6: Adjacent Transit Stops Surrounding the St. Mary's Subdivision



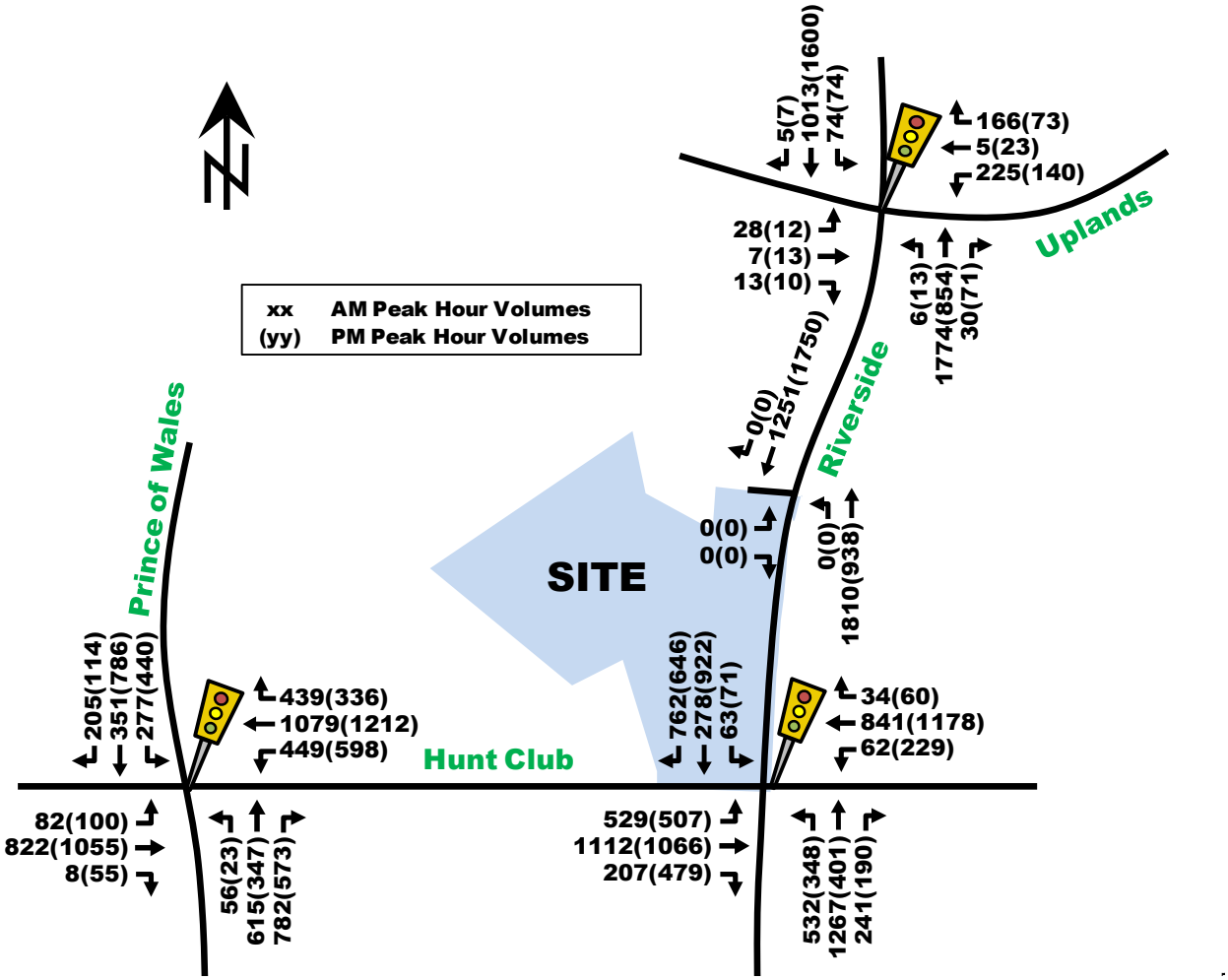
Peak Hour Travel Demands

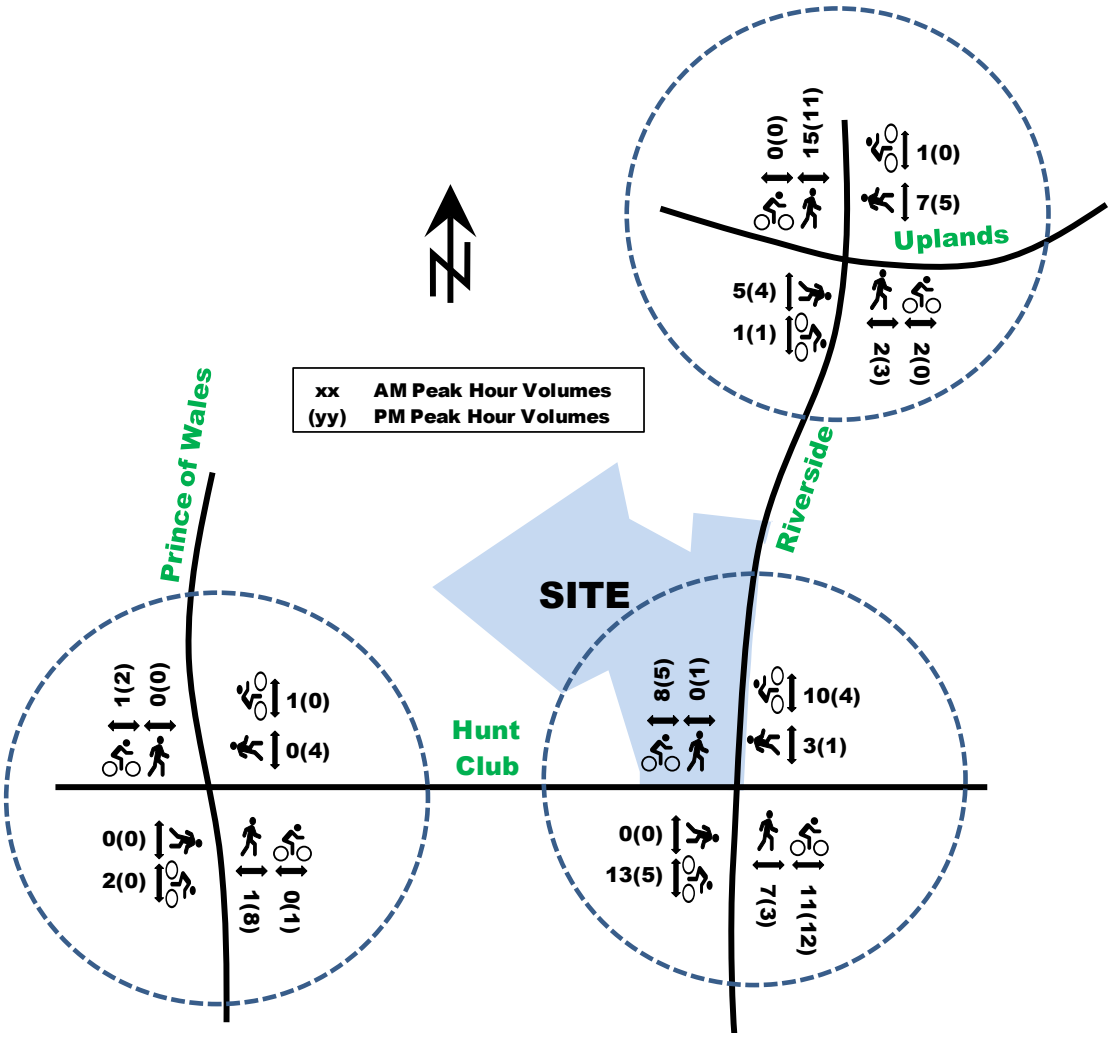
Updated existing peak hour traffic volumes at the signalized intersections within the study area were obtained from the City of Ottawa for the following intersections:

- Hunt Club/Riverside– Conducted Wednesday, June 12th, 2019
- Hunt Club/Prince of Wales – Conducted Monday, February 10th, 2020
- Riverside/Uplands-Kimberwick – Conducted Wednesday, January 22, 2020

The traffic volumes at study area intersections are illustrated in **Figure 7**, with raw traffic count data provided in **Appendix C**. No adjustments such as traffic growth have been applied to the traffic volumes given the known transportation network capacity constraints, the well-established neighborhoods surrounding the study area, and to reflect potential changes in travel behaviour made during the COVID-19 pandemic.

Figure 7: Existing Peak Hour Traffic Volumes





Existing Road Safety Conditions

Five-year collision data (2016-2020, inclusive) was obtained from the City of Ottawa for all intersections and road segments within the study area.

Of the 459 total collisions that occurred, 313 (68%) resulted from rear end, 81 (18%) from sideswipe, 30 (7%) from angle maneuvers and 15 (3%) from turning movement collisions. 212 collisions were observed to occur at the Hunt Club/Riverside intersection while 153 collisions were recorded at the Prince of Wales/Hunt Club intersection.

In terms of severity, 380 (83%) collisions of the total collisions were found to result in property-damage only (PDO), representing the majority of collisions, while the remaining 79 (17%) resulted in non-fatal injuries. No collisions resulted in fatalities or involved pedestrians. Three cyclist collisions were observed, one collision at Riverside/Hunt Club intersection, one at Prince of Wales/Hunt Club intersection and one at Hunt Club bridge (Between Prince of Wales and Riverside).

The source collision data and detailed analysis results are provided in **Appendix D**.

A standard unit of measure for assessing collisions at an intersection is based on the number of collisions per million entering vehicles (MEV). Intersections with a ratio of 1.0 Collisions/MEV or greater are considered to be at a higher risk for collisions. Based on the City of Ottawa TIA Guidelines (2017), a collision pattern is characterized as a sequence of more than six collisions of the same impact type occurring for a specific

movement within a five-year period. At signalized intersections within the study area, reported collisions have historically taken place at a rate of:

- 1.61 Collisions/MEV at the intersection of Riverside/Hunt Club. A total of 212 collisions occurred at this intersection in the five-year period, 155 (73%) were reported as rear-ends while 33 (16%) were reported as sideswipes. 23 (15%) of the rear-end collisions were reported as non-fatal injuries. 62 (40%) of the rear-end collisions were found to occur in the southbound direction, the majority of which were using the southbound right turn lane.
- 1.16 Collisions/MEV at the intersection of Prince of Wales/Hunt Club. 152 collisions were reported at this intersection, 102 (67%) were classified as rear-ends, 28 (18%) were classified as sideswipes and 15 (10%) were classified as angle collisions.
- 0.38 Collisions/MEV at the intersection of Uplands-Kimberwick/Riverside. A total of 27 collisions were reported, more than half of which (15 – 56%) were classified as rear-end incidents.

Riverside Drive / Hunt Club Road improvements are to be the responsibility of the City of Ottawa and require coordination with the planned intersection upgrades (RFP No. 3552292593-P01).

2.1.3. Planned Conditions

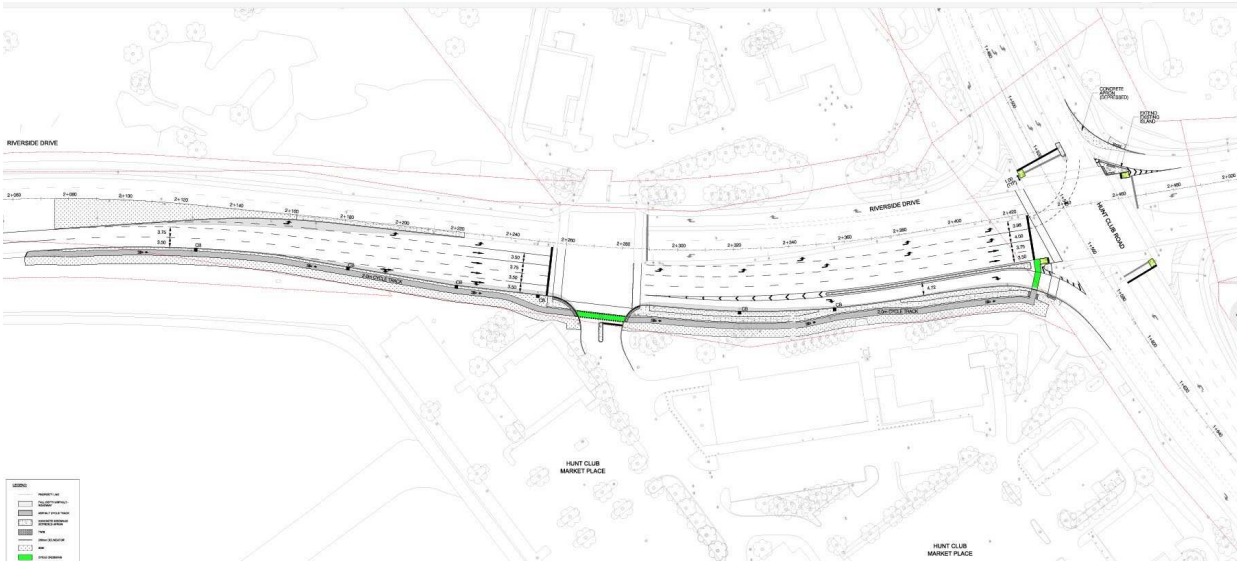
2.1.3.1. Future Transportation Network Changes

Roadway Network

A notable transportation network change within the study area is the proposed widening of Hunt Club Road between the Airport Parkway and Old Richmond Road as identified on the 2031 Network Concept in the Transportation Master Plan (TMP). Other proposed road widenings within the area are Airport Parkway widening, Prince of Wales Drive widening and widening of Riverside Drive, south of Hunt Club Road.

The Hunt Club Road and Riverside Drive widenings are not identified in the Affordable Network and will likely not be implemented until post 2031. The widening of Prince of Wales Drive, south of Hunt Club Road, is identified as a Phase 3 City Project and the widening of the Airport Parkway is identified as a Phase 1 (north of Hunt Club) and Phase 3 (south of Hunt Club) City Project (both in the Affordable Network).

Figure 8: Option 3 Sketch of Riverside/Hunt Club Roadway Modifications, October 2022



It is noted that a recent RFQ opportunity from the City of Ottawa for the Preliminary Design, Detailed Design, Tender Documents, and Assistance during Tendering for the following modifications to the Riverside/Hunt Club intersection:

- Extension of the northbound left turn lane and median in the northbound direction
- Removal of the northbound floating bike lanes and the addition of bike boxes
- Reconfiguration of the southbound right turn channel to improve sight lines, vehicle speeds
- Shortening of the median on Hunt Club Road eastbound
- Addition of a northbound cycle track and relocation of the sidewalk on the east side of Riverside Drive.

For the purposes of this TIA assessment, the intersection capacity analysis will assume an extended northbound left turn storage lane

Transit

Identified in the 2031 Network Concept is Transit Priority (isolated measures) along Hunt Club Road and Riverside Drive (north of Hunt Club Road). However, these are not identified on the Affordable Network.

2.1.3.1 Other Study Area Developments

Based on the City of Ottawa's Development Applications search tool, several applications have been initiated near the proposed development site which include:

- 3750 North Bowesville Road, Zoning By-Law Amendment: Located east of Riverside and south of Uplands, the 3750 Bowesville Road development proposes to re-develop the existing Tudor Hall Banquet and events venue to two-14-storey residential buildings with 365 units by 2026. The development is forecast to generate 54 and 64 auto trips in the AM and PM peak hours, respectively. A Step 4 TIA has been prepared by CGH dated April, 2022. These volumes have been added to background conditions.
- 4020 Spratt Road, Plan of Subdivision, Riverside South Employment Lands and Blocks 13, 14: This Plan of Subdivision proposal would include a mix of industrial, institutional, and residential land uses. The residential use at 4020 Spratt Road is forecast to generate less than 30 two-way person trips in the peak hours, while the industrial use is forecast to generate 936 to 1,008 person trips. A Step 4 TIA has been prepared by IBI Group, dated August 2022. This development is considered to have negligible impacts on the study area given the existing transportation network constraints.

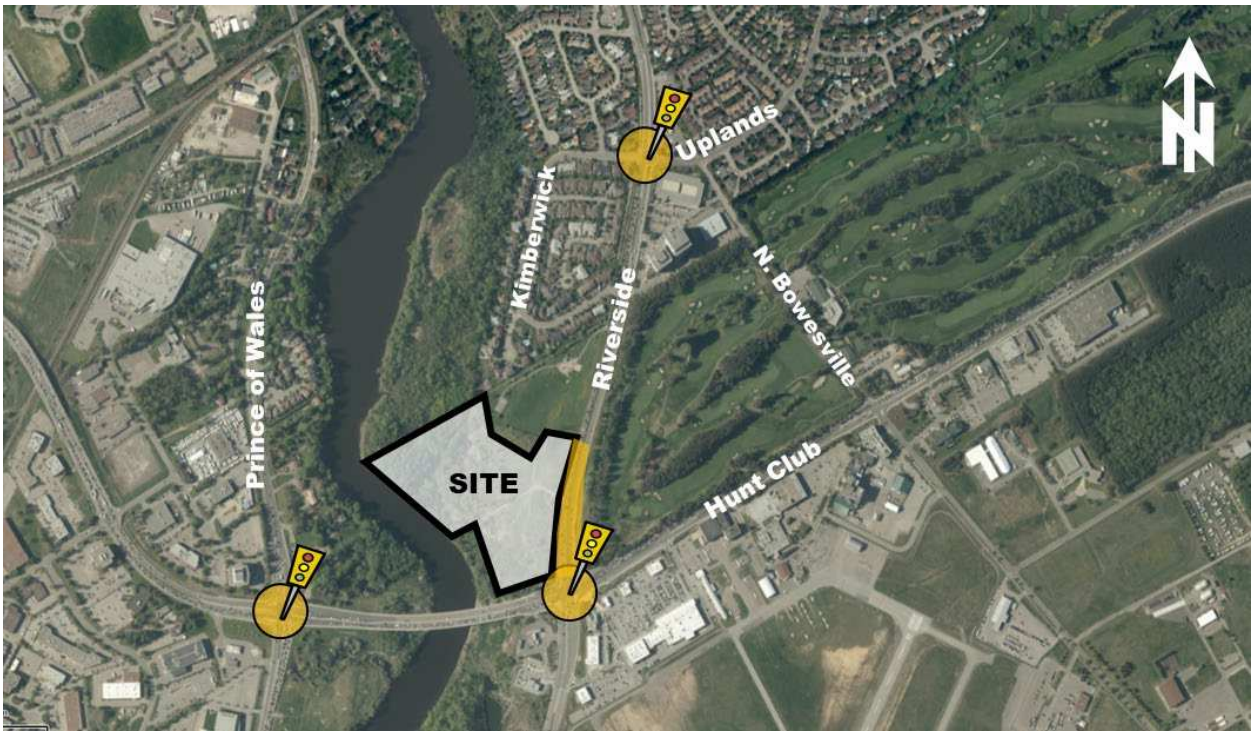
2.2. Study Area and Time Periods

The proposed St. Mary's subdivision is intended to be constructed in at least two phases, where Phase 1 is constructed for 2025 and Phase 2 (full build-out) by 2029. The study proposes to address the existing conditions, the 2025 Phase 1 build-out and the 2029 build-out horizon. Given the residential context of the proposed site, the AM and PM peak hours are proposed for evaluation.

In addition to the site access and the internal site roundabout, the proposed study area intersections for analysis are listed below and illustrated in **Figure 9.**

- Riverside/Hunt Club (Signalized)
- Riverside/Kimberwick-Uplands (Signalized)
- Hunt Club/Prince of Wales (Signalized)

Figure 9: Study Area



2.3. Exemption Review

The following modules/elements of the TIA process are recommended to be exempt based on the City's TIA guidelines:

Table 1: Exemptions Review Summary

Module	Element	Exemption Consideration
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plan applications
4.2 Parking	All	Only required for site plan applications
4.8 Network Concept	All	Not envisioned to be required as the Plan of Subdivision is unlikely to generate more than 200 peak hour person-trips in excess of the equivalent volumes permitted by established zoning (General Mixed Use).

Notably, this Transportation Impact Assessment will address internal circulation of the subdivision street network, considerations of traffic calming measures to obtain 30 km/h streets and design elements related to the proposed intersection of Riverside Drive and the site access.

Site plan details for the apartment blocks remain to-be-determined during specific site plan applications.

3.0 FORECASTING

3.1. Development Generated Travel Demand

3.1.1. Trip Generation and mode shares

Trip Generation Rates

The proposed development includes two phases of development. The first phase is assumed to include 24 single homes, 53 townhomes and 183 apartment units. The second phase has been assumed to include an additional 407 apartment units based on projected densities. The trip generation rates were obtained from the City's 2020 TRANS Trip Generation Manual Report for residential uses. The relevant trip rates for the peak hour of the development are summarized in **Table 2** below.

Table 2: Proposed Development Trip Rates

Land Use	Dwelling Type	Data Source	Trip Rates	
			AM PEAK	PM PEAK
Residential Phase 1	Single-Detached	ITE 210	T = 2.05(du)	T = 2.48(du)
	Multi-Unit (Low-Rise)	ITE 220	T = 1.35(du)	T = 1.58(du)
	Multi-Unit (High-Rise)	ITE 221	T = 0.80(du)	T = 0.90(du)
Residential Phase 2	Multi-Unit (High-Rise)	ITE 221	T = 0.80(du)	T = 0.90(du)

Notes: T = Average Vehicle Trip Ends; du = Dwelling Units

Table 3 summarizes the conversion factors from the 2020 TRANS Manual, Table 4, to convert the peak-period person-trips to peak-hour person trips by mode. Note that conversion factors for passenger trips are assumed to be equivalent to the published 'Auto Driver' factors for both the morning and afternoon peak period-to-hour conversion.

Table 3: Residential Peak Period to Peak Hour Conversion Factors (2020 TRANS Manual)

Travel Mode	Peak Period to Peak Hour Conversion Factors	
	AM	PM
Auto Driver	0.48	0.44
Passenger	0.48	0.44
Transit	0.55	0.47
Bike	0.58	0.48
Walk	0.58	0.52

Using the trip rates provided in **Table 2**, and the peak-period to peak-hour conversion factors within **Table 3**, resulting peak hour trips by mode are forecast in **Table 4**.

Table 4: Phase 1 and Phase 2 Peak Hour Person trips – AM Peak and PM Peak

Land Use Dwelling Type	Number of Dwellings	AM Peak (Trips/h)			PM Peak (Trips/h)		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Phase 1 Single Detached	24	7	17	25	17	10	27
Phase 1 Low-Rise	53	11	26	37	21	17	38
Phase 1 High-Rise	183	24	53	76	44	32	75
SUBTOTAL PHASE 1	260	42	96	138	82	59	141
Phase 2 High-Rise	407	53	117	170	97	70	168
TOTAL	667	95	213	308	179	129	308

Historical mode shares based on OD-Surveys have been summarized in the 2020 TRANS Trip Generation Manual Report for the Hunt Club District for each dwelling type. Traditionally, Hunt Club has a relatively high transit user base, predominantly for areas near the north-south transitway corridor, near South Keys Station or along the rapid transit routes #97, #98 and #99. Given that this development is not along any of those major transit routes, a reduction in transit user and an increase in vehicle driver is considered appropriate. It should be noted that although transit usage at this location is anticipated to be lower than other areas within Hunt Club District, that there remains suitable transit routes such as route #96, #197, #198 and #199 within 500-meter walk from the site and frequent transit route #90 within 800-meter walk from the site.

Table 5 summarizes the historical mode shares for each dwelling type for Hunt Club and the proposed mode shares for this development.

Table 5: TRANS Mode Shares for Hunt Club District

Travel Mode	Single Dwelling		Low Rise		High Rise		Weighted Avg.		Proposed	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Auto Driver	48%	51%	44%	47%	39%	44%	38%	43%	55%	55%
Auto Passenger	15%	19%	11%	15%	6%	11%	7%	12%	14%	14%
Transit	29%	23%	38%	29%	44%	35%	45%	34%	20%	20%
Cycling	1%	1%	1%	1%	1%	2%	1%	2%	2%	2%
Walking	7%	7%	6%	8%	9%	9%	10%	9%	9%	9%

If the TRANS mode share for Hunt Club district are adopted, then fewer vehicle trips would be generated. The current approach is reasonably conservative for analysis possible. Table 6 and summarizes the forecast mode shares and person trips for the proposed residential development based on the custom mode share proposed.

Table 6: Residential Peak Hour Trips Mode Shares Breakdown – Phase 1

Travel Mode	Mode Share	AM Peak (Trips/h)			PM Peak (Trips/h)		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	55%	23	53	76	45	32	77
Auto Passenger	14%	6	13	19	11	8	20
Transit	20%	8	19	28	16	12	28
Cycling	2%	1	2	3	2	1	3
Walking	9%	4	9	12	7	5	13
Total Person Trips	55%	42	96	138	82	59	141
'New' Auto Driver Trips Phase 1		23	53	76	45	32	77

Table 7: Residential Peak Hour Trips Mode Share Breakdown – Phase 1 and 2

Travel Mode	Mode Share	AM Peak (Trips/h)			PM Peak (Trips/h)		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	55%	52	117	169	99	71	170
Auto Passenger	14%	13	30	43	25	18	43
Transit	20%	19	43	62	36	26	62
Cycling	2%	2	4	6	4	3	6
Walking	9%	9	19	28	16	12	28
Total Person Trips	55%	95	213	308	179	129	308
'New' Auto Driver Trips Phase 1 & 2		52	117	169	99	71	170

Based on the 2020 TRANS Trip Generation Manual and custom mode shares, the proposed site is projected to generate approximately 75 and 170 new auto-trips per hour during the weekday commuter peak hours for phase 1 and phase 1+2 respectively. The increase in two-way transit trips is estimated to be approximately 30 and 60 persons per hour, and the increase in active trips is approximately 15 to 35 persons per hour for phase 1 and phase 1+2 combined respectively.

3.1.2. Trip Distribution and Assignment

Based on the 2011 OD Survey (Hunt Club District) and the location of adjacent arterial roadways and neighbourhoods, the distribution of site-generated traffic volumes was estimated as follows:

- 5% to/from the east via West Hunt Club Road
- 20% to/from the west via West Hunt Club Road
- 70% to/from the north via Riverside Drive
- 5% to/from the south via Riverside Drive

The anticipated total 'new' auto trips for the proposed development from **Table 6** and **Table** 7 were then assigned to the road network as shown in **Figure 10** and **Figure 11** for Phase 1 and for Phase 1 and 2 combined respectively.

Figure 10: Site-Generated Traffic Volumes – Phase 1

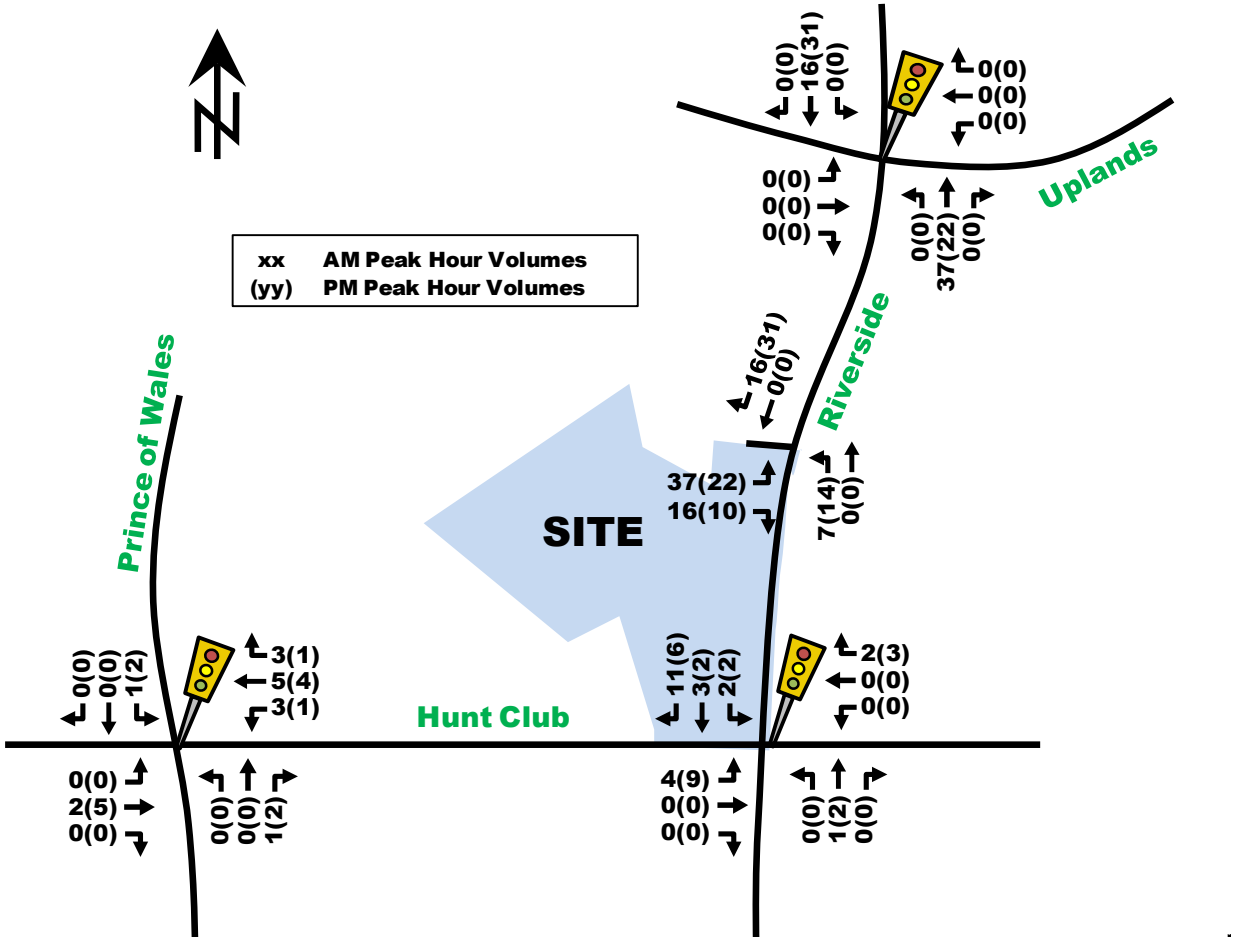
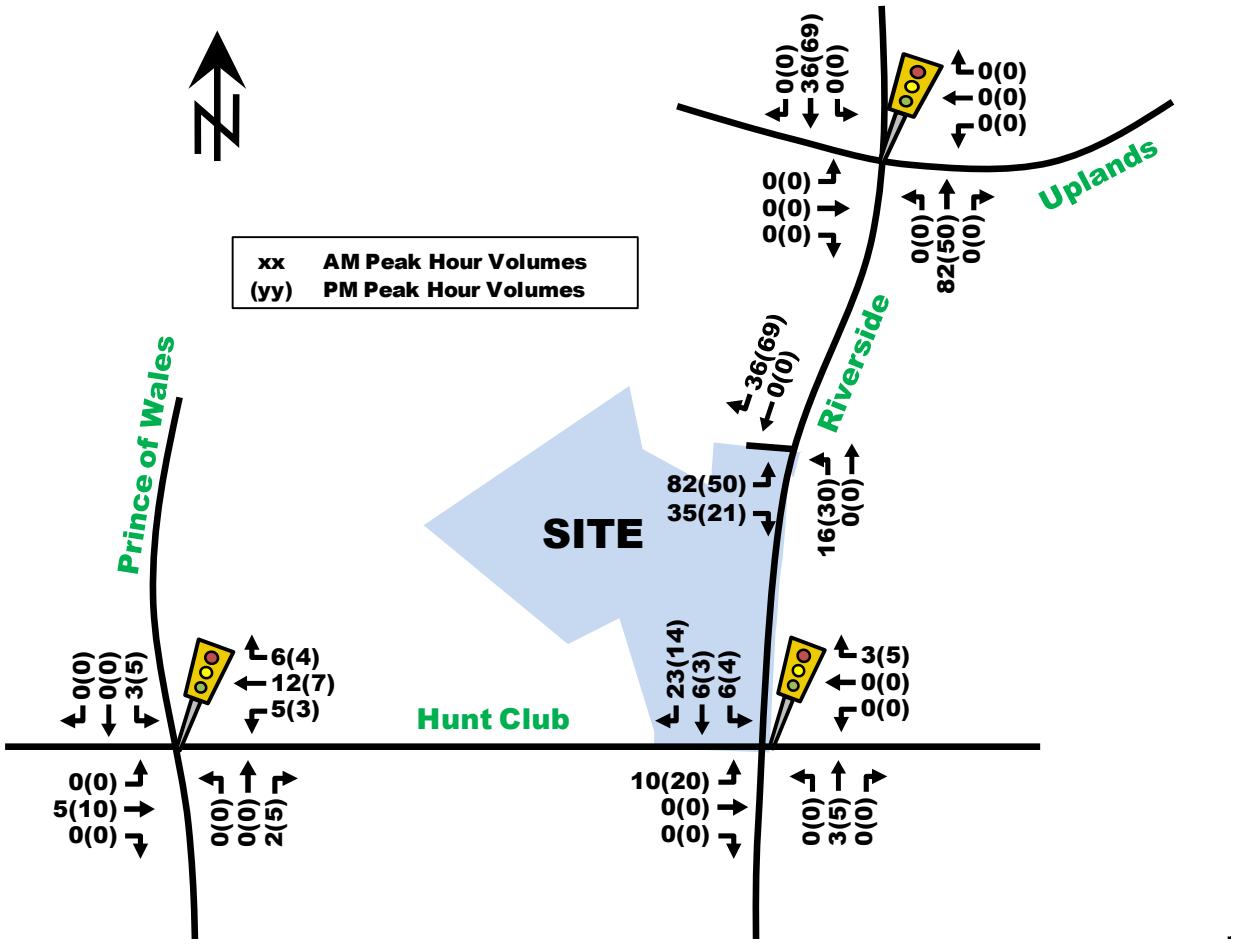


Figure 11: Site-Generated Traffic Volumes – Phase 2



3.2. Background Network Traffic

3.2.1. Transportation network plans

Refer to Section 2.1.3: Planned Conditions.

3.2.2. Background Growth

Background traffic growth through the immediate study area (summarized in Table 8) was calculated based on historical traffic count data (years 2008, 2009, 2014, 2016 and 2019) provided by the City of Ottawa at the Riverside/Hunt Club intersection. Detailed background traffic growth analysis is included as Appendix E.

Table 8: Riverside/Hunt Club Historical Background Growth (2008 – 2019)

Time Period	Percent Annual Change				
	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	OVERALL
8 Hrs	1.38%	2.52%	-0.40%	-0.68%	**0.47%**
AM Peak	0.71%	2.47%	-2.32%	-2.37%	**-0.51%**
PM Peak	-0.24%	2.09%	-1.46%	-2.58%	**-0.78%**

Based on historical City counts from 2008, 2009, 2014, 2016 and 2019

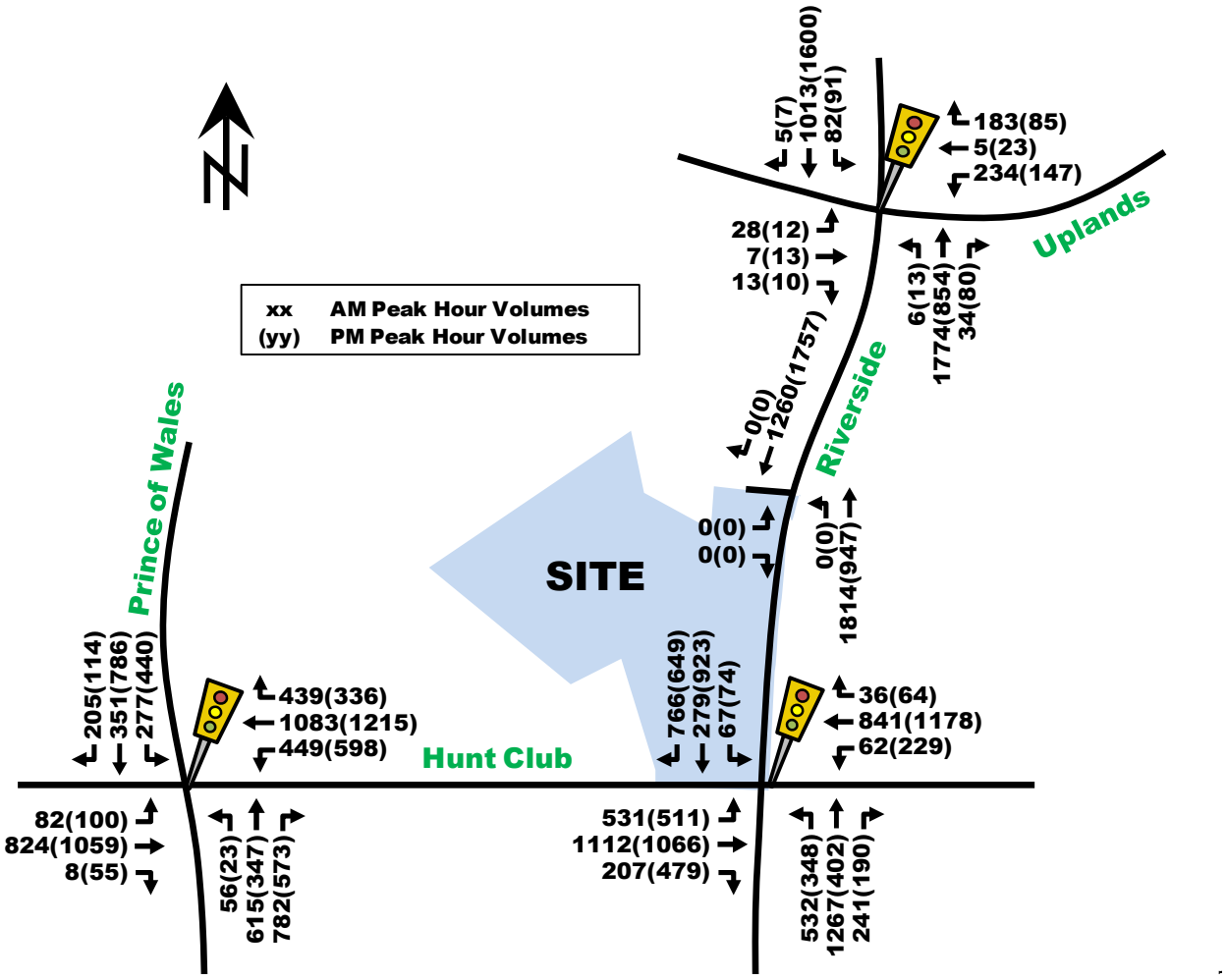
As shown in **Table 8**, the Riverside/Hunt Club intersection's traffic volumes overall have remained relatively constant over the years. The south leg has experienced an increase in traffic volumes and the east and west legs have experienced a decrease in traffic volumes. This change in traffic patterns is consistent with the timing of the Strandherd-Armstrong bridge opening.

Given the relatively consistent traffic volumes within the area, the low volume projections of vehicle traffic generated by other area developments (noted in Section 2.1.3), and the understood lack of availability peak hour capacity, no background traffic growth will be applied to the existing traffic volumes.

3.2.3. Other Developments

Refer to **Section 2.1.3.1**. The development at 3750 North Bowesville Road was added to the surrounding network along with a 0% annual growth rate as discussed in **Section 3.2.2.** The resulting background traffic volumes have been illustrated in **Figure 12**.

Figure 12: Future Background Traffic Volumes



3.3. Demand Rationalization

Based on the existing traffic volumes and site visits, there is an existing capacity constraint at the Riverside/Hunt Club and Hunt Club/Prince of Wales intersections, and along Riverside Drive north of Hunt Club Road. To improve operations within this area, a shift in travel modes and times is required. There are limited transit improvements within the area for the City's planning horizon of 2031, however, post 2031, there are planned transit priority lanes within the study area.

Section 4.9.2 provides for the existing and forecast background intersection capacity analysis for the study area. As confirmed by site observations, existing traffic demand well exceeds the hourly capacity of the Hunt Club/Riverside Drive intersection in the AM (EB, NB) and PM (WB, SB). As a critical arterial-to-arterial junction, the Hunt Club/Riverside Drive intersection traffic volumes likely reflect a saturated intersection.

Significant demand rationalization assumptions would need to be considered for the peak movements to result in satisfactory intersection operations. However, such measures as peak spreading, alternate routes and shift to existing transit routes has likely already taken place and is reflected within the existing traffic counts. The COVID pandemic may have lasting impacts on peak spreading and flexible work arrangements, however peak hour traffic volumes are anticipated to remain elevated. By maintaining the existing traffic volumes layer, the analysis will likely better inform the proposed Riverside Drive RMA as part of this subdivision application.

Limited additional background peak hour vehicle growth is envisioned as any additional background growth from outside the study area would simply result in additional peak spreading.

The total projected future traffic volumes can be determined by superimposing the site-generated traffic volumes in **Figure 10** and **Figure 11**, onto the future background traffic volumes shown in **Figure 12**. The total projected traffic volumes for Phase 1 and Phase 1 and 2 combined are illustrated in **Figure 13** and **Figure 14** respectively.

Figure 13: Phase 1 Total Projected Traffic Volumes

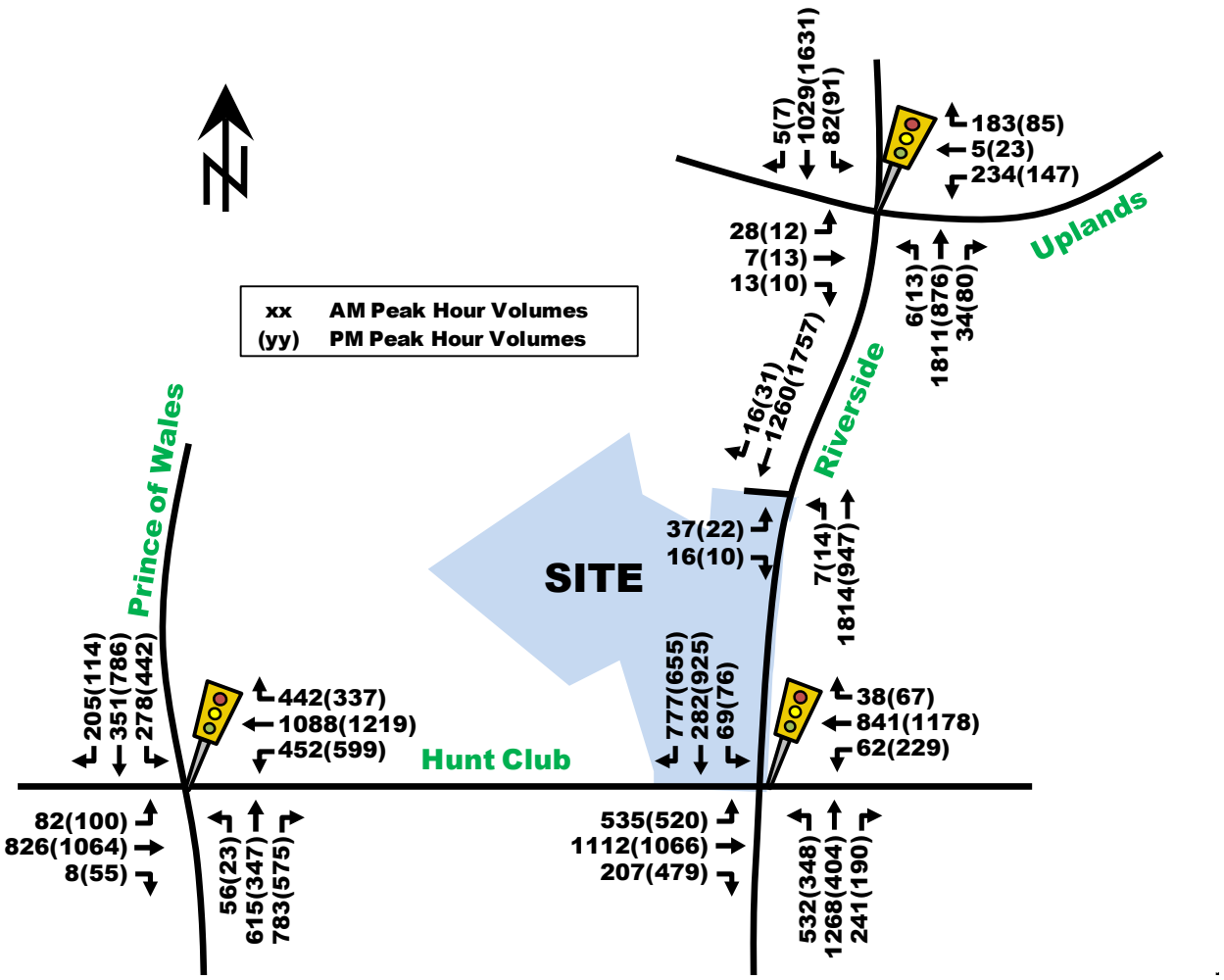
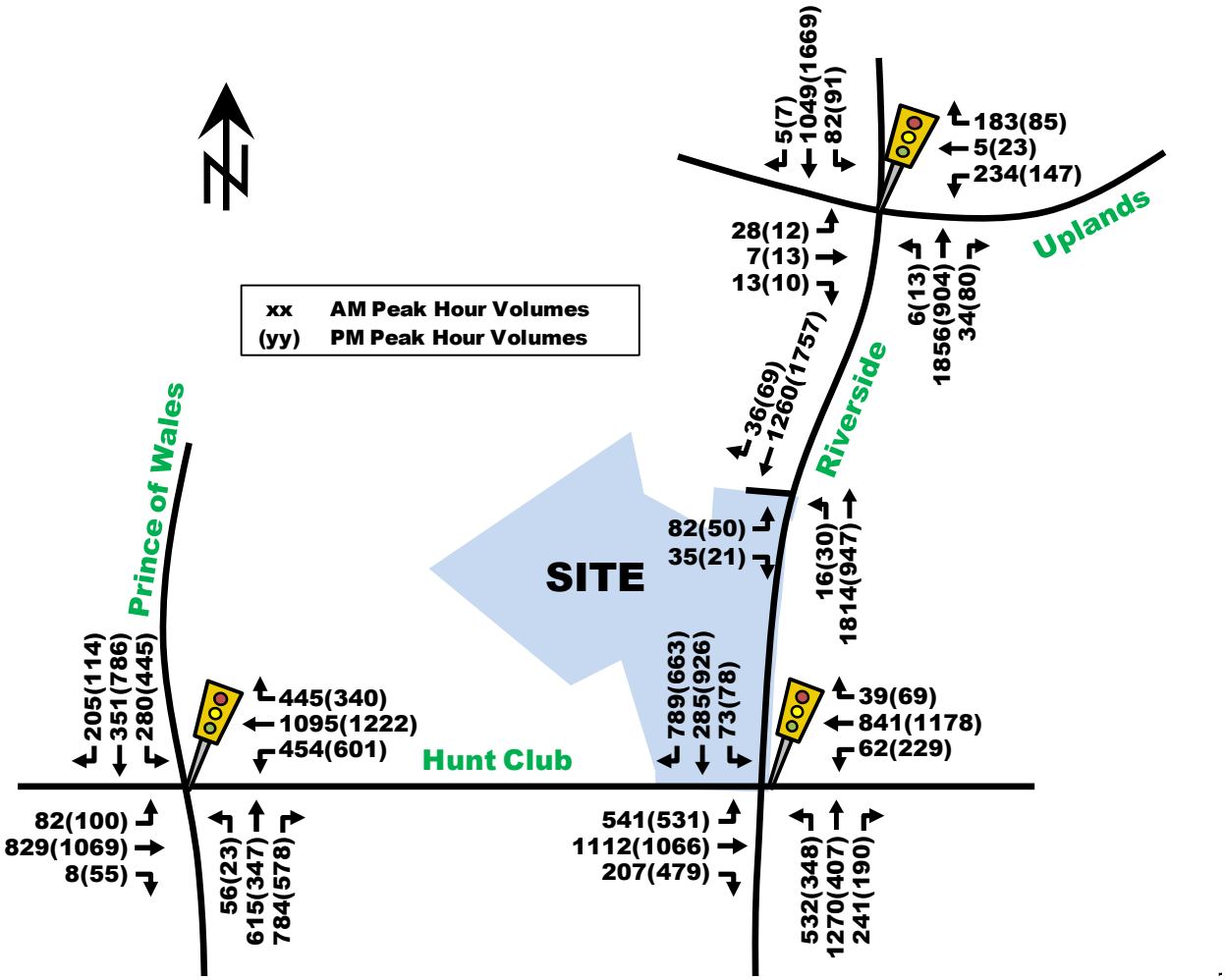


Figure 14: Phase 1 and 2 Total Projected Traffic Volumes



4.0 STRATEGY REPORT

4.1. Development Design

4.1.1. Design for Sustainable Modes

Pedestrian/Cycling Routes and Facilities

Limited pedestrian and cycling facilities currently exist to connect the proposed subdivision to the surround active mode transportation network. The plan of subdivision proposes a multi-use pathway on the west border, between the residential dwelling units and the Rideau River. **Figure 15** illustrates three proposed connections to the MUP from the site between townhomes Block 67 and Tower 4, between townhomes Block 56 and Singles 1 and between the park and Singles 17. Future pedestrian and cycling facilities are envisioned along Riverside Drive which include unidirectional cycle-tracks, a separate concrete sidewalk and boulevard. The access road and adjacent park provides for cycling and walking connections between Riverside Drive and the residential dwellings.

Internal to the site, the proponent envisions 2m wide sidewalks on at least one side of all roadway facilities, per the latest City of Ottawa approved cross sections, which connect to existing and proposed facilities on Riverside Drive and the new multi-use pathway (MUP) bordering the Rideau River and the site. There exists limitations with

the Riverside Drive embankment which have implications for sidewalks and cycle facilities on the east side of the access road corridor.

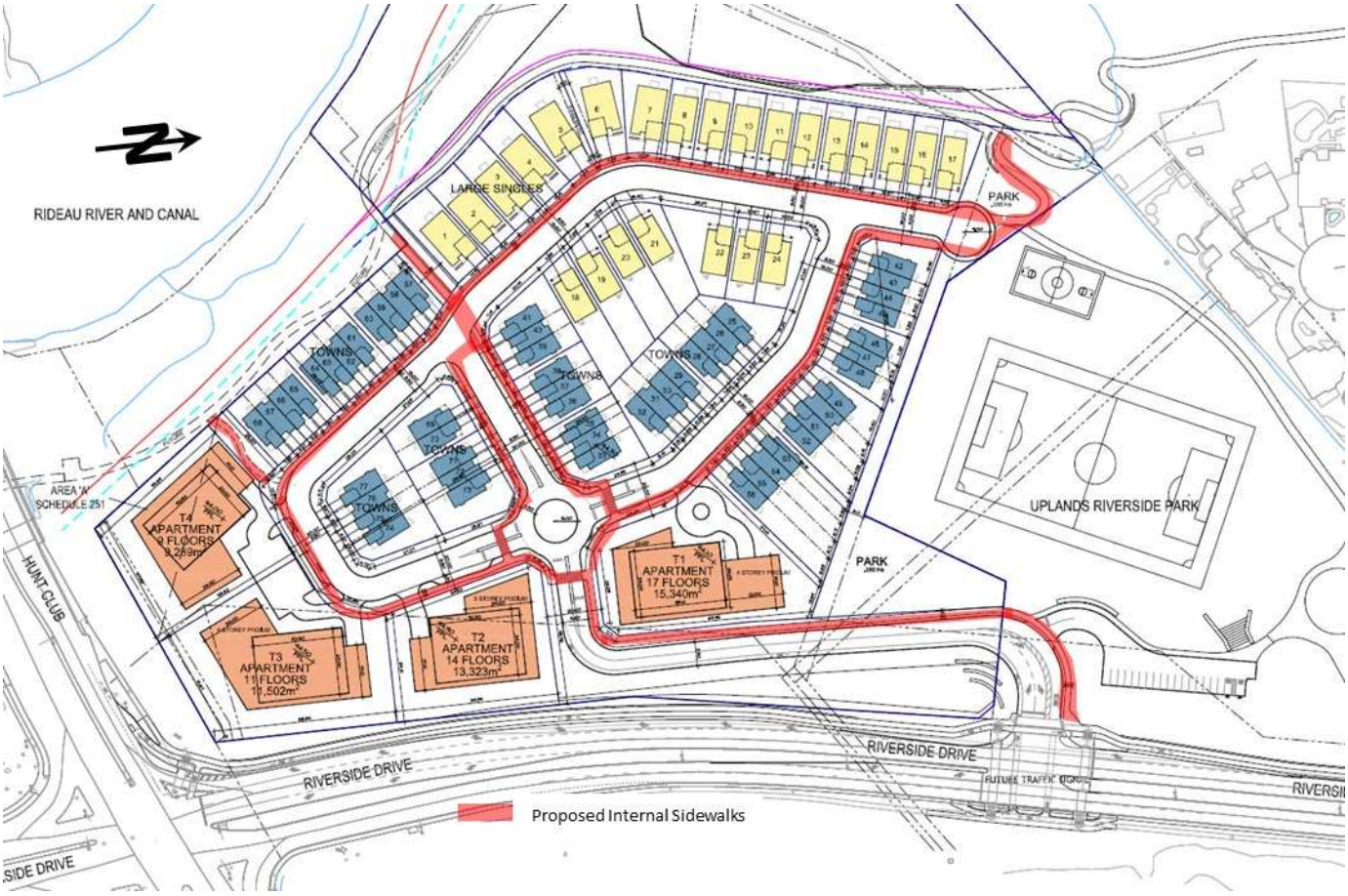
Figure 15 below illustrates proposed sidewalk and MUP connections within the site. The proposed sidewalk connections connect the singles, towns and residential towers to both the MUP and Riverside Drive. Specific cross-sectional elements remain to be determined in future detailed design efforts.

Considerations for residential tower pedestrian and cyclist facilities, and improved connections to Riverside Drive, will be reviewed as part of the Site Plan Control Application (SPA) for each phase of the proposed development.

Location of Transit Facilities

The nearest transit stops to the site are located on the east and south quadrants of Riverside Drive and Hunt Club Road (ID: #4849, #2124, #4197, #6124). These bus stops are located between 200 to 600 meters from the site, depending on where on the site the measurement was taken from and to which bus stop the person was headed to. Additional frequent route #90 is located approximately 800m from the site. Refer to **Figure 15** for a visual representation of how active transportation users could connect from their residencies to transit facilities.

Figure 15: Proposed Sidewalk Connections and Active Transportation Routes to Transit



Bicycle Parking

Bicycle parking has not yet been determined for the residential towers. The four towers are assumed to provide indoor or outdoor locations for patrons to store their bikes and are anticipated to exceed the minimum City of

Ottawa Parking By-Law regulations. Bicycle parking for the four towers will be confirmed during the SPC for each tower.

4.1.2. Circulation and Access

Exempt. See **Table 1**.

4.1.3. New Streets Network

The purposes of a plan of subdivision is to identify public roadway right-of-way opportunities and develop a legal plan of subdivision. Therefore, specific road elements remain to be confirmed such as sidewalks, boulevards, parking and traffic calming measures.

The current proposed plan of subdivision envisions a series of internal roads composed of 18.0m and 20.0m ROW widths which are accessed via a single roadway connection to Riverside Drive. The roadway connection to Riverside Drive is proposed to be signalized and will be located approximately 270 meters north of the Hunt Club/Riverside signalized intersection. Internal to the site, the access roadway reaches a mini-roundabout intersection with a fully mountable median intended as a gateway to the community. The development has been designed to encourage horizontal curvatures to minimize vehicle speeds on the local road network.

The internal roads are envisioned to align with the approved August 2022 18.0m and 20.0m ROW City of Ottawa cross-sections, illustrated in **Figure 16** and **Figure 17**. In general, the internal roads envision a single travel lane per direction with an 8.5-meter paved width offering two-way vehicle travel with the potential for on-street parking. On-street parking bulbouts/curb extensions could be accommodated fronting the Phase 2 towers (Towers 2, 3 and 4); however, this will be confirmed during Site Plan Application. Typically, a right of way of 20 meters is proposed for the access roadway and the southeast quadrant adjacent to the towers, while an 18 meter right of way is proposed adjacent to townhomes and single homes. The plan also proposes 2m sidewalks and pathways throughout the site, including connectivity to the neighboring parcel to the north and a shortcut path from the roundabout to Riverside Drive headed southbound.

Internal intersections have been designed to allow for a WB-20 control vehicle to access and navigate the site. The intersection corner radii have been minimized to best reflect the turning movement requirements. A swept path of a design and control vehicle has been provided in **Appendix H.**

Traffic Calming Measures

Local streets are to be designed to a 30 km/hr operating speed per the City of Ottawa's New Official Plan and the Local Residential Streets 30 km/g Design Toolbox (September, 2021). The plan of subdivision arrangement is conducive to slower speeds by offering frequent curves, a gateway feature via the entry roundabout, the opportunity for street parking and short street segments that are typically less than 70m. The subdivision has been designed to an HSU control vehicle per City of Ottawa comments with intersection narrowings within the subdivision.

Figure 16 illustrates traffic calming elements recommended for the subdivision design. Speed humps have been allocated on blocks that exceed 50m in length.

Figure 16: Proposed Traffic Calming Measures to Achieve 30 km/h Streets

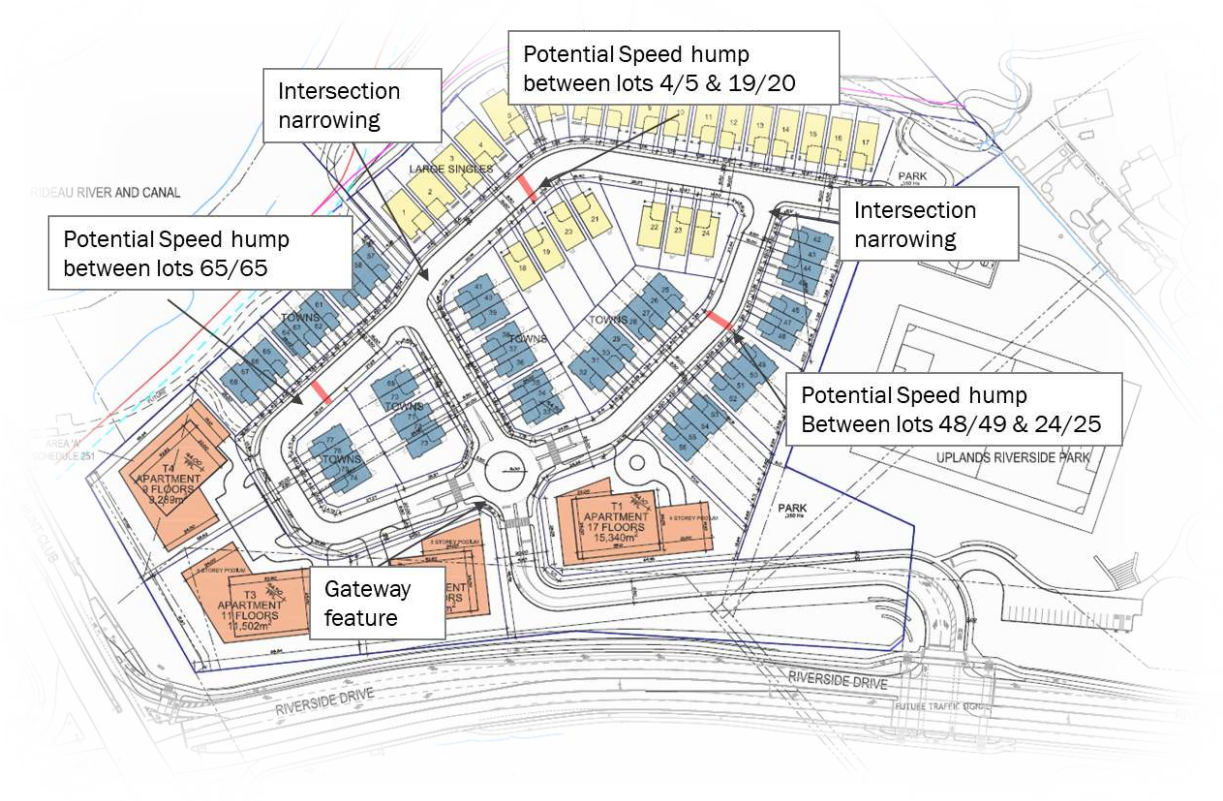


Figure 17: Approved City of Ottawa 18.0m Cross Section (December, 2022)

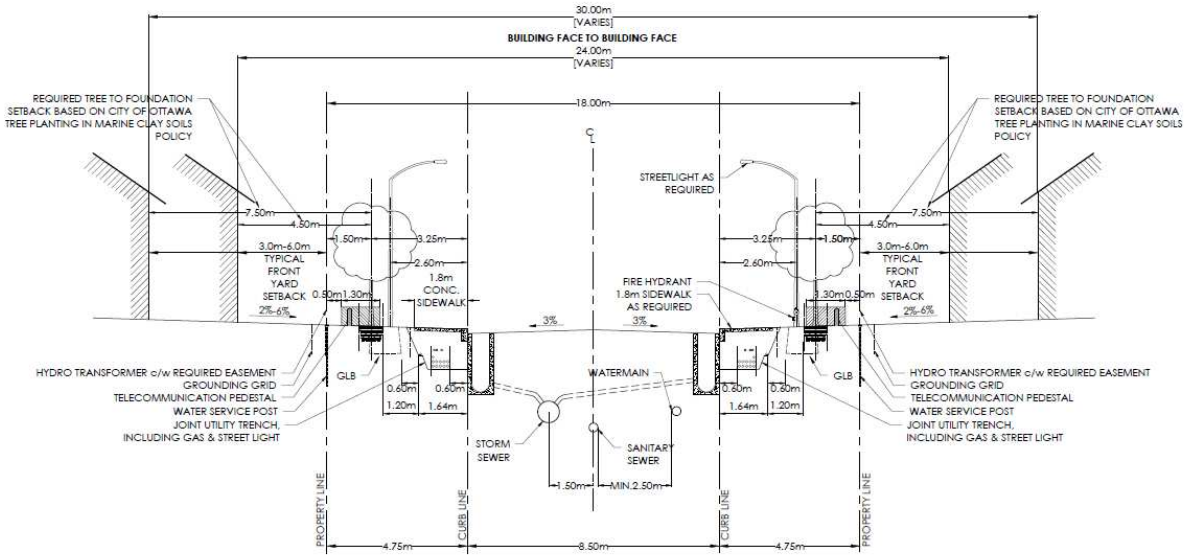
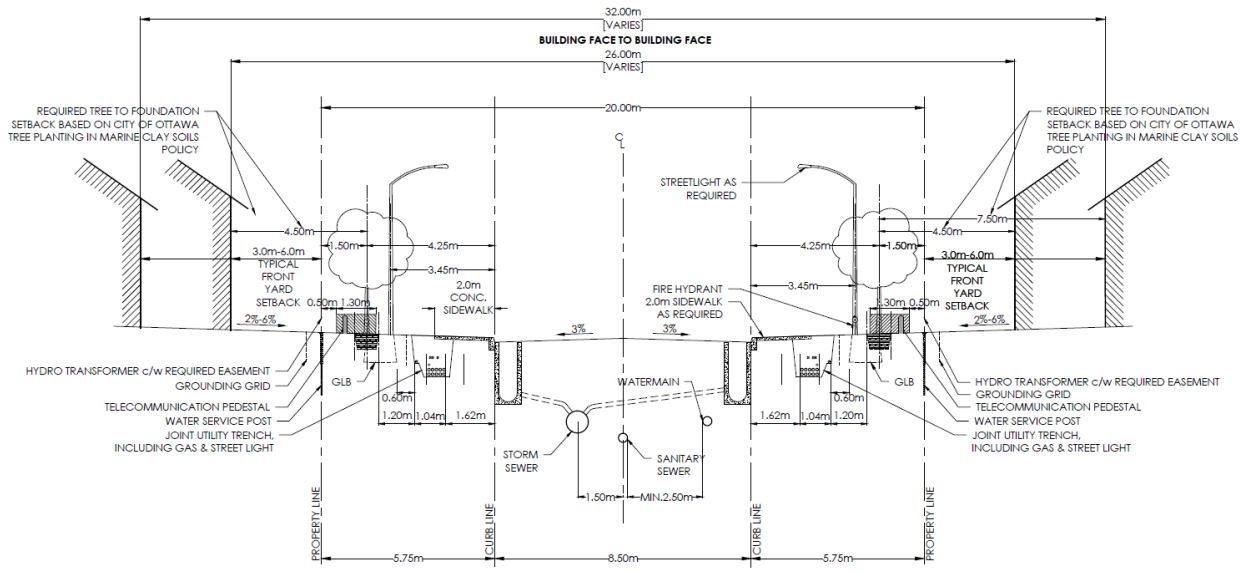


Figure 18: Approved City of Ottawa 20.0m Cross Section (December, 2022)



4.2. Parking

Exempt. Parking to be considered during site plan control for the apartment towers, see **Table 1**.

4.3. Boundary Street Design

4.3.1. Existing and Future Conditions

The boundary streets for the development are Hunt Club Road and Riverside Drive.

- *Hunt Club Road (existing and near future):*
  - 2 vehicle travel lanes in each direction;
  - 1.8m sidewalk with no boulevard;
  - More than 3,000 vehicles per day;
  - Posted speed 80km/h (used 90km/h) with no parking on either sides of road;
  - Classified as arterial roadway;
  - Classified as spine bike route; and,
  - Identified as a Truck Route.

- *Riverside Drive (existing):*
  - 2 vehicle travel lanes in each direction;
  - 1.5m sidewalk with no boulevard west side, 1.8m sidewalk with greater than 2m boulevard on east side of road;
  - More than 3,000 vehicles per day;
  - Posted speed 60km/h (used 70km/h) with no parking on either sides of road;
  - Classified as arterial roadway;
  - Classified as spine bike route; and,
  - Identified as a Truck Route.

- *Riverside Drive (future):*
  - 2 vehicle travel lanes in each direction;
  - Assumed 2m sidewalk with cycle-track on both sides;

- More than 3,000 vehicles per day;
- Posted speed 60km/h (used 70km/h) with no parking on either sides of road;
- Classified as arterial roadway;
- Classified as spine bike route; and,
- Identified as a Truck Route.

The proposed site is not located within 600m of a rapid transit and not within 300m of a school. Multi-modal Level of Service analysis for the subject road segments adjacent to the site is summarized in **Table 9** with detail analysis provided in **Appendix F**.

Table 9: MMLOS – Boundary Street Segments Existing and Future Proposed

Road Segment Level of Service (LoS)	Pedestrian PLoS		Bicycle (BLoS)		Transit (TLoS)		Truck (TkLoS)	
	PLOS	TARGET	BLOS	TARGET	TLOS	TARGET	TKLOS	TARGET
Hunt Club both sides (E & F)	F	C	F	C	D	N/A	A	D
Riverside west side (E)	F	C	F	C	D	N/A	A	D
Riverside east side (E)	E	C	F	C	D	N/A	A	D
Riverside both sides (F)	D	C	A	C	D	N/A	A	D
(E) = existing; (F) = Future								

Pedestrian

- No road segment meets pedestrian PLoS desirable targets. Increasing the sidewalk width to greater than 2m wide with a greater than 2m boulevard, plus reducing and confirming the actual driven speeds on adjacent roadways to be 60km/h would meet the desirable pedestrian level of service.

Bicycle

- The cycling BLoS desirable targets were only met for future Riverside Drive road segment granted they build the proposed cycling facilities. No existing road segment met the desired BLoS due lack of cycling facilities and high operating speeds.

Transit

- The transit TLoS desirable targets were met for all applicable road segments.

Truck

- Riverside Drive and Hunt Club Road are truck routes, and the TkLoS desirable targets were met.

4.4. Access Intersection Design

4.4.1. Location and Design of Access

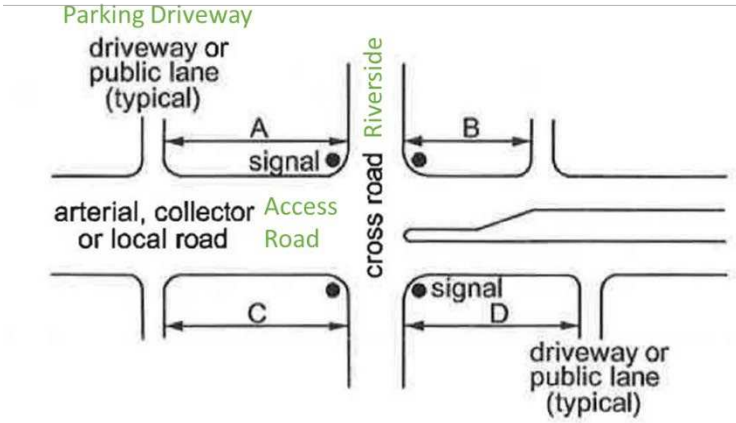
According to TAC Chapter 9, Section 9.4.2.1, a minimum signalized to signalized intersection separation of 200m is recommended. The nearest signalized intersection is Hunt Club/Riverside and which is located approximately 270m away, thus meeting the minimum recommended separation distance. However, it is recognized that southbound afternoon peak period queues can extend well north of the site access intersection from the Hunt Club/Riverside Drive.

Internal to the site, there are private approach driveways proposed from the apartment towers. In general, each building is anticipated to have less than 200 parking spaces each, which would require a distance from private approach to nearest intersection of 30 meters according to by-law (No. 2003-447) Section 25(m)(ii). The latest site concept generally meets these minimums, which will be confirmed during individual Site Plan Applications.

The connecting roadway to Riverside Drive has an access driveway to the Uplands Riverside Park parking lot, which is located approximately 25 meters from the newly proposed signalized intersection. The parking lot accommodates approximately 20 vehicle spaces. Due to having low volume demand, and limited alternative options available to provide parking to the Uplands Riverside Park, the available distance between Riverside Drive and the park parking lot is considered reasonable. Based on this design, it is anticipated that if any queues interfere with the ability to turn on to the parking lot, it would be of short duration. No spillback on to Riverside Drive is anticipated from internal congestion.

Furthermore, according to TAC Chapter 8 Figure 8.8.2 (as illustrated in **Figure 18**, a minimum clear distance between Riverside Road and the Uplands Riverside Park parking lot driveway of 15 meters is recommended, based on the access road being a local street. The location of the parking lot driveway is therefore considered reasonable given the circumstances.

Figure 19: TAC Corner Clearance Recommended Distance



item	min. clearance, m		
	arterial	collector [b]	local [b]
A	70 [c]	55	15
B	# [a]	25	15
C	70	55	15
D	70 [c]	55	15

4.4.2. Intersection Control

A traffic signal warrant at Riverside/Site Access was completed assuming peak hour forecast traffic volumes. The warrant for traffic signals was not met (66% achieved) due to low vehicle volumes forecasted to and from the minor approach, predominantly eastbound left-turns. However, due to sightline concerns and historic high collisions recorded on this corridor, traffic signals are considered the preferred intersection control approach. The signal warrant analysis has been provided in **Appendix G**.

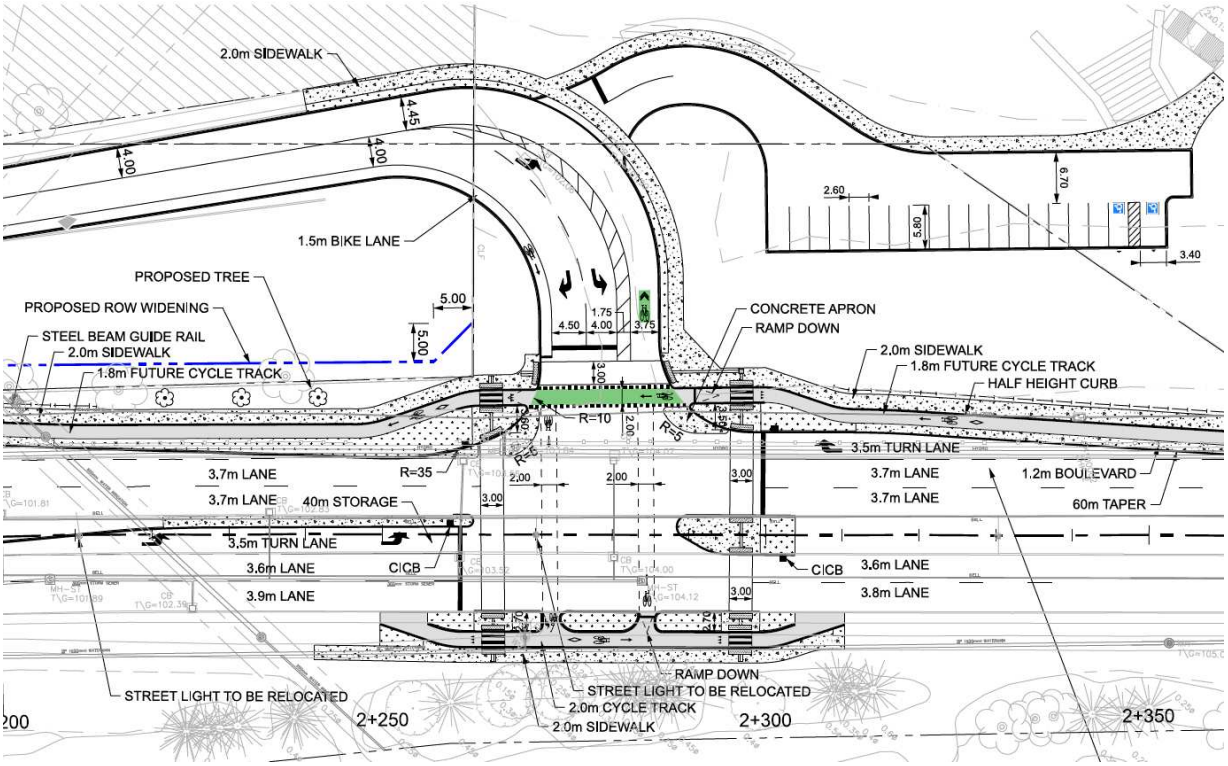
4.4.3. Intersection Design

The proposed access road, to be designed to a local public road standard, will provide a northbound bike lane and two-way vehicular access to Riverside Drive for the subdivision.

A conceptual intersection design drawing has been provided in **Figure 19** and submitted as a separate RMA package for City review. The outcome of the intersection capacity results in this study (**Section 4.9**) has confirmed the auxiliary lane requirements. **Appendix I** provides the intersection functional drawings, swept path maneuvers and sight line analysis.

The ultimate Riverside/Site Access intersection envisions a contemporary intersection design with crosswalks and uni-directional cycle facilities. Future north-south cycling is accommodated through protected intersection corners. At the request of the City of Ottawa, a cycle track has been developed for northbound cyclists.

Figure 20: Proposed Riverside/Site Functional Design (September, 2023)



4.5. Transportation Demand Management

4.5.1. Context for TDM

The subdivision is considered early in its development stages. Site plan control applications will be required for the respective apartment tower blocks which will provide a more fulsome representation of TDM measures to align the subdivision mode shares with area targets. **Sections 3.1.1** and **3.1.2** describe how many trips are anticipated per travel mode and anticipates the likely locations that they will travel to and from based on the OD-Survey 2011 for Hunt Club. The site is located within 600 meters of local bus routes near Hunt Club/Riverside intersection and within 800 meters of frequent bus route #90 near the Uplands/Riverside intersection, making it a viable candidate to promote transit use for residential trips.

4.5.2. Need and Opportunity

The proposed development will be accessed by Riverside Drive, which is currently operating above capacity during peak periods. With investments planned for new active transportation facilities on Riverside Drive, new opportunities for travel are immerging adjacent to the site. A focus on TDM measures to encourage sustainable active mode shares is recommended, to provide for an increase in non-auto modes that promote environmentally conscious ways of commuting. Such measures are described in more detail in **Section 4.5.3** below, but can include improvements to MMLOS conditions by providing improvements to pedestrian, cyclist and transit facilities as described in **Section 4.3** and **4.9** and safe and efficient connectivity to public transit as described in **Section 4.7**, to name a few.

4.5.3. TDM Program

The TDM -Supportive Development Design and Infrastructure and Measures checklist has been completed as a recommended draft list given that this application is to support a plan of subdivision. The draft measures have been provided in **Appendix I**. Some of the potential TDM measures that will be considered include:

- Unbundled car parking spot from monthly rent for apartment towers.
- Easy and direct connection to sidewalks and proposed cycling facilities on Riverside Drive.
- Provide local route maps and transit schedules.
- Provide indoor bike parking for the apartment towers at a ratio of 1:1 bike stalls/unit in a secured, underground location.
- Provide a bike repair station within the secured underground bike parking.

With regards to the TDM -Supportive Development Design and Infrastructure checklist, the following design elements are recommended to be considered:

- Locate building close to the street, and do not locate parking areas between the street and building entrances.
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations.
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort.
- Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (see Official Plan policy 4.3.10).
- Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (see Official Plan policy 4.3.10).
- Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on- road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (see Official Plan policy 4.3.11).
- Provide safe, direct and attractive walking routes from building entrances to nearby transit stops
- Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible.
- Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h.

4.6. Neighborhood Traffic Management

4.6.1. Adjacent Neighborhoods

The City of Ottawa TIA Guidelines has set vehicular thresholds for different classifications of roadways as follow:

- Local Roads: a maximum of 1,000 vehicles per day or 120 vehicles during the peak hour
- Collector Roads: a maximum of 2,500 vehicles per day or 300 vehicles during the peak hour
- Major Collector Roads: a maximum of 5,000 vehicles per day or 600 vehicles during the peak hour

The purpose of classifying roads is to assure that they are being used within their intention and design. Local roads for example are normally built to support slower travel speeds to accommodate safer movements of vehicles in and out of driveways, to accommodate for pedestrians or cyclists sharing the roads, and so forth. A collector road on the other hand is fed by various local roads to make a corridor with higher traffic volumes which feed into bigger major collectors and arterial roads.

The future projected 2029 volumes along the site access to Riverside Drive are anticipated to be approximately 170 peak hour volumes two-way during the AM and PM peak hours which is consistent with a minor collector road. Once passed the roundabout intersection internal to the site, the vehicle trips will dissipate and distribute within the internal roads, to be less than 120 vehicles per each segment, consistent with local roads. It is not

anticipated that this development will impact internal local roadways to be higher than their denomination, nor the site access roadway to achieve major collector status, requiring upwards of 300 vehicles during peak hours.

It is also noteworthy that the access road and internal roads do not provide any connectivity to other neighbourhoods or roadway connections, and as such, they will not produce an increase in vehicular traffic from shortcutting or infiltrated vehicles into the community. Lastly, measures such as speed humps can be incorporated during Site Plan Application to promote 30km/h streets. For these reasons, the proposed internal roadways are all forecasted to operate as a local street classification.

4.7. Transit

4.7.1. Route Capacity

It is projected that approximately 60 'new' two-way transit trips by full buildout will be generated. The site is located within 600m of three different local transit routes and within 800m of frequent transit route #90 which operates in approximately 15-minute intervals during peak hours.

Given the high frequency of route #90 and the additional transit capacity available on nearby local routes, along with a relatively low transit ridership anticipated, there is expected sufficient capacity for transit routes near the site.

4.7.2. Transit Priority

There are no transit priority corridors near to the site and no transit routes operating through the newly proposed signalized Riverside/Site intersection.

4.8. Review of Network Concept

Exempt. See **Table 1**.

4.9. Intersection Design

4.9.1. Intersection Control

See **Section 4.4.2**.

4.9.2. Intersection Design

Multi-Modal Level of Service

As stated in the MMLOS Guidelines, only signalized intersections are considered for the intersection Level of Service measures. All intersections within the study area are signalized with the exception of the internal site intersections. The proposed access intersection connecting to Riverside Drive is also proposed as a signalized intersection. The MMLOS analysis is summarized in **Table 10**, with detailed analyses provided in **Appendix F**.

Table 10: MMLOS – Existing and Future Intersections

Intersection Level of Service (LoS)	Pedestrian PLoS		Bicycle (BLoS)		Transit (TLoS)		Truck (TkLoS)	
	PLOS	TARGET	BLOS	TARGET	TLOS	TARGET	TKLOS	TARGET
Riverside/Uplands	F	C	F	B	C	D	-	N/A
Riverside/Hunt Club	F	C	F	C	F	D	A	D
Prince of Wales/Hunt Club	F	C	D	C	F	D	A	D
Riverside/Site	F	C	F	C	-	N/A	-	N/A

Pedestrian

- No intersection met the pedestrian minimum desirable target of PLoS 'C'. All intersections had a PLoS of 'F' predominantly based on the number of lanes that would need to be crossed for pedestrians crossing Riverside Drive or Hunt Club Road (note that the number of lanes was determined from dividing the crossing distance by 3.5m and not by actual visible lanes). No mitigation would lower the PLoS to a level close to the desired MMLOS target without significantly reducing the vehicle capacity on an already congested corridor.

Bicycle

- No intersections meet the cycling BLoS desirable target of 'C' or better due to the mixed cycling facilities with vehicles on a fast-operating road with various lanes to cross. Although Prince of Wales/Hunt Club offers improvements left-turning cyclists, cyclists are still expected to ride at grade with vehicles. Providing cycling facilities which are separated from vehicular circulation would meet the BLoS targets.

Transit

- Transit TLoS targets were met at Riverside/Uplands due to modest intersection delays for southbound left-turn and westbound right-turn bus movements.
- The remainder intersection had certain movements used by buses which surpassed 30 second delays and triggers the TLoS of 'E' or worse, exceeding the desired TLoS target of 'D' or better. There are no bus routes anticipated through Riverside/Site intersections.

Truck

- Only Riverside/Hunt Club and Prince of Wales/Hunt Club intersections has a truck route with possible turning movements. The TkLoS were met at both intersections.

Existing Conditions

The following **Table 11** provides a summary of the existing traffic operations at the study area intersection based on volumes from **Figure 7** and Synchro (V11) traffic analysis software. The subject intersections were assessed in terms of the volume-to-capacity (v/c) ratio and the corresponding Level of Service (LoS) for the critical movement(s). The Synchro model outputs of existing conditions are provided within **Appendix K**.

Table 11: Existing Intersection Performance

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'As a Whole'		
	LoS	Max Delay or v/c	Movement	Delay (s)	LoS	Max v/c
SIGNALIZED INTERSECTIONS						
Riverside/Hunt Club	F(F)	1.22(1.43)	EBL(EBL)	80.9(93.7)	F(F)	1.13(1.20)
Riverside/Uplands	F(C)	1.05(0.80)	NBT(WBT)	44.3(19.9)	E(C)	1.00(0.72)
Prince of Wales/Hunt Club	D(F)	0.89(1.29)	EBT(WBL)	39.4(60.8)	D(F)	0.87(1.01)

Note: Analysis of intersections assumes a PHF of 0.90 and a saturation flow rate of 1800 veh/h/lane

As shown in **Table 11**, all the intersections within the subject area are currently operating 'as a whole' close to capacity or exceeding capacity during the AM and PM peak hours. All intersections have at least one or both peaks with a critical movement or more exceeding capacity, with an LoS 'F'.

Riverside/Hunt Club is of particular interest due to its heavier congestion and proximity to site access. Further analysis shows that the eastbound and westbound through movements and eastbound left-turn all operate at v/c of 0.99 or higher in both the AM and PM peaks. This shows heavy traffic volume travelling on Hunt Club, which is a major east-west arterial road with connections to Highway 417, Highway 416, Airport Parkway and

other major links to name a few. Additionally, a heavy commuter northbound through movement was observed for the AM and a heavy southbound through for people returning from downtown to the suburbs in the PM is evident. Additionally, long queues have been observed, for both east-west movements during the AM and PM peak as well as the northbound movement in the AM and southbound movement in the PM. These regional commuter patterns from downtown to suburbs are unlikely to change.

Although congestion is shown to be heavy at times, particularly at Riverside/Hunt Club and Prince of Wales/Hunt Club, it is important to acknowledge that these intersections are major arterial to arterial connections and are generally accepted within the City of Ottawa to operate above capacity during the peak hours.

Background Conditions

As discussed in **Section 3.2**, a conservative 0% annual growth was implemented plus other area developments added to estimate background traffic conditions. As such, the 2025 and 2029 background volumes will be the same and future intersection performance is anticipated to remain similar. **Figure 12** shows the projected background volumes for future years. The projected operational results are shown in **Table 12**. The detailed Synchro results can be found in **Appendix L**.

Table 12: 2025 and 2029 Background Intersection Performance

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'As a Whole'		
	LoS	Max Delay or v/c	Movement	Delay (s)	LoS	Max v/c
SIGNALIZED INTERSECTIONS						
Riverside/Hunt Club	F(F)	1.10(1.30)	EBL(EBL)	60.1(71.7)	F(F)	1.02(1.08)
Riverside/Uplands	E(C)	0.93(0.77)	NBT(WBT)	28.8(17.0)	D(B)	0.89(0.65)
Prince of Wales/Hunt Club	D(F)	0.82(1.02)	NBT(WBL)	36.3(46.6)	C(D)	0.79(0.90)
Note: Analysis of intersections assumes a PHF of 1.00 and a saturation flow rate of 1800 veh/h/lane						

As seen in **Table 12**, all intersections show a general improvement in operations, predominantly due to the reduction in peak hour factor from 0.90 for existing conditions to 1.00 for future conditions, as instructed by the City of Ottawa TIA Guidelines. Although all intersections show a general improvement, Riverside/Hunt Club continues to operate 'as a whole' above capacity and Prince of Wales/Hunt Club continues to have a critical movement over capacity. The trends observed for existing are still occurring for future background conditions.

Future Conditions Phase 1 - 2025

The future projected interim Phase 1 volumes for 2025 are illustrated in **Figure 20**, which assumes the layering of Phase 1 site generated traffic volumes on to the background volumes.

By this point, it is anticipated that the Riverside/Site intersection will be built to full buildout with a traffic signal. The Riverside/Site intersection has been modelled as follows:

- Two northbound and two southbound through lanes
- 40m northbound left-turn lane
- 15m southbound right-turn lane
- A single eastbound left-turn and a single right-turn lane
- Pedestrian phase for the north and east legs only
- No right on red for EBR movement and protected NBL phase

Additionally, the Riverside/Hunt Club intersection is anticipated to have its southbound storage lanes extended:

- Southbound right-turn lane extended to approximately 200 meters
- Southbound left-turn lane extended to approximately 150 meters

The projected traffic volumes are summarized in **Table 13**, with detailed Synchro results provided in **Appendix M**.

Figure 21: Phase 1 - 2025 Total Projected Peak Hour Traffic Volumes

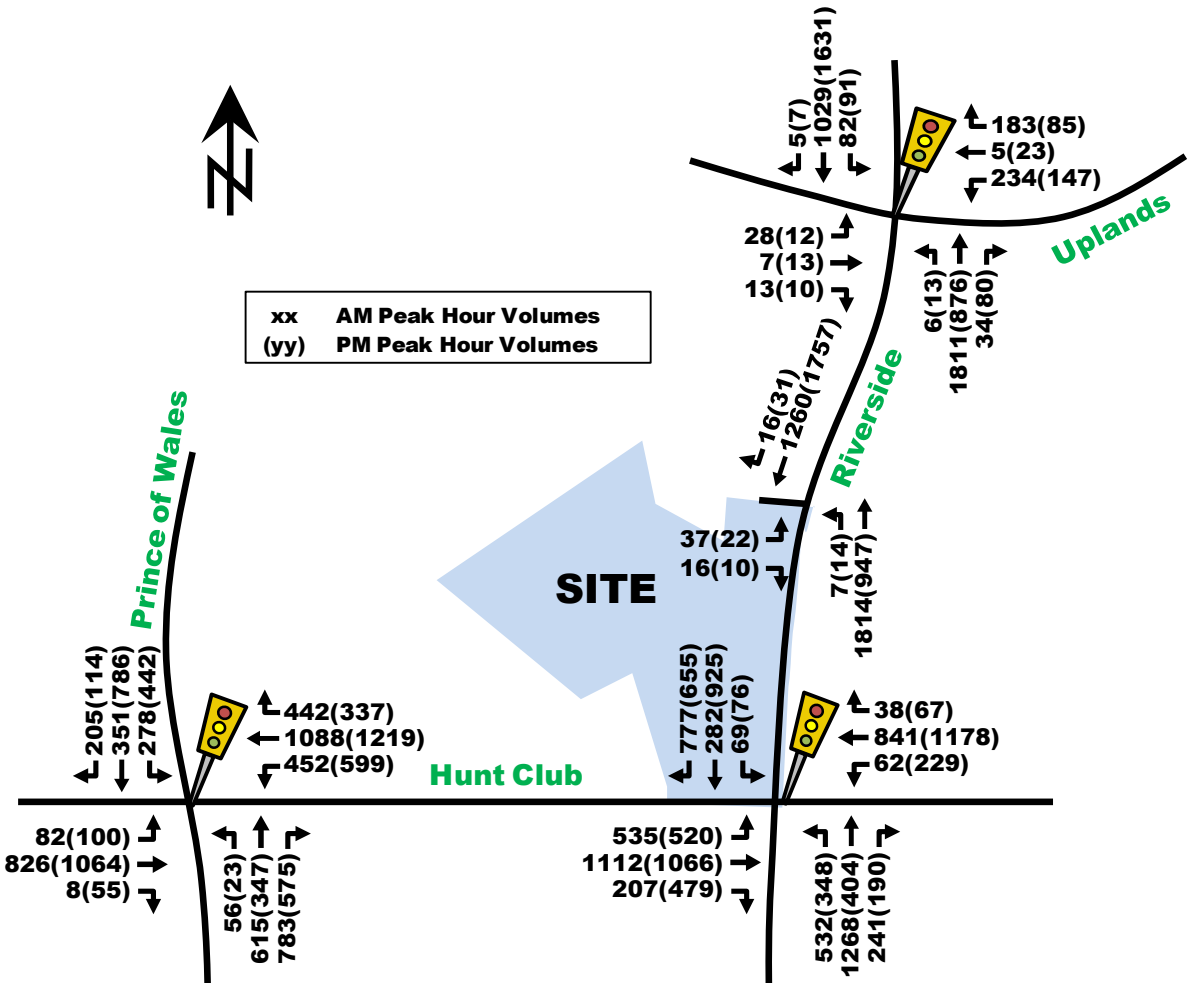


Table 13: Phase 1 - 2025 Intersection Performance

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'As a Whole'		
	LoS	Max Delay or v/c	Movement	Delay (s)	LoS	Max v/c
SIGNALIZED INTERSECTIONS						
Riverside/Hunt Club	F(F)	1.03(1.08)	NBT(EBL)	59.2(69.2)	F(F)	1.01(1.08)
Riverside/Uplands	D(C)	0.90(0.77)	NBT(WBT)	26.4(15.8)	D(B)	0.88(0.66)
Riverside/Site	B(B)	0.65(0.65)	NBT(SBT)	9.1(16.0)	B(B)	0.64(0.64)
Prince of Wales/Hunt Club	D(E)	0.82(0.94)	NBT(SBL)	36.4(45.3)	C(D)	0.79(0.90)
Note: Analysis of intersections assumes a PHF of 1.00 and a saturation flow rate of 1800 veh/h/lane; signal timing optimized						

As seen in **Table 13**, all study area intersections are expected to operate similarly to background conditions. Note that the timing plan for Riverside/Hunt Club and Prince of Wales/Hunt Club was optimized to improve performance while maintaining the same cycle length and protected phasing. By optimizing the timing plan, Prince of Wales/Hunt Club no longer has a critical movement above capacity; however, Riverside/Hunt Club continues to operate slightly above capacity.

The new Riverside/Site intersection is shown to operate well, even though it was modelled with more conservative timing plan including no right on red for eastbound approach and protected northbound left-turn.

Overall, no modifications to intersection geometry are recommended on a capacity perspective.

Future Conditions Phase 2 – 2029 Full Buildout

The future projected interim Phase 2 Full-Buildout volumes for 2029 are illustrated in **Figure 21**, which assumes the layering of Phase 2 site generated traffic volumes on to the background volumes. The projected intersection performance is shown in **Table 14** with detailed output in **Appendix M**.

Figure 22: Phase 2 – 2029 Full-Buildout Total Projected Peak Hour Traffic Volumes

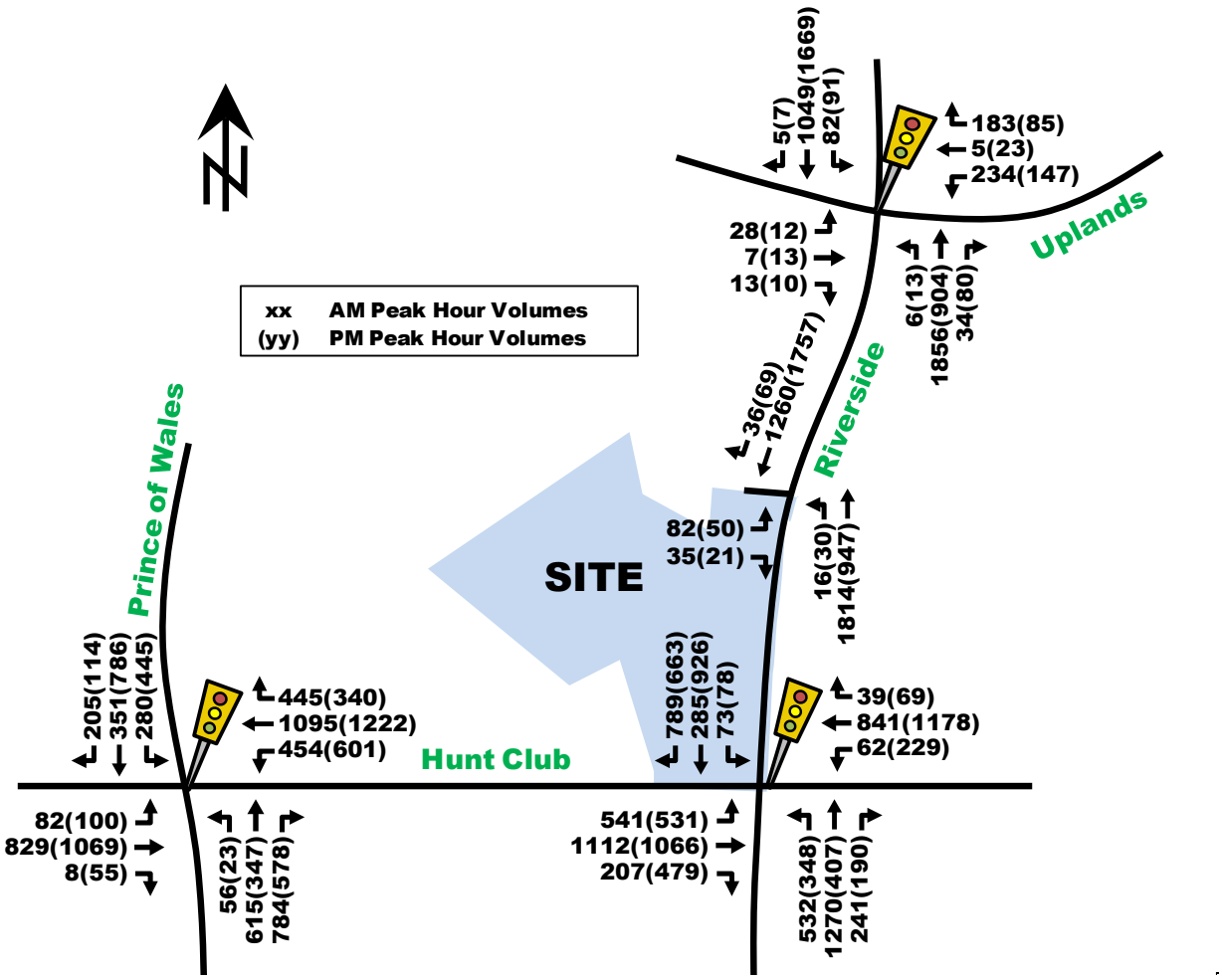


Table 14: Phase 2 – 2029 Full-Buildout Intersection Performance

Intersection	Weekday AM Peak (PM Peak)					
	Critical Movement			Intersection 'As a Whole'		
	LoS	Max Delay or v/c	Movement	Delay (s)	LoS	Max v/c
SIGNALIZED INTERSECTIONS						
Riverside/Hunt Club	F(F)	1.04(1.10)	NBT(EBL)	59.6(69.8)	F(F)	1.01(1.08)
Riverside/Uplands	E(C)	0.93(0.77)	NBT(WBT)	26.9(16.7)	D(B)	0.90(0.67)
Riverside/Site	B(B)	0.66(0.70)	NBT(SBT)	11.6(19.3)	B(B)	0.65(0.68)
Prince of Wales/Hunt Club	D(E)	0.82(0.94)	NBT(SBL)	36.5(45.5)	C(D)	0.79(0.90)

Note: Analysis of intersections assumes a PHF of 1.00 and a saturation flow rate of 1800 veh/h/lane; signal timing optimized

As seen in **Table 14**, the 2029 Phase 2 of the development is anticipated to operate similarly to the Phase 1 2025 horizon year and also the future background conditions.

As explained in existing conditions, Riverside/Hunt Club intersection connects two major commuter arterial roads, linking suburbs like Barrhaven and Riverside South to the downtown core and providing east-west major connectivity between Merivale District, Hunt Club District and major highways such as the 416 and 417. These commuter behaviors are unlikely to change; however, when comparing existing conditions to future full buildout conditions, the overall intersection performance is forecasted to operate similarly to better in the future.

Overall, no modifications to intersection geometry are recommended on a capacity perspective.

Queueing Analysis

The following analysis focuses on queueing at the newly proposed signalized intersection as well as the downstream Riverside/Hunt Club southbound right-turn and southbound through movement, to assure that spillback doesn't occur on to the site access intersection.

The queueing results were based on Synchro and SimTraffic outputs, using the most critical 2029 Phase 2 full-buildout horizon. The following **Table 15** summarizes queuing results. The SimTraffic outputs have been provided in **Appendix N**.

Table 15: Queueing Analysis for 2029 Full-Buildout of Development

Movement	Weekday AM Peak (PM Peak) Queueing Analysis			
	Capacity	95th % Synchro	50th % SimTraffic	95th % SimTraffic
Riverside/Site NBL	40m	11 (#19)	2 (9)	9 (23)
Riverside/Site SBR	15m	m4 (m17)	4 (9)	18 (26)
Riverside/Site EBRL	-	30 (22)	9 (15)	22 (29)
Riverside/Hunt Club SBR	200m[1]	0 (0)	202 (200)	232 (242)
Riverside/Hunt Club SBT	270m	53 (#203)	217 (239)	326 (296)

1. The Riverside/Hunt Club SBR is currently approximately 110m but is proposed to be extended to approximately 200m.

As seen in **Table 15**, the Riverside/Site southbound right-turn appears to be above its storage capacity for the PM peak; however, a closer inspection of the simulations show that these higher readings are an effect of queueing overspill from Riverside/Hunt Club southbound. It was observed that once a vehicle advances through the through moving southbound flow on Riverside Drive to the beginning of the right-turn storage lane, that vehicles would enter the lane and quickly turn right, producing minimal queues on the southbound right-turn storage lane. The length of the storage lane intends to reduce the likelihood of non-site vehicles from using the right turn as a by-pass lane.

The existing Riverside/Hunt Club southbound right-turn is approximately 110 meters but proposed to increase to 200 meters. During the peak hours, queues are occasionally forecasted to exceed its capacity, even with the increase in storage length. It is recommended that the storage length do not extend all the way to the new

Riverside/Site access as that could promote vehicles using the Riverside/Site southbound right-turn storage lane to continue straight.

5.0 FINDINGS AND RECOMMENDATIONS

Based on the results summarized herein the following findings and recommendations are provided:

Existing Conditions

- The site is currently a vacant lot with a small gravel roadway to a golfing range pumping station.
- Bus stops for frequent transit route #90 are located approximately 800-meter walk from the subject site and closer local transit routes #96, #197, #198 and #199 are located between 300 to 600-meter walk from the site.
- Historical collision records confirm elevated incident typical of major urban arterial to arterial intersections in the City. The Riverside/Hunt Club intersection was noted as a sensitive location, with a high level of collisions per million entering vehicles. Given that the new site access will be located close to this sensitive intersection, it has been recommended that a signalized intersection for the site be built and measures such as protected northbound left-turns into the site and protected site access egress be considered (such as no right on red entering Riverside Drive from the site).
- All existing study area intersections have at least one critical movement in the AM or PM peak hour, or both, operating above capacity LoS 'F'. Additionally, the Riverside/Hunt Club and Prince of Wales/Hunt Club both operate overall above capacity, which is considered acceptable given their major corridor arterial to arterial intersection.

Proposed Development

- The proposed development is envisioned in two phases:
    - Phase 1 (2025): proposes approximately 24 single homes, 53 townhomes and a single 17-storey apartment block with 183 units.
    - Phase 2 (2029): proposes the addition of approximately 407 additional apartment units.
- Phase 1 is forecasted to generate approximately 75 'new' two-way vehicle trips, 30 'new' two-way transit trips and 15 'new' two-way active transportation trips.
- Phase 2 is forecasted to generate approximately 170 'new' two-way vehicle trips, 60 'new' two-way transit trips and 35 'new' two-way active transportation trips.
- The site proposes an access road connecting to Riverside Drive that will be classified a local road. The internal roads propose 2m wide sidewalks which connect to future proposed sidewalk and cycling facilities on Riverside Drive, along with a new pathway fronting the Rideau River to the west.
- TDM measures are encouraged for the site, including but not limited to unbundled car parking spots from monthly rent for apartment towers.

Future Conditions

- Peak hour traffic volumes from nearby adjacent developments were incorporated into the future traffic volume projections and a background growth rate of 0% on study area intersections was applied.
- Pedestrian and cycling facilities are proposed within the site which connect to existing and proposd facilities on Riverside Drive.

- The MMLOS road segment analysis confirmed boundary streets conditions did not meet MMLOS area targets for pedestrians due to the narrow existing sidewalks, lack of boulevard and posted speeds. The bike BLoS target was only met on future Riverside Drive if cycling facilities are built. The lack of existing cycling facilities produces an undesirable BLoS.

  The transit TLoS and truck TkLoS targets for MMLOS road segment categories were met.

- The MMLOS intersection analysis showed that all truck target goals were met. Transit targets were met at Riverside/Uplands intersection only, given the estimated delays for existing movements.

  Bicycle targets were not met at any intersection due to shared cycling and vehicular facilities.

  The pedestrian targets were not met at any intersection due to the quantity of lanes required to cross Riverside Drive, Hunt Club Road and Prince of Wales Drive.

- A traffic signal warrant was completed, and a traffic signal was found not to be warranted; however, due to sight line issues, potential for significant vehicle turning delays, and general collision history sensitivity, a traffic signal is recommended at this location. The traffic signal is recommended to have a protected northbound left-turn phase and no right on red for the eastbound approach.

- All study area intersections were shown to operate better than existing conditions, in part due to the reduction in peak hour factor from 0.9 to 1.0 as outlined by TIA guidelines for future conditions and due to signal cycle phase optimization in future conditions. Despite these improvements, the intersection of Riverside/Hunt Club will continue to operate at capacity, while all other intersections are forecasted to operate acceptably to well.

- The 2029 full buildout queuing analysis confirmed the following:
  - A 15m for southbound right-turn at site access is sufficient,
  - A 40m for northbound left-turn lane at site access is sufficient, and
  - Extending the southbound right-turn lane as far as possible at Riverside/Hunt Club is recommended, without reaching the Riverside/Site access.

- The traffic implications will be revisited during the site plan control for future phases of the proposed subdivision development.

Overall, based on the preceding report, the proposed development can be supported by the transportation network at the 2025 and 2029 horizon years. The development shall consider various TDM initiatives to promote sustainable travel choices for its residents and reduce the vehicular impacts on the adjacent network. Based on the preceding report, the proposed St. Mary's Development located at 3930-3960 Riverside Drive is recommended from a transportation perspective.

Prepared By:

Juan Lavin, P.Eng

Transportation Analyst

Reviewed By:

Jake Berube, P.Eng.

Transportation Engineer

Appendix A:

Screening Form, Plan of Subdivision and Response to City Comments

Appendix B:

Transit Route Maps

Appendix C:

Traffic Data

Appendix D:

Collision Data

Appendix E:

Historic Background Growth

Appendix F:

MMLOS Analysis: Road Segments and Intersections

Appendix G:

Traffic Signal Warrant

PARSONS

1223 Michael Street, Suite 100, Ottawa, Ontario, K1J 7T2
P: +1 613.738.4160 l F: +1 613.739.7105 l www.parsons.com

City of Ottawa 2017 TIA Guidelines

TIA Screening Form

Date	11.4.2022
Project	St. Mary's Plan of Subdivision
Project Number	478418 - 01000

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	Yes
Development Satisfies the Location Trigger	Yes
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	3690 & 3630 Riverside Drive
Description of location	Northwest quadrant of Riverside Drive/Hunt Club Road
Land Use	Residential
Development Size	24 singles. 53 townhouses, approx. 590 apartment units
Number of Accesses and Locations	1 traffic signal acces to Riverside Drive
Development Phasing	Two Phases
Buildout Year	Estimated 2029
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Townhomes or Apartments	
Development Size	600	Units
Trip Generation Trigger Met?	Yes	

Module 1.3 - Location Triggers	
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	Yes
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	Yes
Location Trigger Met?	Yes

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	<80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is 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) or within auxiliary lanes of an intersection;	No	
A proposed driveway makes use of an existing median break that serves an existing site	No	
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	Yes	Known capacity constraints along Hunt Club, Riverside, Prince of Wales
The development includes a drive-thru facility	No	
Safety Trigger Met?	Yes	

RIDEAU RIVER AND CANAL

LARGE SINGLES

TOWNS

TOWNS

TOWNS

TOWNS

PARK
.380 Ha

PARK
.380 Ha

UPLANDS RIVERSIDE PARK

T4
APARTMENT
9 FLOORS
9,289m²

T3
APARTMENT
11 FLOORS
11,502m²

T2
APARTMENT
14 FLOORS
13,323m²

T1
APARTMENT
17 FLOORS
15,340m²

AREA 'A'
SCHEDULE 251

HUNT CLUB

RIVERSIDE DRIVE

RIVERSIDE DRIVE

RIVERSIDE DRIVE

FUTURE TRAFFIC SIGNAL

TO EXISTING

EASEMENT

FUTURE

FUTURE

20 40 60 80 100 200ft
0 10 20 30 40 50 60m

TAGGART REALTY MANAGEMENT

3930 & 3960 RIVERSIDE DRIVE

NEW RESIDENTIAL COMMUNITY SITEPLAN

SCALE 1:750

September 29, 2023

HOBIN ARCHITECTURE

1223 Michael Street North, Suite 100 | Ottawa, ON K1J 7T2
P: +1 613.738.4160 | F: +1 613.739.7105 | www.parsons.com

29 September 2023

City of Ottawa
Development Review Services
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Attention: Wally Dubyk, C.E.T

Dear Mr. Dubyk:

Re: 3930-3960 Riverside Drive, St. Mary's Plan of Subdivision TIA
First Technical Circulation Comments– Response to City Comments

The following response form has been prepared to address City of Ottawa Step 3: Forecasting (November 7th, 2022) comments received on November 28, 2022. City comments are noted in black with the corresponding responses from Parsons in Blue.

Transportation Engineering Services

TIA Strategy Report – Parsons, Dated December 22, 2022
Site Plan, Dated December 21, 2022

General Comments

Comment 1. Riverside Drive is designated as an Arterial road within the City's Official Plan with a ROW protection of 44.5 metres. The ROW limits are to be dimensioned on all the drawings with the offset distance (22.25 metres) dimensioned from the existing centerline of pavement and shown on the drawings. The Certified Ontario Land Surveyor is to confirm the ROW protected limits and any portion that may fall within the private property to be conveyed to the City.
Noted.

Comment 2. Hunt Club Road is designated as an Arterial road within the City's Official Plan with a ROW protection of 44.5 metres. The ROW limits are to be dimensioned on all the drawings with the offset distance (22.25 metres) dimensioned from the existing centerline of pavement and shown on the drawings. The Certified Ontario Land Surveyor is to confirm the ROW protected limits and any portion that may fall within the private property to be conveyed to the City.
Noted.

Comment 3. ROW interpretation – Land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time of the widening if required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface.
Noted.

Comment 4. A 5.0 metres x 5.0 metres sight triangle is required at the intersection of Riverside Drive and Hunt Club Road and is to be dimensioned on all drawings. Dimensions are to be taken from the Right-of-Way (ROW) protection limits.
Noted.

Transportation Engineering

Section 3.1.1 Trip Generation and Mode Share:

Comment 5. Adjustments were made to Table 5 proposed walking and auto passenger mode shares following comments received after the forecasting submission. However, column 2 of Table 6 & 7 were not updated to match Table 5. Please correct.
Table 6 & 7 fixed. No change to analysis required.

Section 3.3 Demand Rationalization:

Comment 6. Paragraph 2 of Section 3.3 reference "Section 0". Please fix error.
Report fixed.

Comment 7. Consider providing a brief discussion of potential impact of peak hour spreading arising from Covid and flexible work arrangements as it relates to demand rationalization.
Added short description noting that pandemic can have lasting impacts to peak period volume, however, peak hour volumes are anticipated to remain high during the commuter peak hour.

Section 4.1.1 Design for Sustainable Modes.

Comment 8. It is noted that the pathway connection between Block 57 and Block 1 will also need to provide for infrequent vehicle to the Golf Course pump house. Consider a gate to restrict vehicle access to authorized golf course vehicles only, while always maintaining access for cyclists and pedestrians. Consider alternative/additional measures to prevent motor vehicles from accessing the pathway network through this pump house driveway.
Noted for detailed design.

Comment 9. The conceptual design of the pathway network includes multiple switchbacks north of Block 17 and the park. Consider the addition of staircases that bypass the switchbacks to avoid "goat paths" from forming.
Noted for detailed design.

Comment 10. Continue to explore more direct pedestrian connections between the internal pedestrian network and the Riverside Drive and Hunt Club Road intersection. Such a connection would reduce walking distance to transit at the Riverside Drive and Hunt Club intersection and improve the ability to access commercial land uses on the south side of Hunt Club Road. It is acknowledged that some options for this connection will be explored during Site Plan Application, but other options are more suitably explored during the plan of subdivision application. Please provide several pathway/sidewalk alignment options with grading information and demonstrate opportunities and challenges. One such pathway alignment appears to be shown (but not highlighted) in Figure 15 on the north/east side of T2. Refer also to comments from Transit Services.
It is recognised that improved connections to Riverside and Hunt Club are beneficial. Preliminary grades between the planned apartment buildings and Riverside Drive make use of 4:1 and 3:1 slopes, making a pedestrian connection infeasible without major infrastructure on subdivision blocks that will be developed in the short-term. Locating additional pedestrian connections east of the buildings are faced with a similar challenge, including connecting a second sidewalk into the subdivision. For these reasons the appropriate time to provide additional connections is during Site Plan Application by integrating the connection with grade managing components of the apartment buildings.

Figure 15 has been updated to remove the connection on the north/east side of T2.

Comment 11. It is acknowledged that the Riverside embankment makes it difficult to provide sidewalks and cycle facilities on the east side of the access road corridor. However, the proposed 8.5m-wide access road provides sufficient space to provide a bike lane in a single direction. Provide a minimum 1.5m-wide bike lane in the northbound/eastbound (uphill) direction, from just east of the roundabout to the new signal. Provision of a bike lane is recommended due to the relatively high volume of traffic anticipated to use the access road (as discussed in Section 4.6 of the TIA). Uphill direction is preferred because of the greater speed differential between uphill cyclists and motor vehicles.
An uphill bike lane has been provided between the roundabout and the site intersection.

Comment 12. Reference and discuss the TDM-Supportive Development Design and Infrastructure Checklist included in Appendix I. For future site plan applications, consider TDM-supportive measure 2.3.1 (bike repair station).
Appendix I (Now Appendix J) referenced and discussed in the report. Added measure 2.3.1 to report.

4.1.3 New Streets Network

Comment 13. One appendix should be dedicated for the internal street network swept path analysis. Please separate Appendix H into separate appendices for the internal street network swept path analysis and for the sight line analysis / functional drawings / cost estimate to support the Riverside Drive roadway modification.
Appendix H now includes the internal street swept paths, while Appendix I references the Functional Design, Sightline Analysis and Costing.

Comment 14. Internal local intersections should be designed using an HSU control vehicle. Use of a WB-20 control vehicle is counter to the design of local residential streets with a 30km/h operating speed. Adjust internal intersection design as required. Re- design the signalized access road and Riverside Drive intersection with an HSU control vehicle.
While the proponent has voiced opposition and the constraints on this request, the subdivision and access intersection has been designed using an HSU control vehicle.

Comment 15. Show the HSU vehicle swept path analysis at the "elbows" of the access road, and at the access road intersection with Riverside Drive.
Included in Appendix H.

Comment 16. Indicate the size of corner sight triangles provided on new streets.
To be shown on the site plan.

Comment 17. The internal local streets must be designed per the Local Residential Streets 30km/h Design Toolbox. Location of parking bulb-outs/curb extensions, vertical measures, and other traffic calming measures is determined during the plan of subdivision application, not during site plan application. A plan indicating the draft design/location of proposed traffic calming measures should be provided for review with the TIA Strategy prior to submitting the geometric roadway design drawings (GRDD).
Section 4.1.3 proposes a traffic calming plan in advance of the GRDD. Notably, the street segments are fairly short with frequent turns. Intersection narrowings have been applied.

Comment 18. Regarding the proposed mini roundabout:
a) Refer to Section 4.4.6 of Local Residential Streets 30km/h Design Toolbox, and the City of Ottawa's 2017 Mini-Roundabout Guidelines.
b) Provide fastest path analysis to confirm travel speed of managed vehicle (passenger car) is in the 25 to 30km/h range.
c) Provide a Type D pedestrian crossover on each leg. Explore alternative driveway arrangements for Block 33 to avoid driveway conflicts with the west crossing of the mini roundabout.
d) Additional comments will be provided during GRDD submission.
Mini-roundabout guidelines reviewed and fastest path analysis included within this submission.

4.4.3 Intersection Design:

Comment 19. As per preceding comments, re-design the signalized access road and Riverside Drive intersection with an HSU control vehicle (rather than WB-20). Tighten corner radii, etc.
While the proponent has voiced opposition and the constraints on this request, the subdivision and access intersection has been designed using an HSU control vehicle.

Comment 20. Shift median on west leg further north to provide space for the eastbound bike lane on the approach to the intersection. Shift eastbound bike crossing and receiving curb depression to be in-line with the approaching bike lane.
Incorporated into the design.

Comment 21. Remove the bike box. Cyclists not anticipated to perform a 2-stage left-turn maneuver. However, consider an advanced eastbound bicycle stop bar.
Bike box removed. Advanced stop bar implemented.

Comment 22. Provide small radii for cyclists turning right between the access road and the southbound cycle track. Refer to design feature 'B' on Figure 5.12 of the Protected Intersection Design Guide.
Noted. There may be constraints with the corner, the future grading and an existing manhole. This comment will be reviewed during detailed design in further detail when these elements are known to a greater precision.

Figure 5.12. Standard protected corner with transition to major road without cycling facilities

Design Features
(A) Space protected for future cycle track connection
(B) Curve to facilitate bicycle right turns

Comment 23. Provide a 4.5m southbound crossride offset (rather than 5.4m). Per Table 5.1 of the Protected intersection Design Guide, a setback range of 3.0-6.0m is acceptable for a curb (or truck apron) radius of 5.0m. A reduced setback simplifies northwest corner geometry and allows the eastbound vehicle stop bars to be moved closer to the intersection.
This intersection quadrant was modified to accommodate an HSU control vehicle thus reducing the offset to 3.5m in combination with a truck apron.

Comment 24. Move the north crosswalk approximately 1.5m further south for improved pedestrian path of travel from the north sidewalk of the access road to the crossing.
Crosswalk adjusted.

Comment 25. Expand the sidewalk on the northwest corner of the intersection to ensure east- west pedestrian path of travel meets straight path of travel (20-degree taper angle) requirements per Section 5.1 of the Protected Intersection Design Guide.
Increased sidewalk size.

Comment 26. Shape the north median to match the eastbound left turn swept path of the HSU design vehicle.
Adjusted.

Comment 27. Provide a crosswalk on the south leg of the intersection. Draft Transportation Master Plan policy includes language which states, "pedestrian crossings should be provided on all signalized intersection legs unless no feasible solution can be identified." It is acknowledged that there is no sidewalk on the south/east side of the access road, but this is not sufficient rationale to not provide a crosswalk.
Included.

Comment 28. On the east side of the intersection:

a) Assume northbound cyclists utilize the asphalt maintenance strip (i.e., that the maintenance strip is a narrow cycle track). While it is acknowledged that this is currently a substandard facility, it is a useful starting point to be upgraded over time.

b) Widen this cycle track to 1.8m-wide and bend-out to 2.7m away from the curb.

c) Slightly bend-out the sidewalk locally to accommodate the cycle track bend- out.

d) Provide 2.7m-deep pedestrian refuges.

For illustration of the above signalized intersection design comments, refer to below markup:
Incorporated into the design per City comment.

Comment 29. Within Section 4.4.3, state sources for calculation of taper ratio and taper lengths. Confirm 15m parallel southbound right turn lane length meets requirements of Section 9.14 of the TAC Geometric Design Guide.
Taper ratio equals 17:1 (60m). 15m parallel lane length was implemented per City comments.

Table 9.14.2: Right-Turn Taper with Parallel Deceleration Lane Design

Design Speed (km/h)	Taper Ratio[a] Design Domain	Radius for Reverse[a] Curves (m)	Parallel Lane Length[b] Design Domain
50	11:1–17:1	90–150	35–75
60	14:1–17:1	150	40–90
70	17:1–20:1	150–220	50–110
80[c]	17:1–24:1	150–300	60–130

Notes:
a) Taper may be straight line or may be symmetrical reverse curves; length is derived from design values calculated for a 3 s lane change criterion for the appropriate operating speed.
b) Additional parallel lane length may be required for storage.
c) For higher design speeds, refer to **Chapter 10**.

Section 4.9 Intersection Design:

Comment 30. The discussion of the Riverside Drive and Site southbound right-turn queue states that, "It was observed that once a vehicle advances through the through moving southbound flow on Riverside Drive to the beginning of the right-turn storage lane, that vehicles would enter the lane and quickly turned right, producing no actual queues on the southbound right-turn storage lane."

Comment on whether a longer parallel southbound right-turn length at the Riverside Drive and Site intersection would reduce the volume of southbound right-turning vehicles getting stuck within (and contributing to) the general southbound queue.
Additional comment provided. "The length of the storage lane intends to reduce the likelihood of non-site vehicles from using the right turn as a by-pass lane."

Providing a longer storage length would have a nominal effect on southbound queuing, but perhaps can contribute to undesirable driver behaviours such as using the right turn lane to pass.

Comment 31. Cost sharing limits, unit rates and quantities are currently under review for the City Network Modification portion of the work along Riverside. Waiting for CAD drawings to finalize comments and meeting will be set up with Parsons once review has been completed.
Noted. A revised costing has been completed with this submission.

Traffic Signal Design

Comment 32. Look to reduce the distance of the southbound cycle track bend out (from Riverside Drive) and shift pedestrian & cycling facilities further east towards the intersection. The current eastbound vehicle stopbar location is within the curvature of the proposed roadway and would make it difficult for vehicles to be stopped perpendicular to Riverside Drive / traffic signal displays. When shifting the pedestrian & cycling facilities, look to shift the vehicle stopbar location as much as feasible to allow for vehicles to be perpendicular to Riverside Drive.
Refinements included.

Comment 33. Remove the bike box. Cyclists not anticipated to perform a 2-stage left-turn.
Removed.

Comment 34. Consider making the north leg east-west pedestrian crossing a full width crossing through the north median. Retain protective median bullnose on the south side of the north crossing.
Refinements included.

Comment 35. Provide a second east-west pedestrian crossing on the south leg of the intersection.
Refinements included.

Comment 36. The City's Traffic Signal Design & Coordination Unit must be engaged in the continued development and planning of the functional design, to determine requirements at traffic signals. An agreement on the functional design must be met, prior to RMA submittal and prior to the commencement of a traffic signal design.
Noted on agreement to the functional design. The functional design will seek to address all comments prior to the RMA submission, however some details can be pushed to detailed design.

Comment 37. The City's Traffic Signal Design & Coordination Unit staff prepare the detail design of traffic plant and interconnect for all traffic signal-related work and any pedestrian crossover (PXO) Type B or C designs. City Traffic Operations staff perform signal installation work pertaining to all above-ground signal infrastructure and wiring. For commencement of signal design, please forward the approved geometry detail design drawings in .dwg digital format and in NAD 83 coordinates, along with the items listed below, each in separate .dwg format files:

a) base mapping,
b) new underground utilities/sewers, and catch basin locations,
c) existing underground utilities/sewers, and catch basin locations
d) AutoTurn-Radius Modeling for approved vehicles and
e) signs & pavement markings drawings

*No Xref files are to be attached in each master file(s) and files must be in 2D.
Please note that final approval for traffic signal layout, regulatory signage and pavement markings at signalized intersections rest with the Traffic Signal Design & Coordination Unit.
Please contact Jon Pach: at 613-806-0142 or jon.pach@ottawa.ca and Christopher Geen: 613-227-0674 or Christopher.Geen@ottawa.ca to discuss traffic control signal requirements.
Noted. Comments from May, 2023 received. Additional discussions are anticipated as project progresses.

Traffic Engineering

Comment 38. Traffic engineering continues to have concerns with the expected southbound queue on the approach to Hunt Club Road, which will spill back to the proposed new signal access. This can present a safety and operational concern. With continued growth expected to the south (Riverside South/Barhaven area) there will be growth to the southbound vehicle volumes.
Concerns noted.

Comment 39. Transit modal split is unlikely to be achieved due to limited facilities within the area. Seeing as how any transit access requires walking, please ensure that pedestrian actuations at access signals reflect this.
Noted, ped actuations reviewed.

Comment 40. Analysis should include all traffic signals within 1km due to the sensitivity of operations and signals operating at or near capacity in the area of the proposed development.

Analysis reflects prior TIA's scope.

Comment 41. Design of the new traffic signal is to be refined by traffic signal design further as part of this review.
Noted.

Comment 42. Implementation of NRTOR will be reviewed upon finalization of signal design at the new traffic signal.
Noted.

Transit Services

Comment 43. As a general note on existing conditions in the area - the asphalt sidewalk on the north side of Hunt Club is substandard. This would be the path of travel between the westbound bus stop (#6124) and the proposed development. Improvements to these pedestrian facilities would improve the experience of transit customers accessing the stop to/from the proposed development.
Noted. However, this is not located on the proponent's frontage.

Comment 44. Figure 15 - There appears to be a sidewalk shown north of the T2 apartment building that angles towards the Riverside Drive and Hunt Club Road intersection. Is there a reason this is not highlighted "Proposed Internal Sidewalks'? This segment of sidewalk is also not shown in the separate attached Site Plan. A connection at this location should be provided to reduce walking distance between the proposed development and the nearest bus stops on Hunt Club. This would also improve convenience of access to nearby amenities at 'Hunt Club Market Place'.
Per previous comments, this link has been removed. Additional linkages can be contemplated at future site plan control.

Comment 45. Further considering ways to reduce the walking distances between the proposed development and nearest bus stops, and acknowledging the challenging grades in the area:
a) Can a pathway connection on the south side of T4 and T3 connect to/near the Riverside Drive and Hunt Club Road intersection?
b) Would it be feasible to provide publicly accessible stairs / elevators / pedestrian bridge between T3 and the intersection to address the grade change and reduce the distance between the south part of the development and the nearest bus stops?
Noted to proponent for future design. See above response.

Section 4.5 Transportation Demand Management and Section 4.7.1 Route Capacity:

Comment 46. Concern with accepting / anticipating low transit ridership. Additional TDM measures should be considered to support increasing transit mode shares beyond the reduced targets set out in this TIA. Considering the noted capacity issues on the adjacent roadways, setting higher transit mode share targets (and associated TDM measures) would be beneficial.
See City comment 39 which notes concern regarding achieving the 'high' transit mode share. The mode shares reflect the available transit in the area and the challenges along the Riverside Drive-Hunt Club Road corridors. TDM Design/Measures on future residential buildings have been recommended to be supportive of non-auto mode shares.

Additional Comments on Class C Cost Estimate

The following comments were received on February 28th, 2023 with respect to the Class C Cost Estimate. City comments are noted in black with the corresponding responses from Parsons in Blue.

Comment 47. Can the southbound right turn lane be constructed by developer (with terms defined through a Roadway Modification Agreement as City funding).
Yes, given the appropriate agreements are in place.
Comment 48. The General items would need to be re-evaluated as one construction contract

The understanding was that some City work items would be completed at a future date thus requiring independent General items (referring to assumption #15 at the bottom of the cost estimate). For now, select independent items for maintained.

Comment 49. Channelized island at Hunt Club will be undertaken by the City in 2024 therefore items need to be removed from cost estimate as development is post 2024.

Noted, costs removed. Assumed connecting to the City design.

Comment 50. Remove parking lot cost at 400K, the design and construction will be carried out by the City at a future point in time.

Noted. Removed and cost maintained separately.

Comment 51. All City Lump Sum items must be broken into quantities.

Noted. We have broken down items where possible, however in some cases we simply do not have enough information to provide a further breakdown at this stage.

Comment 52. Steel beam guiderail should be shared between the City and Developer why is the entire length a City cost, 227m SBGR on drawing vs 285 m?

The cost of the guiderail has been assigned to the City cost as the right turn widening is resulting in the need to modify the guiderail south of the access intersection. The guiderail is assumed to be required by the City, as there is an existing box beam guiderail at this location on Riverside Drive. Lastly, the guiderail is likely still required as Riverside Drive is a significant arterial road with a notable collision rate, indicating that a guiderail would cost beneficial, and reduce overall liability.

Comment 53. TWSI and Tactile Pavers are sidewalk to be funded by developer.

Noted. Costs adjusted.

Comment 54. Provide clarification on item 9.13 (driveway for asphalt) why is item identified as City Cost?

Cost included for the cycle track north of the new intersection.

Comment 55. Provide further clarification for concrete sidewalk(sm), concrete sidewalk (lm), mono concrete sidewalk (sm) and concrete boulevard areas between City and Developer items 3.5/3.7/3.8/3.9/-9.5/9.6/9.7. Show each area on drawing for verification.

Additional notes provided.

Comment 56. Provide more details for earth borrow and subgrade quantities for City component. Cycle track does not require fill only sidewalk– what was the assumption for the area and depth?

Quantity for Earth Borrow and Select Subgrade material are order of magnitude estimates only. Quantity to be refined at detailed design once the development plan and location of building / building with soil retaining capabilities have been confirmed at the base of the embankment. The additional fill along the embankment is generated as a result of the increased plateau width required to add the cycle track and extended the right turn lane, which are both City items.

Comment 57. Please use the most current unit rates from City data base when a final roadway modification agreement is ready for completion between both parties.

Noted. Current rates applied.

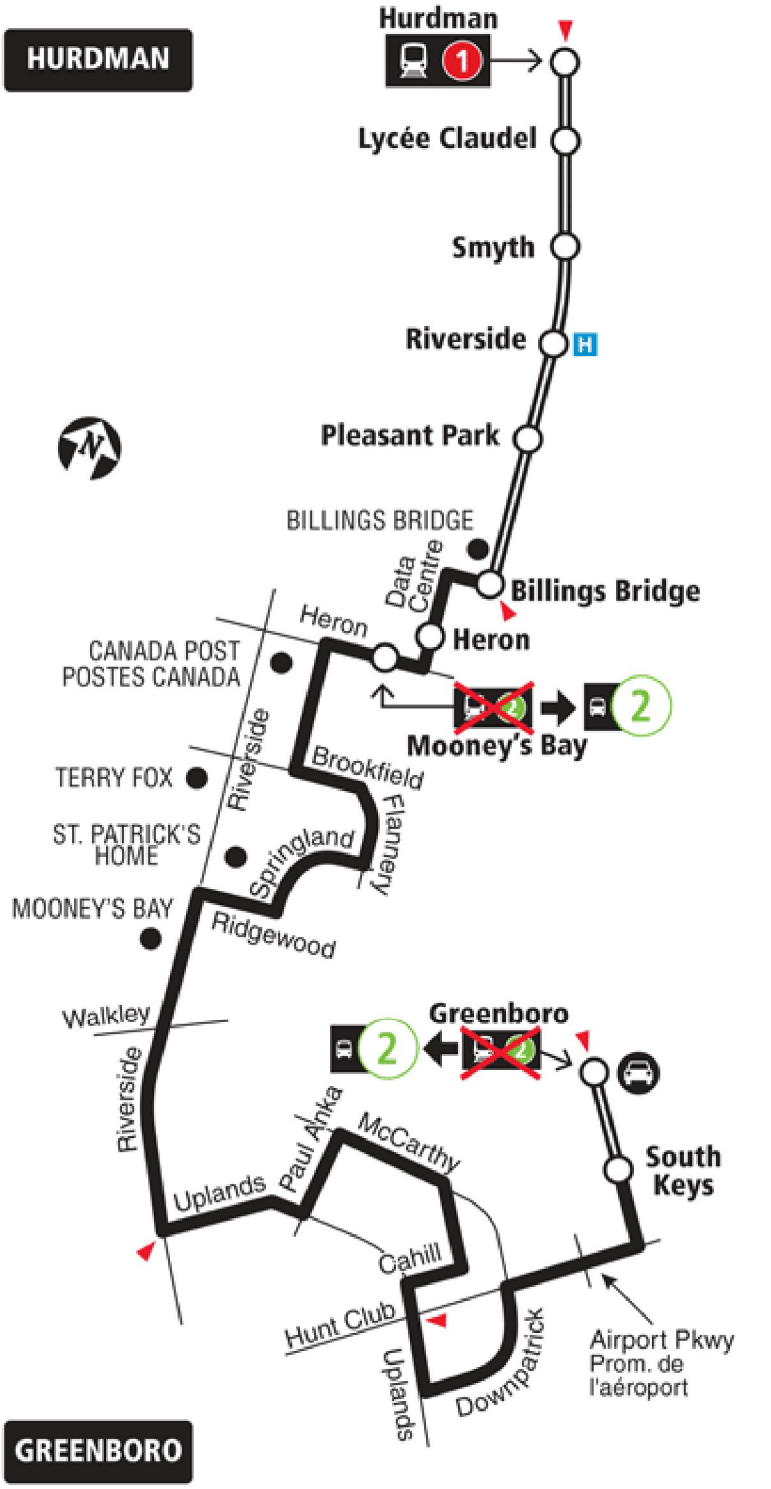
Comment 58. The SBR lane extension is DC eligible, as such soft costs of 40% is permitted (15 %engineering 15% contingency and 10% contract administration).

A 25% Engineering and Contract Administration soft cost has been applied. A 30% contingency has been maintained for both aspects of the work given the cost estimates are still at a planning level.

Appendix B:

Transit Route Maps

OC Transpo Route #90

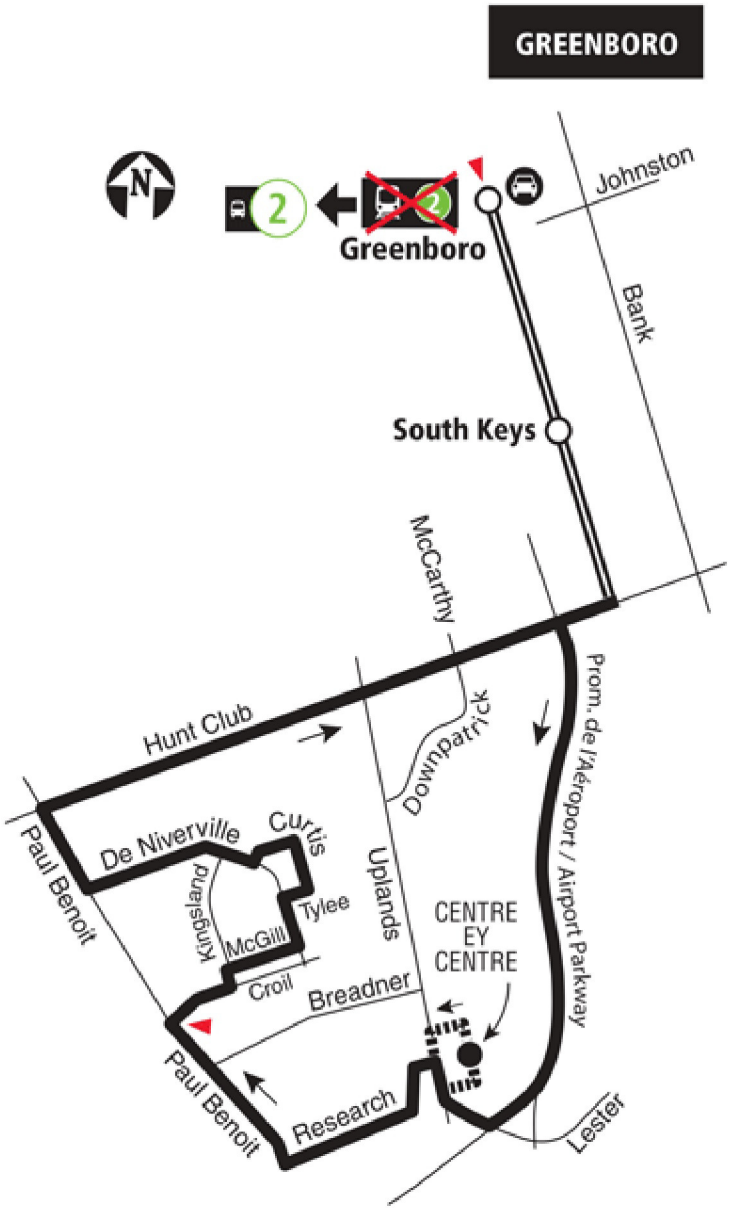


2020.04

OC Transpo Route #96

2019.06

OC Transpo Route #197



Transitway & Station

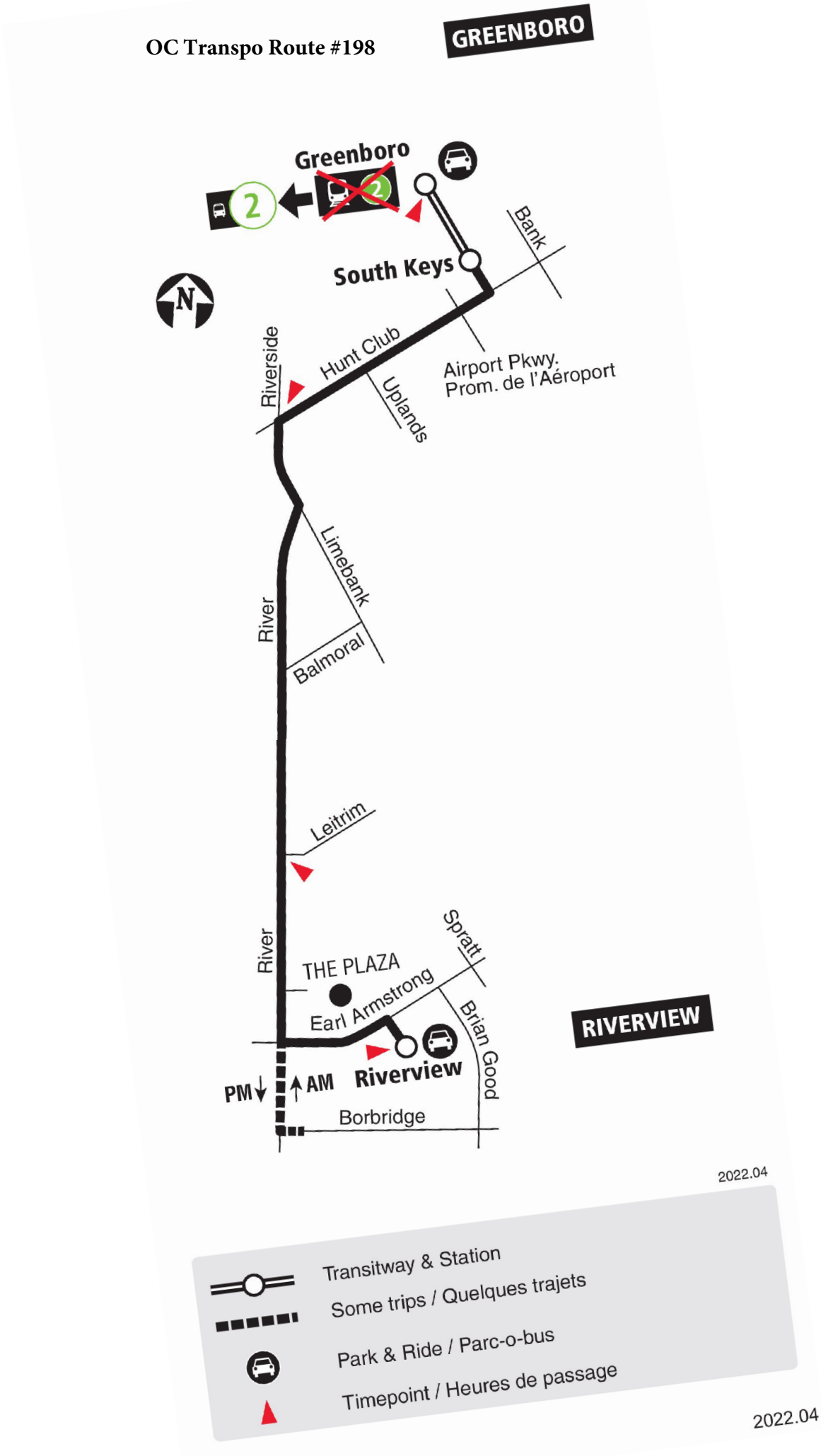
Monday to Friday after noon and all day
Saturday and Sunday / Lundi au vendredi après 12 h et toute la journée samedi et dimanche

Park & Ride / Parc-o-bus

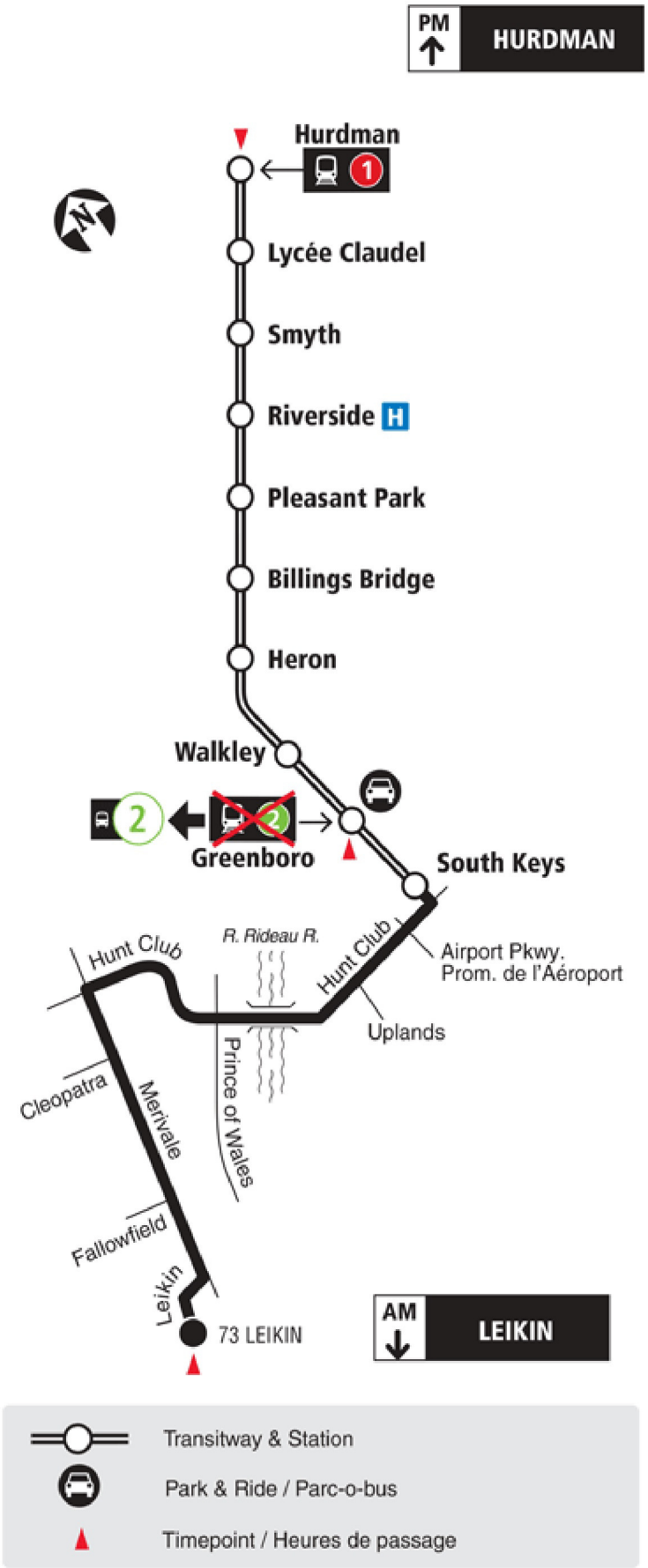
Timepoint / Heures de passage

2020.04

OC Transpo Route #198



OC Transpo Route #199



2020.04

Appendix C:

Traffic Data

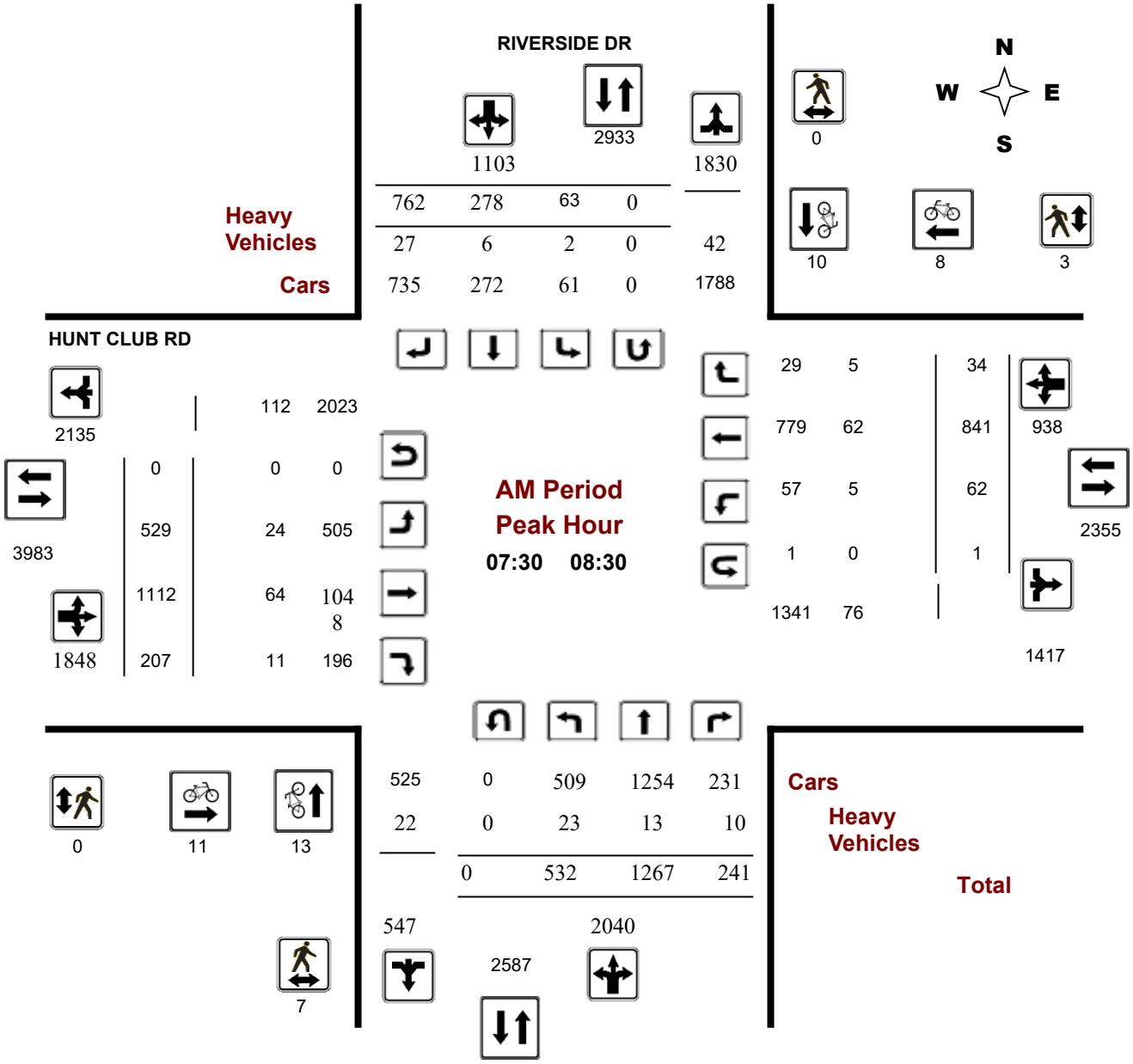
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

HUNT CLUB RD @ RIVERSIDE DR

Survey Date: Wednesday, June 12, 2019 **WO No:** 38654

Start Time: 07:00 **Device:** Miovision



Comments

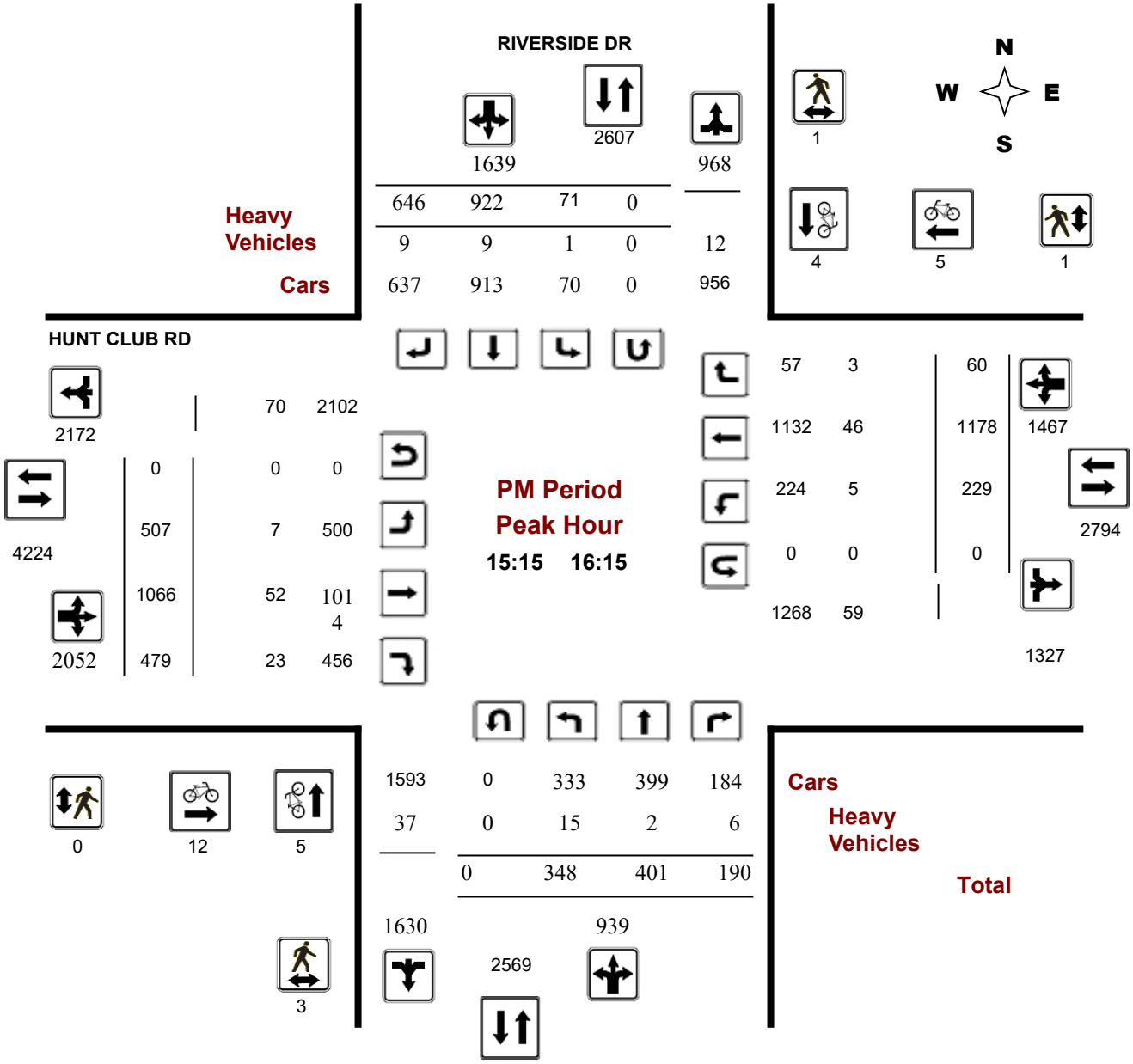
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

HUNT CLUB RD @ RIVERSIDE DR

Survey Date: Wednesday, June 12, 2019 **WO No:** 38654

Start Time: 07:00 **Device:** Miovision



Comments

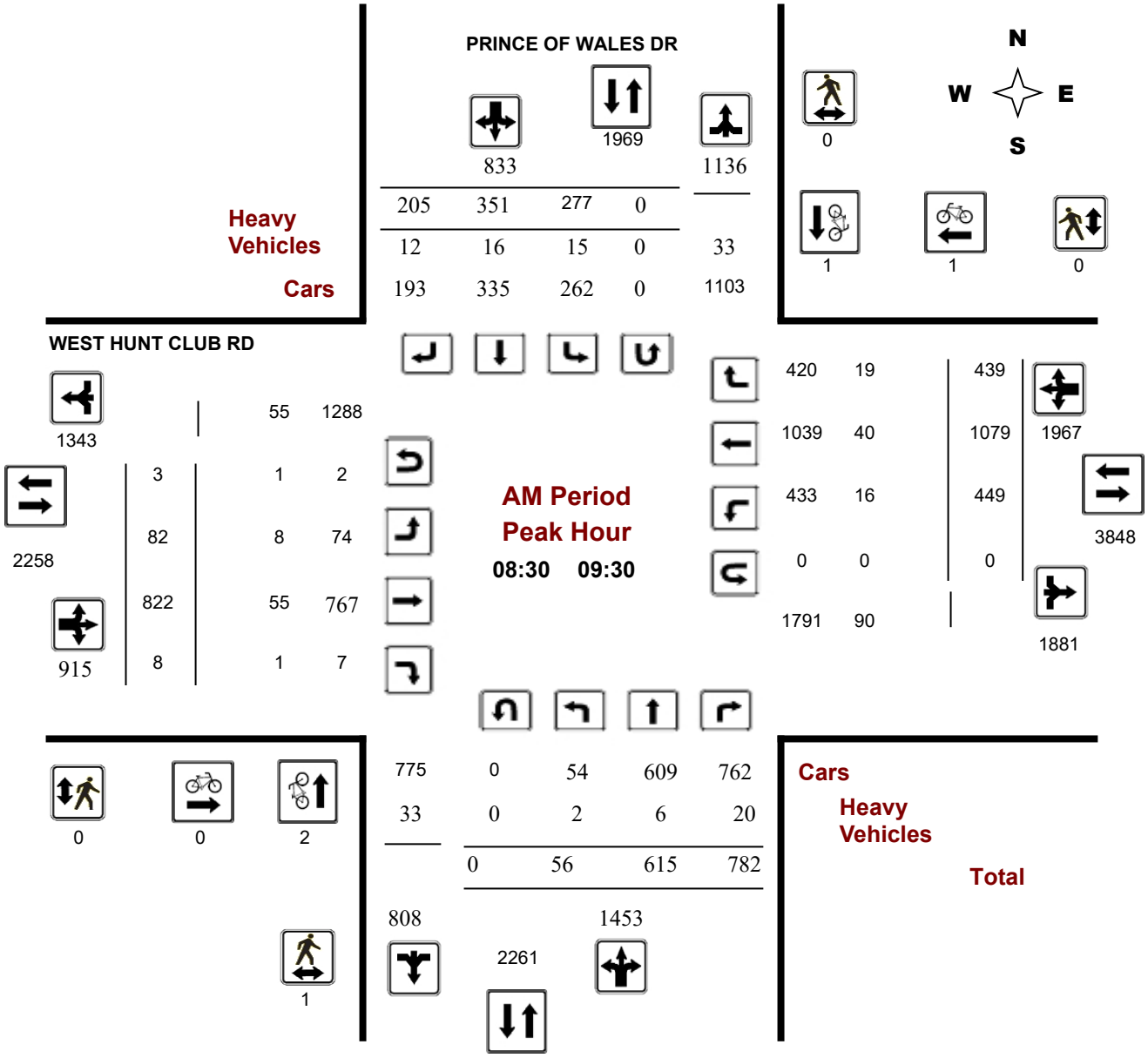
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PRINCE OF WALES DR @ WEST HUNT CLUB RD

Survey Date: Monday, February 10, 2020 **WO No:** 39445

Start Time: 07:00 **Device:** Miovision



Comments

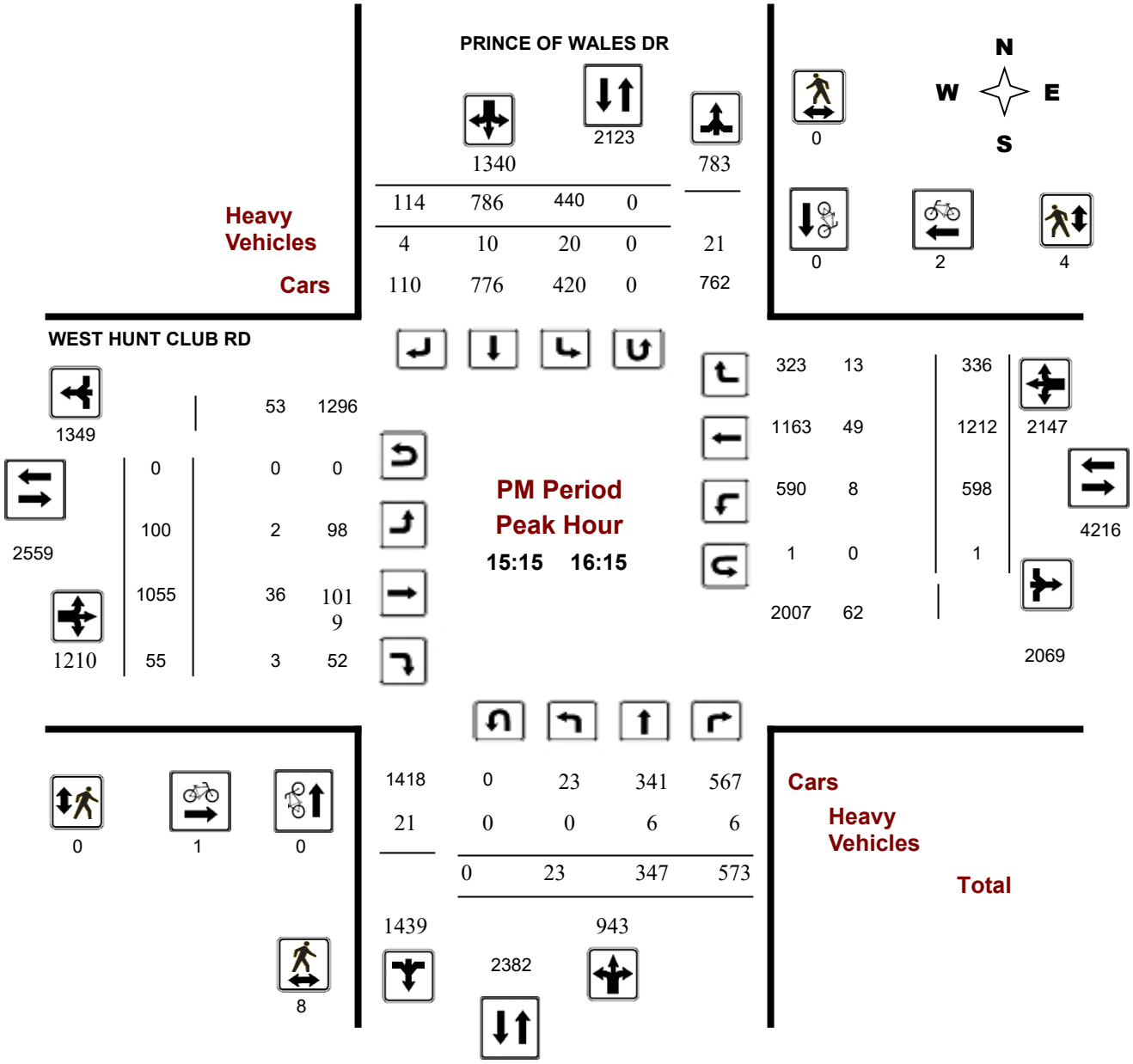
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PRINCE OF WALES DR @ WEST HUNT CLUB RD

Survey Date: Monday, February 10, 2020 **WO No:** 39445

Start Time: 07:00 **Device:** Miovision



Comments

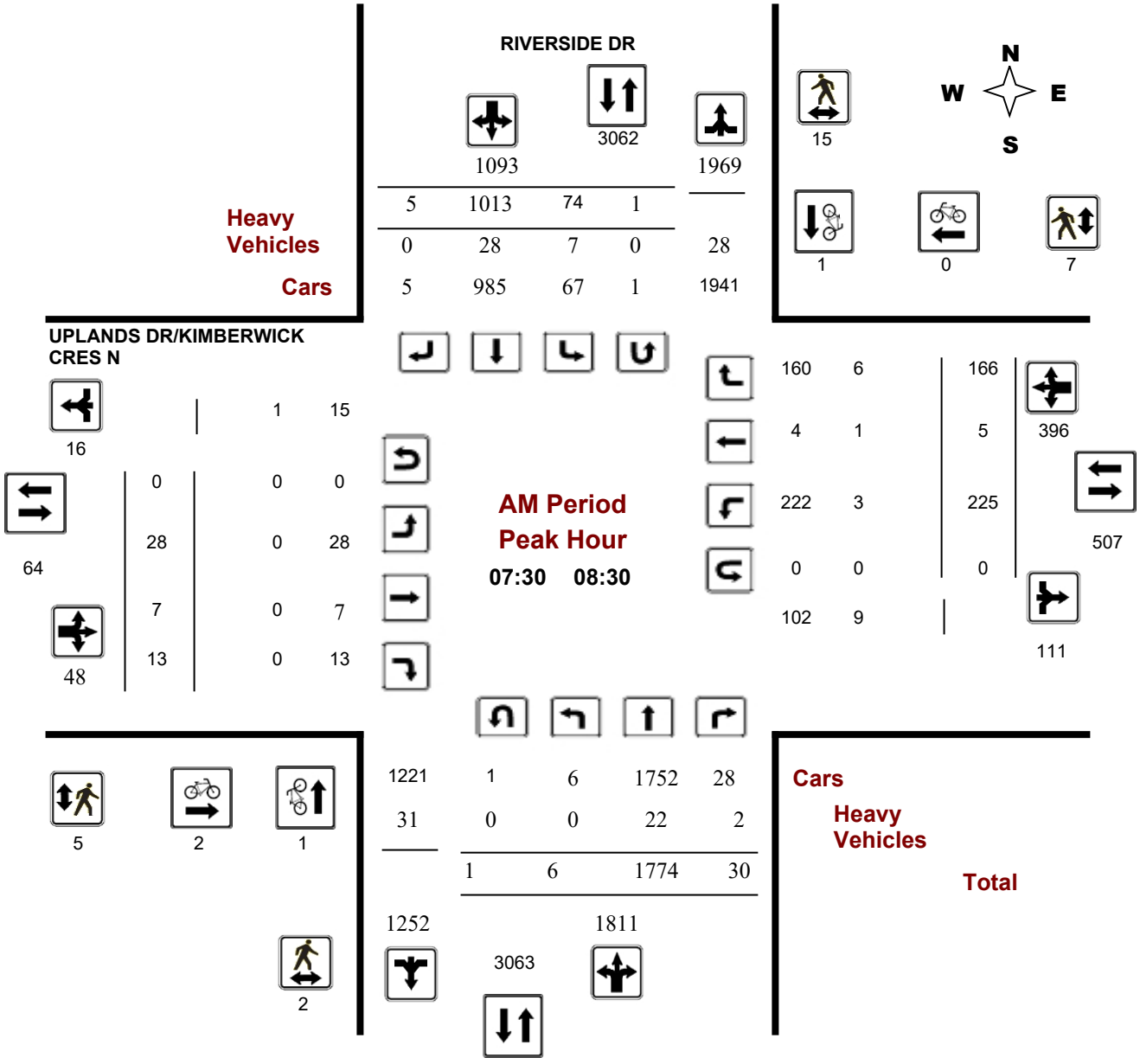
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

RIVERSIDE DR @ UPLANDS DR/KIMBERWICK CRES N

Survey Date: Wednesday, January 22, 2020 **WO No:** 39376

Start Time: 07:00 **Device:** Miovision



Comments 5472191 - WED JAN 22, 2020 - 8HRS - LORETTA

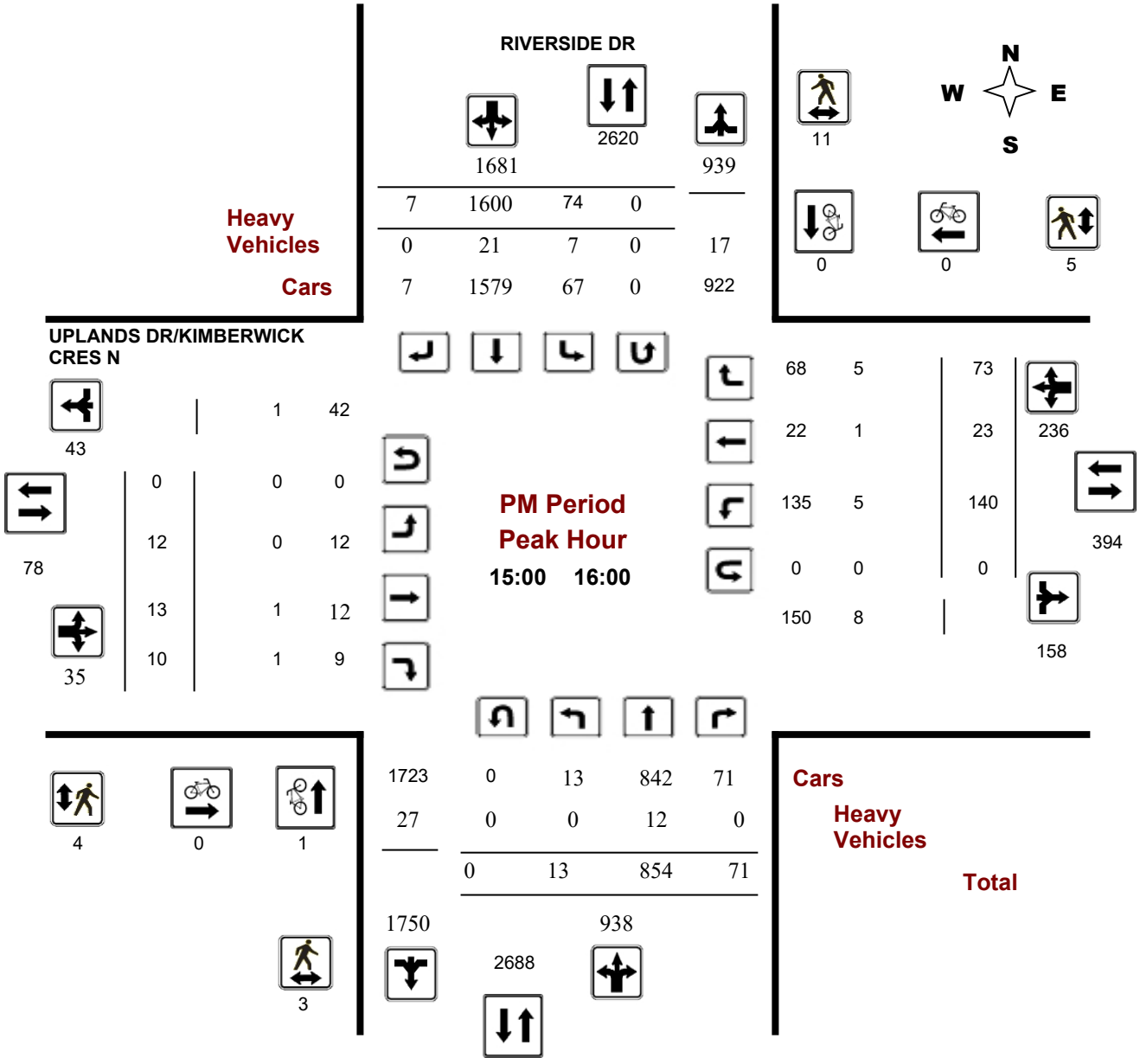
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

RIVERSIDE DR @ UPLANDS DR/KIMBERWICK CRES N

Survey Date: Wednesday, January 22, 2020 **WO No:** 39376

Start Time: 07:00 **Device:** Miovision



Comments 5472191 - WED JAN 22, 2020 - 8HRS - LORETTA

Appendix D:

Collision Data

Total Area

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	253	13	79	20	1	8	0	6	380	83%
Non-fatal injury	60	2	2	10	0	4	0	1	79	17%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**313**	**15**	**81**	**30**	**1**	**12**	**0**	**7**	**459**	100%
	#1 or 68%	#4 or 3%	#2 or 18%	#3 or 7%	#7 or 0%	#5 or 3%	#8 or 0%	#6 or 2%		

HUNT CLUB RD/RIVERSIDE DR

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	212	72,200	1825	**1.61**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	132	7	32	7	0	3	0	2	183	86%
Non-fatal injury	23	1	1	3	0	1	0	0	29	14%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**155**	**8**	**33**	**10**	**0**	**4**	**0**	**2**	**212**	100%
	73%	4%	16%	5%	0%	2%	0%	1%		

14.8387097 0.40645161

HUNT CLUB RD, RIVERSIDE DR to TURN LANE

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	3	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	0	0	2	0	0	0	0	0	2	67%
Non-fatal injury	0	0	0	0	0	1	0	0	1	33%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	100%
	0%	0%	67%	0%	0%	33%	0%	0%		

HUNT CLUB RD, TURN LANE to WEST HUNT CLUB RD

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	18	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	7	0	5	1	0	0	0	0	13	72%
Non-fatal injury	5	0	0	0	0	0	0	0	5	28%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**12**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**18**	100%
	67%	0%	28%	6%	0%	0%	0%	0%		

KIMBERWICK CRES S/RIVERSIDE DR

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	4	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	3	0	0	0	0	0	0	0	3	75%
Non-fatal injury	0	0	0	1	0	0	0	0	1	25%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	100%
	75%	0%	0%	25%	0%	0%	0%	0%		

PRINCE OF WALES DR/WEST HUNT CLUB RD

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	153	72,000	1825	**1.16**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	80	1	28	10	1	3	0	2	125	82%
Non-fatal injury	22	0	0	5	0	1	0	0	28	18%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**102**	**1**	**28**	**15**	**1**	**4**	**0**	**2**	**153**	100%
	67%	1%	18%	10%	1%	3%	0%	1%		

RIVERSIDE DR/UPLANDS DR/KIMBERWICK CRES N

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	27	38,600	1825	**0.38**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	13	5	2	2	0	1	0	1	24	89%
Non-fatal injury	2	0	0	1	0	0	0	0	3	11%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**15**	**5**	**2**	**3**	**0**	**1**	**0**	**1**	**27**	100%
	56%	19%	7%	11%	0%	4%	0%	4%		

RIVERSIDE DR, HUNT CLUB RD to KIMBERWICK CRES

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	10	38,600	1825	**0.14**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	5	0	2	0	0	0	0	1	8	80%
Non-fatal injury	1	0	0	0	0	1	0	0	2	20%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**10**	100%
	60%	0%	20%	0%	0%	10%	0%	10%		

RIVERSIDE DR, KIMBERWICK CRES to KIMBERWICK CRES

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	4	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	0	0	3	0	0	0	0	0	3	75%
Non-fatal injury	1	0	0	0	0	0	0	0	1	25%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	100%
	25%	0%	75%	0%	0%	0%	0%	0%		

WEST HUNT CLUB RD/HUNT CLUB RD

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	1	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	0	0	0	0	0	0	0	0	0	0%
Non-fatal injury	0	1	0	0	0	0	0	0	1	100%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	100%
	0%	100%	0%	0%	0%	0%	0%	0%		

WEST HUNT CLUB RD, HUNT CLUB RD to PRINCE OF WALES DR

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2016-2020	27	n/a	1825	**n/a**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	SMV other	SMV unattended vehicle	Other	Total	
P.D. only	13	0	5	0	0	1	0	0	19	70%
Non-fatal injury	6	0	1	0	0	0	0	1	8	30%
Non-reportable	0	0	0	0	0	0	0	0	0	0%
Total	**19**	**0**	**6**	**0**	**0**	**1**	**0**	**1**	**27**	100%
	70%	0%	22%	0%	0%	4%	0%	4%		

Appendix E:

Historic Background Growth

Riverside/Hunt Club
8 hrs

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2008	Wednesday May 7	8114	8071	6420	8035	9821	11886	17415	15778	85540
2009	Monday June	6960	8192	7222	4728	8116	11638	17099	14839	78794
2014	Thursday August	9156	8487	8778	7560	9786	10466	14709	15916	84858
2016	Wednesday August 3	8217	7820	7879	7186	9490	9868	14462	15174	80096
2019	12-Jun	9455	9304	9515	8215	9926	10484	15144	16037	88080

North Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	8071	8114	16185	85540				
2009	8192	6960	15152	78794	1.5%	-14.2%	-6.4%	-7.9%
2014	8487	9156	17643	84858	3.6%	31.6%	16.4%	7.7%
2016	7820	8217	16037	80096	-7.9%	-10.3%	-9.1%	-5.6%
2019	9304	9455	18759	88080	19.0%	15.1%	17.0%	10.0%

Regression Estimate	2008	7999	7557	15556
Regression Estimate	2019	8794	9299	18093
Average Annual Change		**0.87%**	**1.90%**	**1.38%**

West Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	17415	15778	33193	85540				
2009	17099	14839	31938	78794	-1.8%	-6.0%	-3.8%	-7.9%
2014	14709	15916	30625	84858	-14.0%	7.3%	-4.1%	7.7%
2016	14462	15174	29636	80096	-1.7%	-4.7%	-3.2%	-5.6%
2019	15144	16037	31181	88080	4.7%	5.7%	5.2%	10.0%

Regression Estimate	2008	17100	15317	32418
Regression Estimate	2019	14277	15807	30084
Average Annual Change		**-1.63%**	**0.29%**	**-0.68%**

East Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	11886	9821	21707	85540				
2009	11638	8116	19754	78794	-2.1%	-17.4%	-9.0%	-7.9%
2014	10466	9786	20252	84858	-10.1%	20.6%	2.5%	7.7%
2016	9868	9490	19358	80096	-5.7%	-3.0%	-4.4%	-5.6%
2019	10484	9926	20410	88080	6.2%	4.6%	5.4%	10.0%

Regression Estimate	2008	11700	9020	20719
Regression Estimate	2019	9941	9883	19824
Average Annual Change		**-1.47%**	**0.83%**	**-0.40%**

South Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	6420	8035	14455	85540				
2009	7222	4728	11950	78794	12.5%	-41.2%	-17.3%	-7.9%
2014	8778	7560	16338	84858	21.5%	59.9%	36.7%	7.7%
2016	7879	7186	15065	80096	-10.2%	-4.9%	-7.8%	-5.6%
2019	9515	8215	17730	88080	20.8%	14.3%	17.7%	10.0%

Regression Estimate	2008	6731	6415	13147
Regression Estimate	2019	9336	7958	17295
Average Annual Change		**3.02%**	**1.98%**	**2.52%**

Riverside/Hunt Club
AM Peak

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2008	Wednesday May 7	969	1661	1514	403	1289	1701	2357	2364	12258
2009	Monday June	860	1573	1543	359	1058	1705	2474	2298	11870
2014	Thursday August	909	1756	1993	491	1031	1457	1847	2076	11560
2016	Wednesday August 3	837	1431	1557	434	1000	1259	1611	1881	10010
2019	44724	1103	1830	2040	547	938	1417	1848	2135	11858

North Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	1661	969	2630	12258				
2009	1573	860	2433	11870	-5.3%	-11.2%	-7.5%	-3.2%
2014	1756	909	2665	11560	11.6%	5.7%	9.5%	-2.6%
2016	1431	837	2268	10010	-18.5%	-7.9%	-14.9%	-13.4%
2019	1830	1103	2933	11858	27.9%	31.8%	29.3%	18.5%

Regression Estimate	2008	1603	887	2490
Regression Estimate	2019	1702	990	2693
Average Annual Change		**0.55%**	**1.01%**	**0.71%**

West Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	2357	2364	4721	12258				
2009	2474	2298	4772	11870	5.0%	-2.8%	1.1%	-3.2%
2014	1847	2076	3923	11560	-25.3%	-9.7%	-17.8%	-2.6%
2016	1611	1881	3492	10010	-12.8%	-9.4%	-11.0%	-13.4%
2019	1848	2135	3983	11858	14.7%	13.5%	14.1%	18.5%

Regression Estimate	2008	2383	2309	4692
Regression Estimate	2019	1630	1975	3605
Average Annual Change		**-3.39%**	**-1.41%**	**-2.37%**

East Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	1701	1289	2990	12258				
2009	1705	1058	2763	11870	0.2%	-17.9%	-7.6%	-3.2%
2014	1457	1031	2488	11560	-14.5%	-2.6%	-10.0%	-2.6%
2016	1259	1000	2259	10010	-13.6%	-3.0%	-9.2%	-13.4%
2019	1417	938	2355	11858	12.5%	-6.2%	4.2%	18.5%

Regression Estimate	2008	1693	1188	2881
Regression Estimate	2019	1301	924	2225
Average Annual Change		**-2.37%**	**-2.26%**	**-2.32%**

South Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	1514	403	1917	12258				
2009	1543	359	1902	11870	1.9%	-10.9%	-0.8%	-3.2%
2014	1993	491	2484	11560	29.2%	36.8%	30.6%	-2.6%
2016	1557	434	1991	10010	-21.9%	-11.6%	-19.8%	-13.4%
2019	2040	547	2587	11858	31.0%	26.0%	29.9%	18.5%

Regression Estimate	2008	1524	376	1900
Regression Estimate	2019	1959	525	2484
Average Annual Change		**2.31%**	**3.08%**	**2.47%**

Riverside/Hunt Club
PM Peak

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2008	Wednesday May 7	1576	956	561	1539	1383	1788	2965	2225	12993
2009	Monday June	1444	1216	852	1194	1223	1989	3149	2267	13334
2014	Thursday August	1686	861	843	1708	1545	1430	2125	2200	12398
2016	Wednesday August 3	1558	820	793	1631	1413	1311	2035	2037	11598
2019	44724	1639	968	939	1630	1467	1327	2052	2172	12194

North Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	956	1576	2532	12993				
2009	1216	1444	2660	13334	27.2%	-8.4%	5.1%	2.6%
2014	861	1686	2547	12398	-29.2%	16.8%	-4.2%	-7.0%
2016	820	1558	2378	11598	-4.8%	-7.6%	-6.6%	-6.5%
2019	968	1639	2607	12194	18.0%	5.2%	9.6%	5.1%

Regression Estimate	2008	1053	1523	2576
Regression Estimate	2019	865	1645	2510
Average Annual Change		**-1.77%**	**0.70%**	**-0.24%**

West Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	2965	2225	5190	12993				
2009	3149	2267	5416	13334	6.2%	1.9%	4.4%	2.6%
2014	2125	2200	4325	12398	-32.5%	-3.0%	-20.1%	-7.0%
2016	2035	2037	4072	11598	-4.2%	-7.4%	-5.8%	-6.5%
2019	2052	2172	4224	12194	0.8%	6.6%	3.7%	5.1%

Regression Estimate	2008	3025	2242	5267
Regression Estimate	2019	1841	2111	3952
Average Annual Change		**-4.42%**	**-0.54%**	**-2.58%**

East Leg

Year	Counts				% Change			
	EB	*WB*	*EB+WB*	*INT*	*EB*	*WB*	*EB+WB*	*INT*
2008	1788	1383	3171	12993				
2009	1989	1223	3212	13334	11.2%	-11.6%	1.3%	2.6%
2014	1430	1545	2975	12398	-28.1%	26.3%	-7.4%	-7.0%
2016	1311	1413	2724	11598	-8.3%	-8.5%	-8.4%	-6.5%
2019	1327	1467	2794	12194	1.2%	3.8%	2.6%	5.1%

Regression Estimate	2008	1877	1324	3201
Regression Estimate	2019	1226	1498	2723
Average Annual Change		**-3.80%**	**1.13%**	**-1.46%**

South Leg

Year	Counts				% Change			
	NB	*SB*	*NB+SB*	*INT*	*NB*	*SB*	*NB+SB*	*INT*
2008	561	1539	2100	12993				
2009	852	1194	2046	13334	51.9%	-22.4%	-2.6%	2.6%
2014	843	1708	2551	12398	-1.1%	43.0%	24.7%	-7.0%
2016	793	1631	2424	11598	-5.9%	-4.5%	-5.0%	-6.5%
2019	939	1630	2569	12194	18.4%	-0.1%	6.0%	5.1%

Regression Estimate	2008	687	1398	2085
Regression Estimate	2019	921	1699	2620
Average Annual Change		**2.70%**	**1.78%**	**2.09%**

Appendix F:

MMLOS Analysis: Road Segments

Multi-Modal Level of Service - Segments Form

Consultant	**Parsons**	**Project**	**478378**
Scenario	**3960 Riverside Drive**	**Date**	**30-Nov-22**
Comments	**St. Mary's Development**		

SEGMENTS		**Street A**	Hunt Club N Side	Hunt Club S Side	Riverside W Side	Riverside E Side	Riverside Future	Section 6	Section 7	Section 8	Section 9
Pedestrian	Sidewalk Width Boulevard Width	-	1.8 m < 0.5 m	≥ 2 m < 0.5	1.5 m < 0.5 m	1.8 m > 2 m	≥ 2 m > 2 m		≥ 2 m > 2 m		
	Avg Daily Curb Lane Traffic Volume		> 3000	> 3000	> 3000	> 3000	> 3000		> 3000		
	Operating Speed On-Street Parking		> 60 km/h no	> 60 km/h no	> 60 km/h no	> 60 km/h no	> 60 km/h no		> 50 to 60 km/h no		
	Exposure to Traffic PLoS		**F**	**F**	**F**	**E**	**D**	**-**	**C**	**-**	**-**
	Effective Sidewalk Width										
	Pedestrian Volume										
	Crowding PLoS		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Level of Service		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Bicycle	Type of Cycling Facility	F	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Physically Separated				
	Number of Travel Lanes		2-3 lanes total	2-3 lanes total	2-3 lanes total	2-3 lanes total					
	Operating Speed		≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h					
	# of Lanes & Operating Speed LoS		**F**	**F**	**F**	**F**	**-**	**-**	**-**	**-**	**-**
	Bike Lane (+ Parking Lane) Width										
	Bike Lane Width LoS		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Bike Lane Blockages										
	Blockage LoS		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Median Refuge Width (no median = < 1.8 m)		≥ 1.8 m refuge	≥ 1.8 m refuge	≥ 1.8 m refuge	≥ 1.8 m refuge					
	No. of Lanes at Unsignalized Crossing		≤ 3 lanes	≤ 3 lanes	≤ 3 lanes	≤ 3 lanes					
	Sidestreet Operating Speed		>40 to 50 km/h	>40 to 50 km/h	>40 to 50 km/h	>40 to 50 km/h					
	Unsignalized Crossing - Lowest LoS		**A**	**A**	**A**	**A**	**A**	**-**	**-**	**-**	**-**
	Level of Service		**F**	**F**	**F**	**F**	**A**	**-**	**-**	**-**	**-**
Transit	Facility Type	D	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic				
	Friction or Ratio Transit:Posted Speed		Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8				
	Level of Service		**D**	**D**	**D**	**D**	**D**	**-**	**-**	**-**	**-**
Truck	Truck Lane Width	A	> 3.7 m	> 3.7 m	> 3.7 m	> 3.7 m	> 3.7 m				
	Travel Lanes per Direction		> 1	> 1	> 1	> 1	> 1				
	Level of Service		**A**	**A**	**A**	**A**	**A**	**-**	**-**	**-**	**-**

Appendix G:

Traffic Signal Warrant

Riverside/Site - (peak hour signal warrant)

Signal Warrant		Description		Minimum Requirement for Two-Lane Roadways	Compliance		
				Free Flow - Operating Speed Greater Than or Equal to 70 km/h	Sectional %	Entire %	Warrant
Intersection	1. Minimum Vehicular Volume	(1) A	Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of on Average Day, and	600	255%	26%	**66% No**
		(4) B	Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	180	26%		
	2. Delay to Cross Traffic	(1) A	Vehicle Volume, Along Major Street for Each of the Heaviest 8 Hours of an Average Day, and	600	247%	66%	
		(2) B	Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours	50	66%		

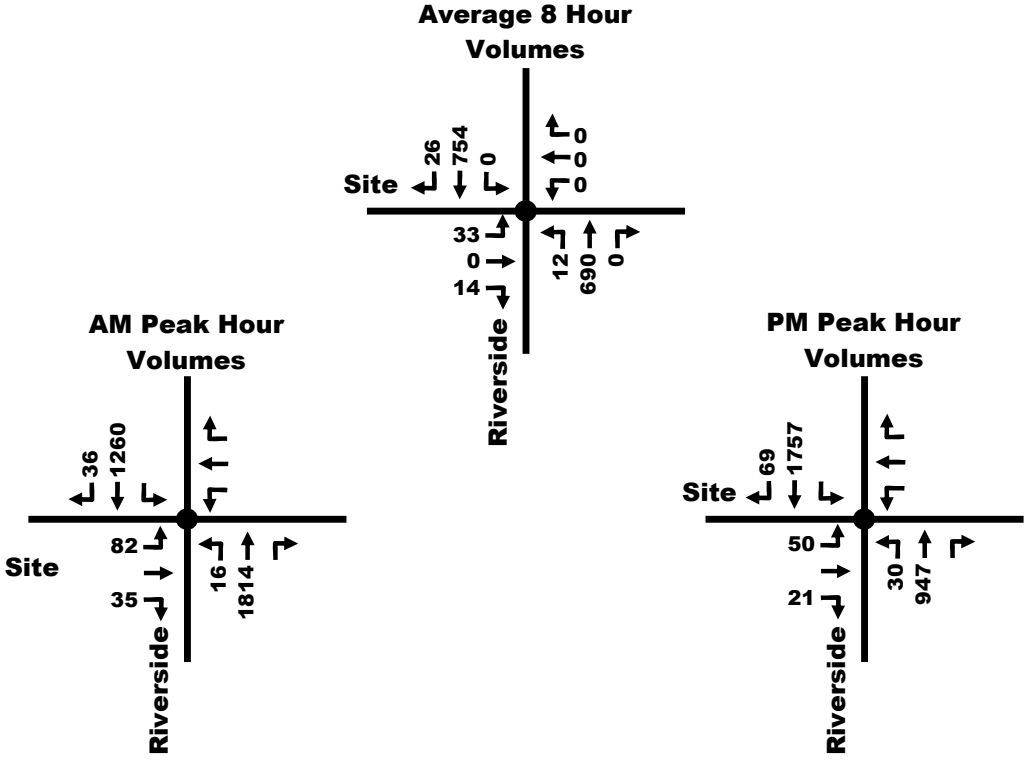
Notes

1 *Vehicle Volume Warrants (1A), (2A) and (5B) for Roadways Having Two or More Moving Lanes in one Direction Should Be 25% Higher Than Values Given Above* **Yes**

2 *For Definition of Crossing Volume Refer to Note 4 on the Signal Warrant Analysis Form B2.03.08*

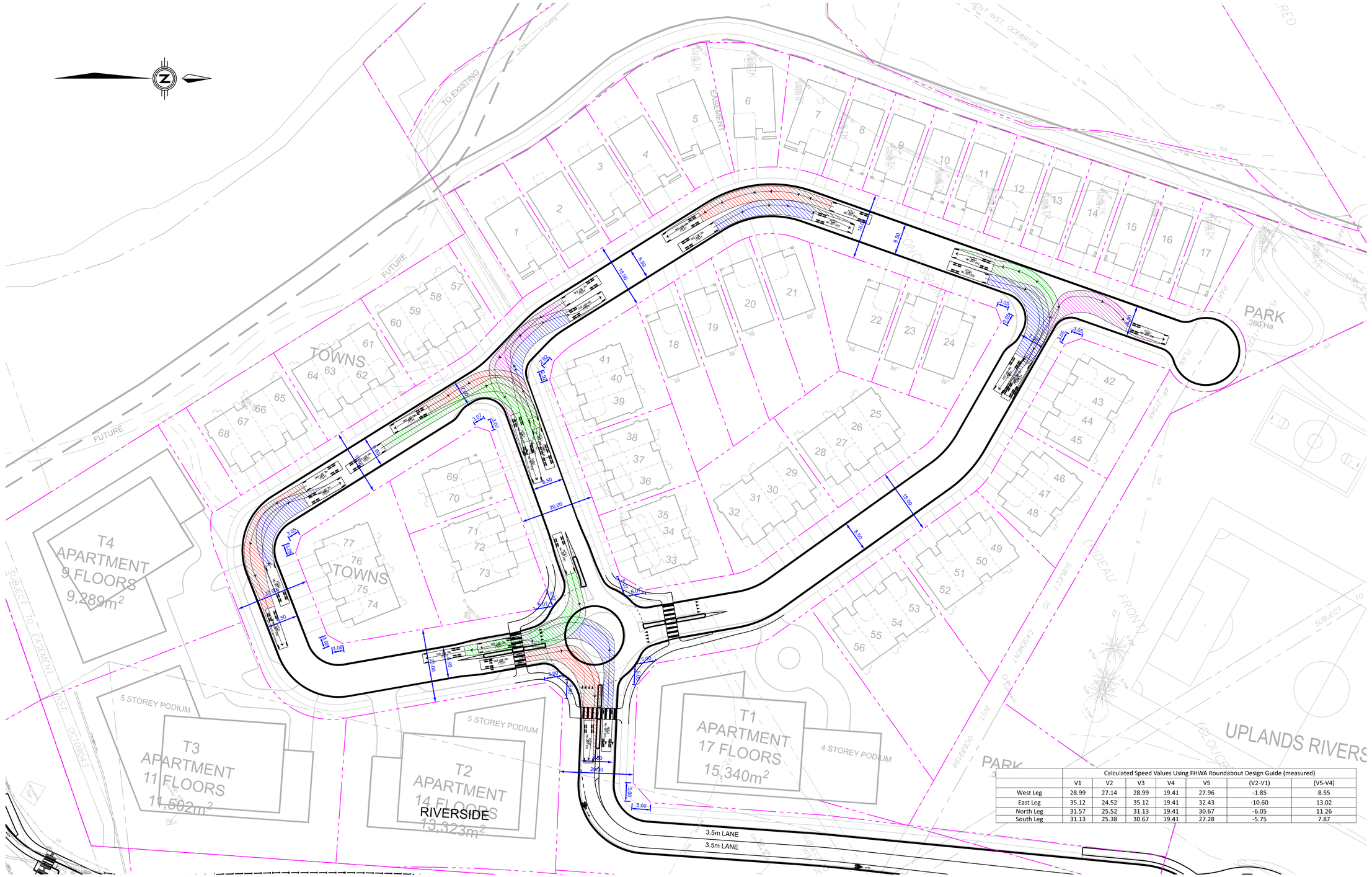
3 *The Lowest Sectional Percentage Governs the Entire Warrant*

4 *For "T" Intersections the Warrant Values for Minor Street Should be Increased by 50% (Warrant 1B only)* **Yes**



Appendix H:

Internal Subdivision Turning Movements



	Calculated Speed Values Using FHWA Roundabout Design Guide (measured)						
	V1	V2	V3	V4	V5	(V2-V1)	(V5-V4)
West Leg	28.99	27.14	28.99	19.41	27.96	-1.85	8.55
East Leg	35.12	24.52	35.12	19.41	32.43	-10.60	13.02
North Leg	31.57	25.52	31.13	19.41	30.67	-6.05	11.26
South Leg	31.13	25.38	30.67	19.41	27.28	-5.75	7.87

HUNT CLUB ROAD - RIVERSIDE DRIVE SITE STUDY

HSU MOVEMENTS

September 18, 2023

0m 5 10 20

PARSONS

Plot Date: 9/7/2005 7:08:02 PM

Last Saved: 9/18/2023 5:25:58 PM

Consultant's Information: C:\Pw_Working\Ontario\Parsons_P0014666\Dms5372\647848-Site Plan-Turning Movements-HSU.Dgn

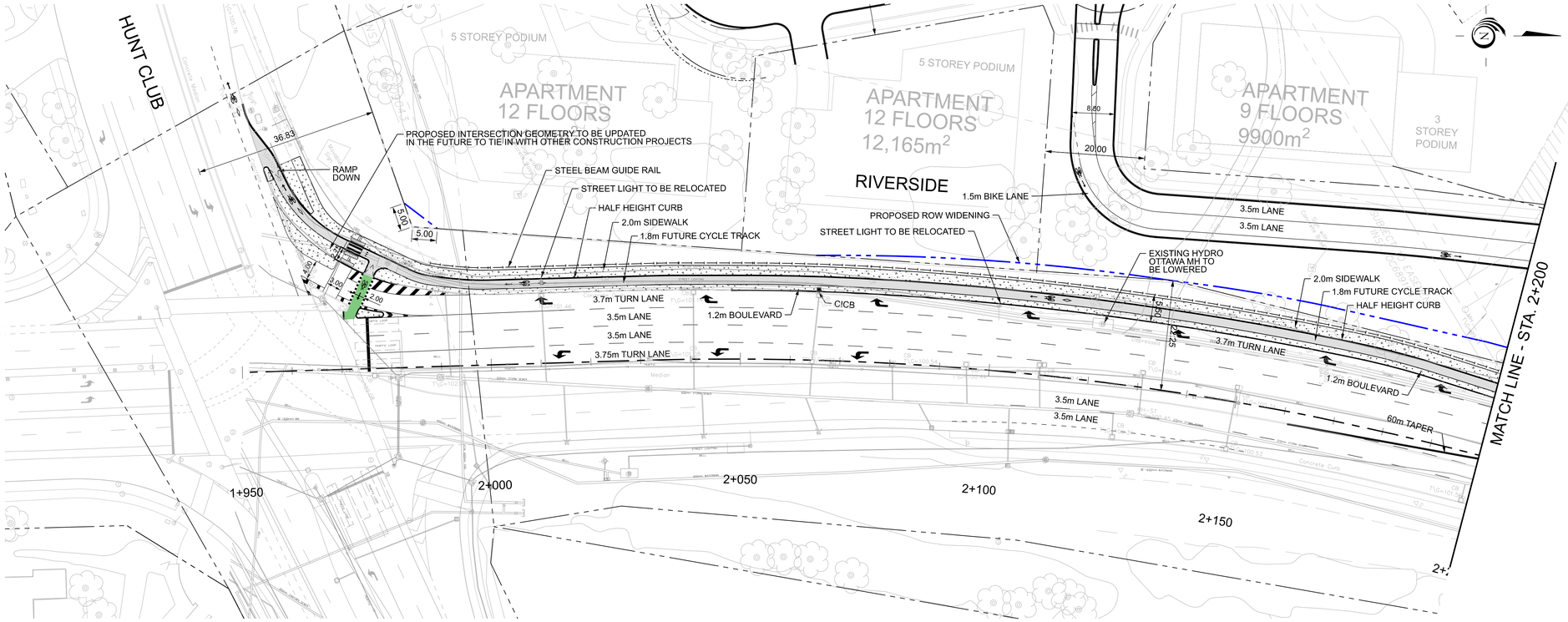
69
70
71
72
73
35
34
33
32
P
TAC-2017 (CA)
P
TAC-2017 (CA)
P
TAC-2017 (CA)
5 STOREY PODIUM
T1
APARTMENT
17 FLOORS
15,340m^2

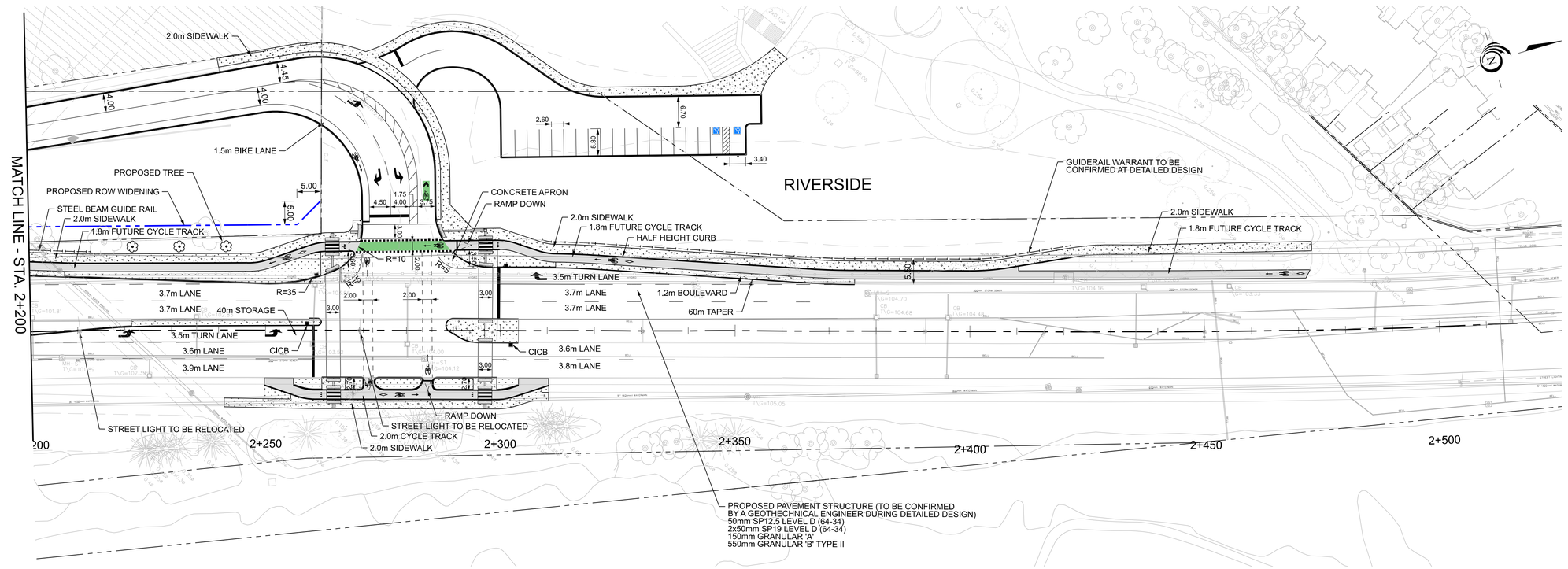
4.00
4.45
4.00
5.00
5.00
4.50
1.75
4.00
3.75
3.00
3.60
2.00
3.50
2.60
5.80
6.70
3.40
3.00
2.00
2.00
3.00
3.00
2.70
2.70
3.7m LANE
3.7m LANE
3.5m TURN LANE
3.6m LANE
3.9m LANE
3.5m TURN LANE
3.7m LANE
3.7m LANE
3.6m LANE
3.8m LANE
HSU
TAC-2017 (CA)
MH-ST
T\G=101.89
MH-ST
T\G=104.12
MH
T\G=105.05
RIV

4.00
4.45
4.00
WB—20
TAC-2017 (CA)
WB—20
TAC-2017 (CA)
WB—20
TAC-2017 (CA)
5.00
5.00
4.50
1.75
4.00
3.75
3.00
3.00
3.00
2.00
3.50
2.00
2.00
3.00
3.7m LANE
3.7m LANE
3.5m TURN LANE
3.6m LANE
3.9m LANE
3.00
3.00
2.70
2.70
3.5m TURN LANE
3.7m LANE
3.7m LANE
3.6m LANE
3.8m LANE
2.60
5.80
6.70
3.40
MH—ST
T\G=101.89
MH—ST
T\G=104.12
MH
T\G=105.05
RIV

Appendix I:

Functional Design Drawings, Sightline Analysis and Costing





ST-MARY'S RIVERSIDE DRIVE SUBDIVISION ROADWAY MODIFICATIONS

3930 & 3960 RIVERSIDE DRIVE

GENERAL ARRANGEMENT

PARSONS

TAGGART REALTY MANAGEMENT

Contract No.	Dwg. No.
478418	01

Sheet 1 of 1

Asset No. ---------

Asset Group ---

Des.	Chk'd.
M.J.P.	P.R.
Dwn.	Chk'd.
M.J.P.	P.R.
Utility Circ. No. -----	Index No. -------

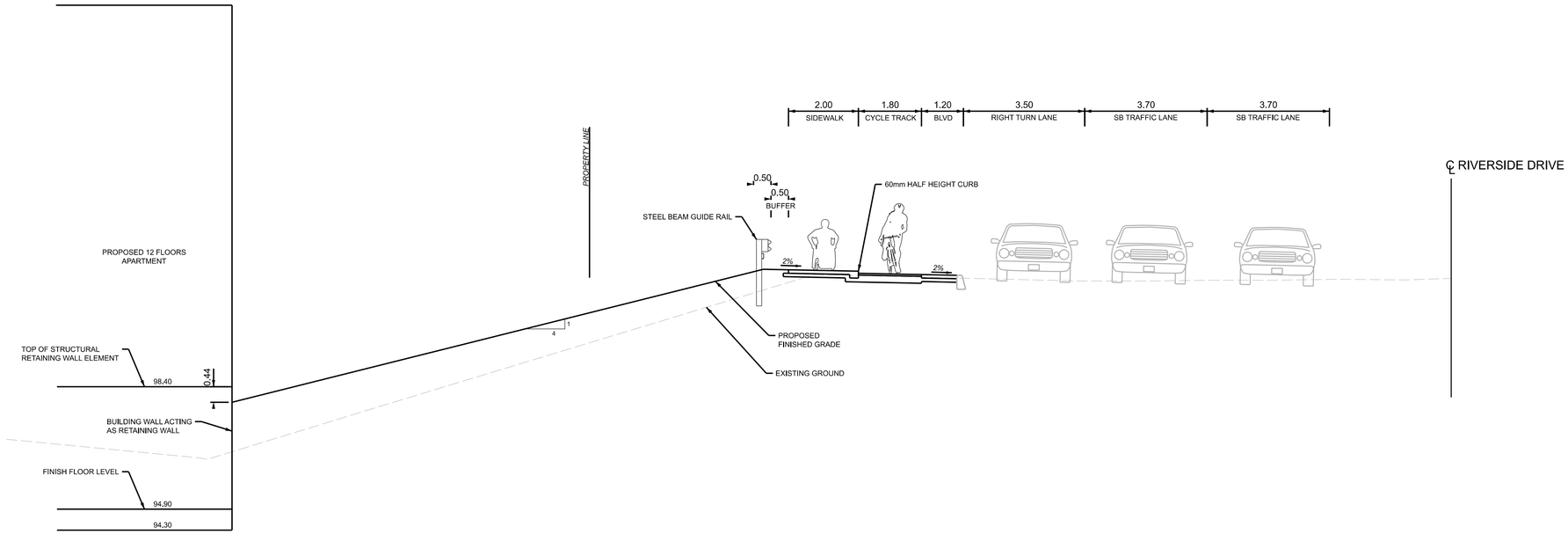
Const. Inspector .....

Scale: HORIZONTAL
0m 5 10 20

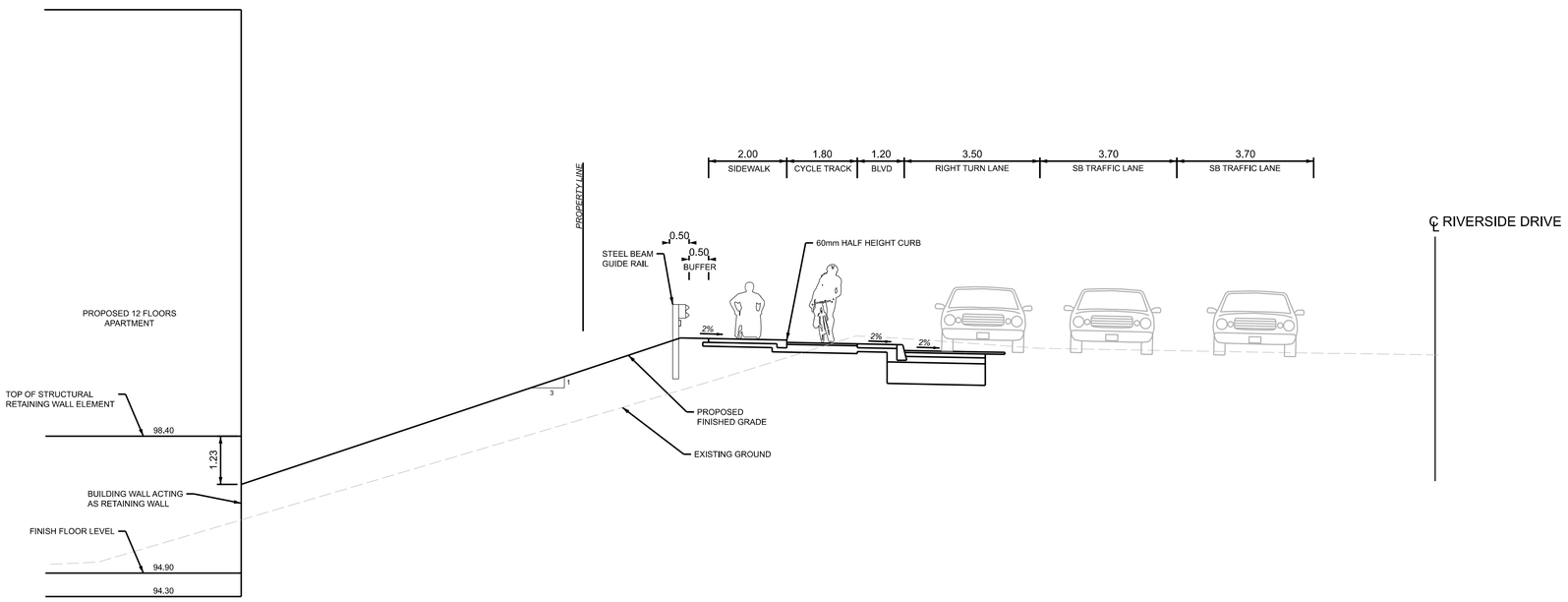
NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned, The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

REVISIONS

No.	Description	By	Date (dd/mm/yy)
01	ISSUED FOR PRELIMINARY DESIGN	PR	05/09/18
02	ISSUED FOR PRELIMINARY DESIGN REV.1	PR	07/11/18
03	ISSUED FOR PRELIMINARY DESIGN REV.2	PR	09/11/22
04	ISSUED FOR PRELIMINARY DESIGN REV.3	PR	08/12/22
05	ISSUED FOR PRELIMINARY DESIGN REV.4	PR	19/06/23



RIVERSIDE DRIVE
2+020 TYPICAL SECTION



RIVERSIDE DRIVE
2+090 TYPICAL SECTION

ST-MARY'S RIVERSIDE DRIVE SUBDIVISION
ROADWAY MODIFICATIONS
3930 & 3960 RIVERSIDE DRIVE

TYPICAL SECTION

PARSONS

TAGGART REALTY MANAGEMENT

Contract No. 478418	Dwg. No. 02
Sheet 2 of 2	
Asset No. ----------	
Asset Group ---	
Des. M.J.P.	Chk'd, P.R.
Dwn, M.J.P.	Chk'd, P.R.
Utility Circ. No. ------	Index No. ------
Const. Inspector ----------	
Scale: N.T.S.	

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

REVISIONS

No.	Description	By	Date (dd/mm/yy)
01	ISSUED FOR PRELIMINARY DESIGN	PR	05/09/18
02	ISSUED FOR PRELIMINARY DESIGN REV.1	PR	07/11/18
03	ISSUED FOR PRELIMINARY DESIGN REV.3	PR	09/11/22

NOTE:

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE INDICATED.

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount
Developer Construction Cost (Does not include contingency)					**$ 1,945,549.80**
1.0 - General					
1.1	Traffic Control Plan	LS	1.0	$ 35,000.00	$ 35,000.00
1.2	Police Assistance at Intersection	hr	60.0	$ 260.53	$ 15,631.80
1.3	Construction Site Pedestrian Control Plan	LS	1.0	$ 6,000.00	$ 6,000.00
1.4	Steel Interlocking Pedestrian Barrier	m	100.0	$ 34.00	$ 3,400.00
1.5	Erosion and sediment control	LS	1.0	$ 10,000.00	$ 10,000.00
				Section 1.0 Total	**$ 70,031.80**
2.0 - Removals					
2.1	Removal of Asphalt Sidewalk	m²	563.0	$ 42.00	$ 23,646.00
2.2	Saw-Cutting of Asphalt	m	250.0	$ 15.00	$ 3,750.00
2.3	Saw-Cutting of Concrete	m	10.0	$ 40.00	$ 400.00
2.4	Remove Asphalt Pavement by Dry Grinding	m²	110.0	$ 100.00	$ 11,000.00
2.5	Remove Asphalt Pavement Full Depth	m²	816.0	$ 50.00	$ 40,800.00
2.6	Earth Excavation - Grading	m³	1,832.0	$ 30.00	$ 54,960.00
2.7	Disposal of Excess Soils	m³	1,832.0	$ 50.00	$ 91,600.00
2.8	Adjust or Rebuilding Catch Basins, any size, any type including twin	ea	4.0	$ 1,000.00	$ 4,000.00
2.9	Removal of Concrete Barrier Curb	m	347.0	$ 30.00	$ 10,410.00
2.10	Remove and Relocate Catch Basin	ea	3.0	$ 10,000.00	$ 30,000.00
2.11	Removal of Streetlighing	ea	1.0	$ 10,000.00	$ 10,000.00
2.12	Remove Existing Box Beam Guiderail	m	415.0	$ 42.00	$ 17,430.00
				Section 2.0 Total	**$ 297,996.00**
3.0 - Roads					
3.1	Earth Borrow	m³	4,000.0	$ 39.72	$ 158,880.00
3.2	Select Subgrade Material	m³	1,485.0	$ 36.00	$ 53,460.00
3.3	Granular 'A'	t	1,472.0	$ 40.00	$ 58,880.00
3.4	Granular 'B' Type II	t	2,855.0	$ 30.00	$ 85,650.00
3.5	Concrete Sidewalks, Boulevards and Islands	m2	159.0	$ 212.00	$ 33,708.00
3.6	Concrete Pavement for Truck Apron	m2	41.0	$ 250.00	$ 10,250.00
3.7	Monolithic Concrete Sidewalks, Boulevards and Islands	m2	771.0	$ 276.00	$ 212,796.00
3.8	TWSI	m2	23.8	$ 1,300.00	$ 30,940.00
3.9	Concrete Barrier Curb as per SC1.1	m	361.0	$ 165.00	$ 59,565.00
3.10	HL3F mix with PGAC 58-34 for Residential Driveways/Private Walks/Commercial Driveways	t	17.0	$ 390.00	$ 6,630.00
3.11	Performance Graded Superpave 12.5mm Level D (PG 64-34)	t	301.0	$ 350.00	$ 105,350.00

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount
3.12	Performance Graded Superpave 19.0mm Level D (PG 64-34)	t	578.0	$ 230.00	$ 132,940.00
3.13	Tactile Paver Strips	m²	6.5	$ 650.00	$ 4,225.00
				Section 3.0 Total	**$ 953,274.00**
4.0 - Traffic Signals					
4.1	Electrical work for new intersection (Above ground and underground including intersection lighting)	LS	1.0	$ 435,000.00	$ 435,000.00
				Section 4.0 Total	**$ 435,000.00**
5.0 - Pavement Marking and Signage					
5.1	Pavement Markings (lines - symbols and thermoplastic)	LS	1.0	$ 15,000.00	$ 15,000.00
5.2	New Signs on new posts	ea	10.0	$ 400.00	$ 4,000.00
				Section 5.0 Total	**$ 19,000.00**
6.0 - Miscellaneous					
6.1	Topsoil - 100mm Thick	m³	380.0	$ 90.00	$ 34,200.00
6.2	Sodding Including Watering	m²	735.0	$ 24.00	$ 17,640.00
6.3	Hydraulic Seeding and mulching	m²	3,068.0	$ 6.00	$ 18,408.00
6.4	Utilities (Lowering Hydro MH)	LS	1.0	$ 100,000.00	$ 100,000.00
				Section 6.0 Total	**$ 170,248.00**
City of Ottawa Construction Cost (Does not include contingency)					**$ 884,688.20**
7.0 - General					
7.1	Traffic Control Plan	LS	1.0	$ 20,000.00	$ 20,000.00
7.2	Police Assistance at Intersection	hr	40.0	$ 260.53	$ 10,421.20
7.3	Construction Site Pedestrian Control Plan	LS	1.0	$ 6,000.00	$ 6,000.00
7.4	Steel Interlocking Pedestrian Barrier	m	30.0	$ 34.00	$ 1,020.00
7.5	Erosion and sediment control	LS	1.0	$ 5,000.00	$ 5,000.00
				Section 7.0 Total	**$ 42,441.20**
8.0 - Removals					
8.1	Removal of Asphalt Sidewalk	m²	143.0	$ 42.00	$ 6,006.00
8.2	Saw-Cutting of Asphalt	m	40.0	$ 15.00	$ 600.00
8.3	Remove Asphalt Pavement by Dry Grinding	m²	121.5	$ 100.00	$ 12,150.00
8.4	Earth Excavation - Grading	m³	598.0	$ 30.00	$ 17,940.00
8.5	Disposal of Excess Soil	m³	598.0	$ 50.00	$ 29,900.00
8.6	Removal of tree	ea	2.0	$ 600.00	$ 1,200.00
8.7	Removal of Concrete Barrier Curb	m	200.0	$ 30.00	$ 6,000.00

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount
				Section 8.0 Total	**$ 73,796.00**
9.0 - Roads					
9.1	Earth Borrow	m^3	2,000.0	$ 39.72	$ 79,440.00
9.2	Select Subgrade Material	m^3	480.0	$ 36.00	$ 17,280.00
9.3	Granular 'A'	t	861.0	$ 40.00	$ 34,440.00
9.4	Granular 'B' Type II	t	598.0	$ 30.00	$ 17,940.00
9.5	Monolithic Concrete Sidewalks, Boulevards and Islands	m2	330.0	$ 276.00	$ 91,080.00
9.6	TWSI	m2	3.7	$ 1,300.00	$ 4,810.00
9.7	Concrete sidewalk boulevard and Islands	m2	503.0	$ 212.00	$ 106,636.00
9.8	Concrete Barrier Curb as per SC1.1	m	209.0	$ 165.00	$ 34,485.00
9.9	HL3F mix with PGAC 58-34 for Residential Driveways/Private Walks/Commercial Driveways	t	129.0	$ 390.00	$ 50,310.00
9.10	Performance Graded Superpave 12.5mm Level D (PG 64-34)	t	63.0	$ 350.00	$ 22,050.00
9.11	Performance Graded Superpave 19.0mm Level D (PG 64-34)	t	121.0	$ 230.00	$ 27,830.00
9.12	Single rail steel beam guiderail per OPSD 912.130	m	285.0	$ 270.00	$ 76,950.00
9.13	Steel Beam Guide Rail Energy Atenuating Terminal System	ea	4.0	$ 8,500.00	$ 34,000.00
				Section 9.0 Total	**$ 597,251.00**
10.0 - Streetlighting					
10.1	Relocation of Streetlighting	ea	2.0	$ 9,000.00	$ 18,000.00
				Section 10.0 Total	**$ 18,000.00**
11.0 - Pavement Marking and Signage					
11.1	Pavement Markings (lines - symbols)	LS	1.0	$ 2,000.00	$ 2,000.00
				Section 11.0 Total	**$ 2,000.00**
12.0 - Miscellaneous					
12.1	Topsoil - 100mm Thick imported	m^3	216.0	$ 90.00	$ 19,440.00
12.2	Sodding Including Watering	m^2	430.0	$ 24.00	$ 10,320.00
12.3	Hydraulic Seeding and mulching	m^2	1,740.0	$ 6.00	$ 10,440.00

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount
12.4	Erosion Control Blanket	m^2	1,000.0	$ 11.00	$ 11,000.00
12.5	Utilities (Lowering Hydro MH)	LS	1.0	$ 100,000.00	$ 100,000.00
				Section 12.0 Total	**$ 151,200.00**
	Developper Cost Summary				
	Subtotal Developper Construction Costs (Sections 1-6)				$1,945,549.80
	Engineering and Contract Administration (Section 1-6)		25%		$486,387.45
	Project Contingency (Section 1-6)		30%		$583,664.94
	Total Developper Construction Costs (Sections 1-6)				**$3,015,602.19**
	City of Ottawa Cost Summary				
	Subtotal City Construction Costs (Sections 7-12)				$884,688.20
	Engineering and Contract Administration (Section 7-12)		25%		$221,172.05
	Project Contingency (Section 7-12)		30%		$265,406.46
	Total City Construction Costs (Sections 7-12)				**$1,371,266.71**
				Total Project Cost (Rounded)	**$4,386,868.90**

Notes and Assumptions

1. Costs are in 2023 dollars and exclude HST.
2. Unit rates are based on City of Ottawa historical unit prices for April 2023
3. Does not include City Internal Cost or Misc. Soft Costs.
4. Does not include servicing infrastructure costs
5. Does not include Landscaping elements beyond topsoil and seed
6. Construction contract initiation costs are assumed to be included in the general contingency
7. No property aquisition costs expected
8. Pavement structure to be confirmed by a Geotechnical Engineer during detailed design
9. Traffic Signal and Street-lighting costs are based on recent project costing and will be subject to change once the City of Ottawa has completed the design and costing for each.
10. Utilities cost is for lowering one Hydro Ottawa maintenance hole structure
Cost may be subject to change should relocation of these structure/duct bank be required as a result of consultation with Hydro Ottawa.
11. Estimate does not include the City of Ottawa parking lot NW of the proposed intersection.
12. Quantity for earth borrow is approximate only and needs to be refined at the next stages of design
13. Estimate to be read in conjunction with the cost sharing sketch rev.3
14. City of Ottawa scope of work is assumed to be completed independently from the developer's work
15. Item for Disposal of Excess soils as per the O'Reg 406/19 is approximate only and needs to be refind at the next stage of the design

ST-MARY'S DEVELOPMENT
COST SHARING SKETCH REV.3
SEPTEMBER 13TH, 2023

HUNT CLUB

CITY COST TO BE COVERED UNDER A SEPARATE PROJECT (COST IS NOT INCLUDED IN THIS ESTIMATE)

RAMP DOWN

PROPOSED INTERSECTION GEOMETRY TO BE UPDATED IN THE FUTURE TO TIE IN WITH OTHER CONSTRUCTION PROJECTS

STEEL BEAM GUIDE RAIL

STREET LIGHT TO BE RELOCATED

HALF HEIGHT CURB

2.0m SIDEWALK

1.8m FUTURE CYCLE TRACK

PROPOSED ROW WIDENING

STREET LIGHT TO BE RELOCATED

EXISTING HYDRO OTTAWA MH TO BE LOWERED

RIVERSIDE

1.5m BIKE LANE

3.5m LANE

3.5m LANE

3.7m TURN LANE

3.5m LANE

3.5m LANE

3.75m TURN LANE

1.2m BOULEVARD

CICB

3.7m TURN LANE

1.2m BOULEVARD

60m TAPER

3.5m LANE

3.5m LANE

HL3F CYCLE TRACK
504m2

MONOLITHIC SIDEWALK WITH HALF HEIGHT CURB
600m2

CONCRETE BOULEVARD
270m2

CONCRETE BARRIER CURB
209m

MATCH LINE - STA. 2+200

1+950

2+000

2+050

2+100

2+150

APARTMENT
12 FLOORS

5 STOREY PODIUM

APARTMENT
12 FLOORS
12,165m²

APARTMENT
9 FLOORS
9900m²

3
STOREY
PODIUM

2.0m SIDEWALK

1.8m FUTURE CYCLE TRACK

HALF HEIGHT CURB

MATCH LINE - STA. 2+200

1.5m BIKE LANE

PROPOSED TREE

PROPOSED ROW WIDENING

STEEL BEAM GUIDE RAIL

2.0m SIDEWALK

1.8m FUTURE CYCLE TRACK

3.7m LANE

3.7m LANE

40m STORAGE

3.5m TURN LANE

3.6m LANE

3.9m LANE

CICB

STREET LIGHT TO BE RELOCATED

CONCRETE APRON

RAMP DOWN

2.0m SIDEWALK

1.8m FUTURE CYCLE TRACK

HALF HEIGHT CURB

3.5m TURN LANE

3.7m LANE

3.7m LANE

1.2m BOULEVARD

60m TAPER

3.6m LANE

3.8m LANE

CICB

RAMP DOWN

STREET LIGHT TO BE RELOCATED

2.0m CYCLE TRACK

2.0m SIDEWALK

1.83sqm

1.83sqm

128sqm

THE COST OF THIS GUIDERAIL IS ASSUMED TO BE A CITY COST AS IT MAY BE WARRANTED UPON CONSTRUCTION OF THE PARKING LOT. FURTHER ANALYSIS REQUIRED AT DETAILED DESIGN

GUIDERAIL WARRANT TO BE CONFIRMED AT DETAILED DESIGN

RIVERSIDE

CONCRETE BOULEVARD
77m2

MONOLITHIC SIDEWALK WITH HALF HEIGHT CURB
220m2

HL3F CYCLE TRACK
311m2

SIDEWALK IN BOULEVARD
126m2

2.0m SIDEWALK

1.8m FUTURE CYCLE TRACK

2+200

2+250

2+300

2+350

2+400

2+450

2+500

PROPOSED PAVEMENT STRUCTURE (TO BE CONFIRMED BY A GEOTECHNICAL ENGINEER DURING DETAILED DESIGN)
50mm SP12.5 LEVEL D (64-34)
2x50mm SP19 LEVEL D (64-34)
150mm GRANULAR 'A'
550mm GRANULAR 'B' TYPE II

CITY OF OTTAWA COST

FUTURE CITY OF OTTAWA COST

DEVELOPER COST

SHARED COST

ST-MARY'S RIVERSIDE DRIVE SUBDIVISION ROADWAY MODIFICATIONS

3930 & 3960 RIVERSIDE DRIVE

GENERAL ARRANGEMENT

PARSONS

TAGGART REALTY MANAGEMENT

Contract No.	Dwg. No.
478418	01

Sheet 1 of 1

Asset No. ---------

Asset Group ---

Des.	Chk'd.
M.J.P.	P.R.
Dwn.	Chk'd.
M.J.P.	P.R.

Utility Circ. No. ------ Index No. -------

Const. Inspector ----------

Scale: HORIZONTAL 0m 5 10 20

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned, The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

REVISIONS

No.	Description	By	Date (dd/mm/yy)
01	ISSUED FOR PRELIMINARY DESIGN	PR	05/09/18
02	ISSUED FOR PRELIMINARY DESIGN REV.1	PR	07/11/18
03	ISSUED FOR PRELIMINARY DESIGN REV.2	PR	09/11/22
04	ISSUED FOR PRELIMINARY DESIGN REV.3	PR	08/12/22
05	ISSUED FOR PRELIMINARY DESIGN REV.4	PR	19/06/23

TITLE FRAME: 790mm x 534mm City of Ottawa 2008

Plot Date: 9/7/2005 7:08:02 PM

Last Saved: 6/19/2023 2:53:14 PM

Consultant's Information: C:\Pw_Working\Ontario\Parsons_P005009\Dms5372\478418-01-FUNC.Dgn

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development - City Parking Lot**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount
1.0 - General					
1.1	Traffic Control Plan	LS	1.0	$ 5,000.00	$ 5,000.00
1.2	Construction Site Pedestrian Control Plan	LS	1.0	$ 2,000.00	$ 2,000.00
1.3	Steel Interlocking Pedestrian Barrier	m	50.0	$ 34.00	$ 1,700.00
1.4	Erosion and sediment control	LS	1.0	$ 5,000.00	$ 5,000.00
				Section 1.0 Total	**$ 13,700.00**
2.0 - Removals					
2.1	Earth Excavation - Grading	m^3	890.0	$ 38.00	$ 33,820.00
				Section 2.0 Total	**$ 33,820.00**
3.0 - Roads					
3.1	Select Subgrade Material	m^3	600.0	$ 36.00	$ 21,600.00
3.2	Granular 'A'	t	420.0	$ 40.00	$ 16,800.00
3.3	Granular 'B' Type II	t	1,260.0	$ 30.00	$ 37,800.00
3.4	Concrete Sidewalks, Boulevards and Islands	m2	215.0	$ 212.00	$ 45,580.00
3.5	Concrete Barrier Curb as per SC1.1	m	200.0	$ 165.00	$ 33,000.00
3.6	Performance Graded Superpave 12.5mm Level D (PG 64-34)	t	165.0	$ 350.00	$ 57,750.00
3.7	Performance Graded Superpave 19.0mm Level D (PG 64-34)	t	195.0	$ 230.00	$ 44,850.00
				Section 3.0 Total	**$ 257,380.00**
5.0 - Pavement Marking and Signage					
5.1	Pavement Markings (lines - symbols and thermoplastic)	LS	1.0	$ 2,500.00	$ 2,500.00
5.2	New Signs on new posts	ea	4.0	$ 400.00	$ 1,600.00
				Section 5.0 Total	**$ 4,100.00**
6.0 - Miscellaneous					
6.1	Topsoil - 100mm Thick	m^3	40.0	$ 75.00	$ 3,000.00
6.2	Sodding Including Watering	m^2	400.0	$ 24.00	$ 9,600.00
				Section 6.0 Total	**$ 12,600.00**
	Subtotal Construction Costs (Sections 1-6)				**$321,600.00**
	Project Contingency		30%		$96,480.00
				Total Project Cost (Rounded)	**$419,000.00**

PARSONS

CONSTRUCTION CLASS 'C' COST ESTIMATE

Project No. 478418

Contract No. -

Subject: **Roadway Modifications St-Mary's Development - City Parking Lot**

Location: **3930 and 3960 Riverside Drive**

Client: **Taggart Realty Management**

By: Patrick Roger Date: September 13, 2023

Item No.	Description	Unit	Estimated Quantity	Unit Price	Amount

Notes and Assumptions

1. Costs are in 2023 dollars and exclude HST.
2. Unit rates are based on City of Ottawa historical unit prices for April 2023
3. It is assumed that a storm sewer system for the parking lot is already built
4. The volume of earth excavation and select subgrade material is approximate only and should be refined at the detailed design stage
5. Does not include Engineering or Contract Administration Costs
6. Does not include City Internal Cost or Misc. Soft Costs.
7. Does not include Landscaping elements beyond topsoil and sod
8. Construction contract initiation costs are assumed to be included in the general contingency
9. No property aquisition costs expected
10. Pavement structure to be confirmed by a Geotechnical Engineer during detailed design
11. Management of Excess soils as per the O'Reg 406/19 is assumed to be additional

Appendix J:

Traffic Demand Management

TDM-Supportive Development Design and Infrastructure Checklist:
Residential Developments (multi-family or condominium)

Legend

REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
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

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	1.	**WALKING & CYCLING: ROUTES**	
	1.1	**Building location & access points**	
BASIC	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances	☑ Parking proposed underground
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☑ Sidewalks to be determined in SPA
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☑ Modern design buildings
	1.2	**Facilities for walking & cycling**	
REQUIRED	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations *(see Official Plan policy 4.3.3)*	☑ Not within 600m radius of rapid transit; however sidewalks are proposed which connect to existing pedestrian facilities which connect to local bus routes.
REQUIRED	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible *(see Official Plan policy 4.3.12)*	☑ Internal sidewalks for Phase 2 will be confirmed during SPA.

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks *(see Official Plan policy 4.3.10)*	☑ Sidewalks to be built per City Standard
REQUIRED	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps *(see Official Plan policy 4.3.10)*	☑ to be build compliant to ODA
REQUIRED	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians *(see Official Plan policy 4.3.11)*	☑ site plans to connect to proposed cycling facilities on Riverside Drive.
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☑ sidewalks to Riverside proposed
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☑ on-street lighting already exists on Riverside Drive and Hunt Club
BASIC	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☑ 30km/h streets proposed
	1.3	**Amenities for walking & cycling**	
BASIC	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☐ lighting provided.
BASIC	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	2.	**WALKING & CYCLING: END-OF-TRIP FACILITIES**	
	2.1	**Bicycle parking**	
REQUIRED	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible *(see Official Plan policy 4.3.6)*	☑ apartment towers proposed indoor bike parking. To be confirmed in SPA
REQUIRED	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas *(see Zoning By-law Section 111)*	☑ anticipated to meet parking by-law. To be confirmed during SPA.
REQUIRED	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored *(see Zoning By-law Section 111)*	☑ anticipated to meet parking by-law. To be confirmed during SPA.
BASIC	2.1.4	Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☐
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers *(see Zoning By-law Section 111)*	☑ anticipated to meet parking by-law. To be confirmed during SPA.
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
	2.3	**Bicycle repair station**	
BETTER	2.3.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

	TDM-supportive design & infrastructure measures: *Residential developments*		Check if completed & add descriptions, explanations or plan/drawing references
	4.	**RIDESHARING**	
	4.1	**Pick-up & drop-off facilities**	
BASIC	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses *(see Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑ anticipated to meet parking by-law. To be confirmed during SPA.
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☐
BETTER	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking *(see Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend

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

		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 & destinations**	
BASIC	2.1.1	Display local area maps with walking/cycling access routes and key destinations at major entrances *(multi-family, condominium)*	☑ Potential TDM measure
	2.2	**Bicycle skills training**	
BETTER	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

			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)*	☑ Potential TDM measure
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 (*multi-family)*	☐
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)*	☑ proposed

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		6.	**TDM MARKETING & COMMUNICATIONS**	
		6.1	**Multimodal travel information**	
BASIC	★	6.1.1	Provide a multimodal travel option information package to new residents	☑ Potential TDM measure
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐

Appendix J:

MMLOS Analysis: Intersections

Multi-Modal Level of Service - Segments Form

Consultant	**Parsons**	**Project**	**478378**
Scenario	**3960 Riverside Drive**	**Date**	**30-Nov-22**
Comments	**St. Mary's Development**		

SEGMENTS		**Street A**	Hunt Club N Side	Hunt Club Both Sides	Riverside W Side	Riverside E Side	Riverside Future	Section 6	Section 7	Section 8	Section 9
Pedestrian	Sidewalk Width Boulevard Width		1.8 m < 0.5 m	1.8 m < 0.5 m	1.5 m < 0.5 m	1.8 m > 2 m	≥ 2 m > 2 m		≥ 2 m > 2 m		
	Avg Daily Curb Lane Traffic Volume		> 3000	> 3000	> 3000	> 3000	> 3000		> 3000		
	Operating Speed On-Street Parking		> 60 km/h no	> 60 km/h no	> 60 km/h no	> 60 km/h no	> 60 km/h no		> 50 to 60 km/h no		
	Exposure to Traffic PLoS	**-**	**F**	**F**	**F**	**E**	**D**	**-**	**C**	**-**	**-**
	Effective Sidewalk Width										
	Pedestrian Volume										
	Crowding PLoS		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Level of Service		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Bicycle	Type of Cycling Facility		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Physically Separated				
	Number of Travel Lanes		2-3 lanes total	2-3 lanes total	2-3 lanes total	2-3 lanes total					
	Operating Speed		≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h					
	# of Lanes & Operating Speed LoS		**F**	**F**	**F**	**F**	**-**	**-**	**-**	**-**	**-**
	Bike Lane (+ Parking Lane) Width										
	Bike Lane Width LoS	**F**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Bike Lane Blockages										
	Blockage LoS		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Median Refuge Width (no median = < 1.8 m)		≥ 1.8 m refuge	≥ 1.8 m refuge	≥ 1.8 m refuge	≥ 1.8 m refuge					
	No. of Lanes at Unsignalized Crossing		≤ 3 lanes	≤ 3 lanes	≤ 3 lanes	≤ 3 lanes					
	Sidestreet Operating Speed		>40 to 50 km/h	>40 to 50 km/h	>40 to 50 km/h	>40 to 50 km/h					
	Unsignalized Crossing - Lowest LoS		**A**	**A**	**A**	**A**	**A**	**-**	**-**	**-**	**-**
	Level of Service		**F**	**F**	**F**	**F**	**A**	**-**	**-**	**-**	**-**
Transit	Facility Type		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic				
	Friction or Ratio Transit:Posted Speed	**D**	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8	Vt/Vp ≥ 0.8				
	Level of Service		**D**	**D**	**D**	**D**	**D**	**-**	**-**	**-**	**-**
Truck	Truck Lane Width		> 3.7 m	> 3.7 m	> 3.7 m	> 3.7 m	> 3.7 m				
	Travel Lanes per Direction	**A**	> 1	> 1	> 1	> 1	> 1				
	Level of Service		**A**	**A**	**A**	**A**	**A**	**-**	**-**	**-**	**-**

Appendix K:

Synchro Analysis: Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	529	1112	207	62	841	34	532	1267	241	63	278	762
Future Volume (vph)	529	1112	207	62	841	34	532	1267	241	63	278	762
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3286	3390	1494	1691	3390	1498	3288	3390	1498	1694	3390	1517
Satd. Flow (RTOR)			267			267			267			457
Lane Group Flow (vph)	588	1236	230	69	934	38	591	1408	268	70	309	847
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	29.0	58.0		17.0	46.0		38.0	60.9		14.1	37.0	
Total Split (%)	19.3%	38.7%		11.3%	30.7%		25.3%	40.6%		9.4%	24.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	22.0	51.8	150.0	9.4	39.2	150.0	30.2	54.2	150.0	8.0	32.0	150.0
Actuated g/C Ratio	0.15	0.35	1.00	0.06	0.26	1.00	0.20	0.36	1.00	0.05	0.21	1.00
v/c Ratio	1.22	1.06	0.15	0.65	1.06	0.03	0.89	1.15	0.18	0.78	0.43	0.56
Control Delay	151.4	85.6	0.1	95.9	98.2	0.0	74.9	120.4	0.3	116.8	53.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	151.4	85.6	0.1	95.9	98.2	0.0	74.9	120.4	0.3	116.8	53.7	1.5
LOS	F	F	A	F	F	A	E	F	A	F	D	A
Approach Delay		94.9			94.5			94.3			21.2	
Approach LOS		F			F			F			C	
Queue Length 50th (m)	~108.1	~217.1	0.0	20.3	~159.3	0.0	87.8	~258.2	0.0	21.0	42.9	0.0
Queue Length 95th (m)	m#141.3	#260.1	m0.0	#40.4	#200.8	0.0	#111.9	#300.7	0.0	#48.0	58.2	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			245.6	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	100.0		100.0
Base Capacity (vph)	482	1171	1494	113	885	1498	699	1224	1498	90	722	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.06	0.15	0.61	1.06	0.03	0.85	1.15	0.18	0.78	0.43	0.56

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

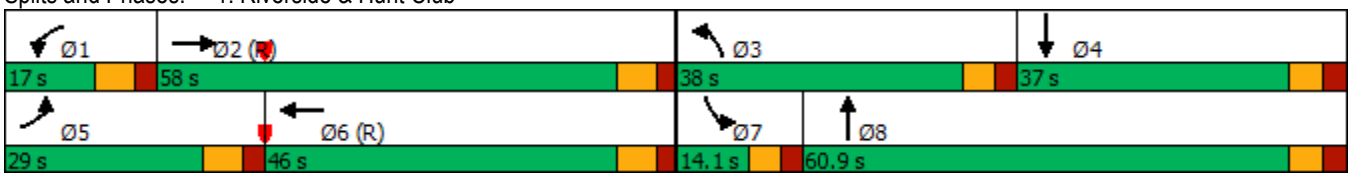
Intersection Signal Delay: 80.9	Intersection LOS: F
Intersection Capacity Utilization 104.2%	ICU Level of Service G
Analysis Period (min) 15	

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

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

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

Splits and Phases: 1: Riverside & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	7	13	225	5	166	6	1774	30	74	1013	5
Future Volume (vph)	28	7	13	225	5	166	6	1774	30	74	1013	5
Satd. Flow (prot)	1695	1600	0	0	1700	1517	1695	3382	0	1695	3387	0
Flt Permitted	0.421				0.715		0.197			0.055		
Satd. Flow (perm)	751	1600	0	0	1273	1517	352	3382	0	98	3387	0
Satd. Flow (RTOR)		14				184		2			1	
Lane Group Flow (vph)	31	22	0	0	256	184	7	2004	0	82	1132	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	65.0	65.0		20.0	85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	54.2%	54.2%		16.7%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	28.8	28.8			28.8	28.8	67.4	67.4		79.7	78.6	
Actuated g/C Ratio	0.24	0.24			0.24	0.24	0.56	0.56		0.66	0.66	
v/c Ratio	0.17	0.06			0.84	0.37	0.04	1.05		0.50	0.51	
Control Delay	37.0	19.3			66.7	7.0	21.5	63.6		42.3	12.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.0	19.3			66.7	7.0	21.5	63.6		42.3	12.2	
LOS	D	B			E	A	C	E		D	B	
Approach Delay		29.7			41.7			63.4			14.3	
Approach LOS		C			D			E			B	
Queue Length 50th (m)	5.7	1.4			56.2	0.0	0.8	~285.2		6.8	70.8	
Queue Length 95th (m)	14.1	7.9			#95.1	16.9	m2.0	#341.6		20.6	87.8	
Internal Link Dist (m)		134.6			144.2			580.6			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	191	418			324	524	197	1901		255	2279	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.05			0.79	0.35	0.04	1.05		0.32	0.50	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

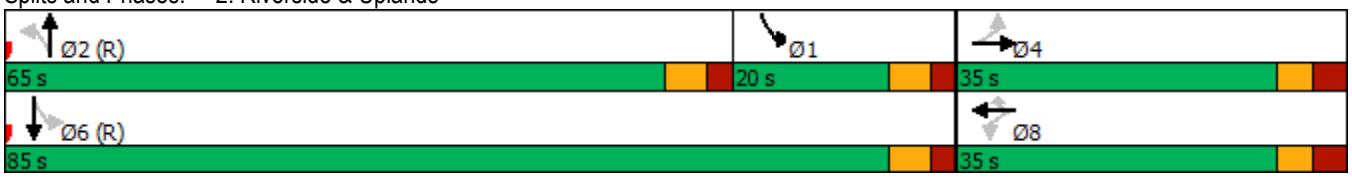
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

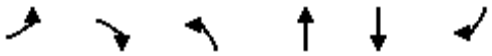
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 2: Riverside & Uplands





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1810	1251	0
Future Volume (vph)	0	0	0	1810	1251	0
Satd. Flow (prot)	1784	0	1784	3390	3390	1784
Flt Permitted						
Satd. Flow (perm)	1784	0	1784	3390	3390	1784
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	2011	1390	0
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	34.5		31.1	31.1	31.1	31.1
Total Split (s)	35.0		85.0	85.0	85.0	85.0
Total Split (%)	29.2%		70.8%	70.8%	70.8%	70.8%
Yellow Time (s)	3.3		3.7	3.7	3.7	3.7
All-Red Time (s)	3.2		2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.1	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)				111.9	111.9	
Actuated g/C Ratio				0.93	0.93	
v/c Ratio				0.64	0.44	
Control Delay				6.0	2.3	
Queue Delay				0.0	0.0	
Total Delay				6.0	2.3	
LOS				A	A	
Approach Delay				6.0	2.3	
Approach LOS				A	A	
Queue Length 50th (m)				0.0	0.0	
Queue Length 95th (m)				233.2	62.2	
Internal Link Dist (m)	114.7			245.6	580.6	
Turn Bay Length (m)						
Base Capacity (vph)				3161	3161	
Starvation Cap Reductn				34	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.64	0.44	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 4.5	Intersection LOS: A
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	822	8	449	1079	439	56	615	782	277	351	205
Future Volume (vph)	82	822	8	449	1079	439	56	615	782	277	351	205
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3275	3390	1496	3275	3390	1495	1677	3390	1497	3273	3390	1493
Satd. Flow (RTOR)			223			223			440			228
Lane Group Flow (vph)	91	913	9	499	1199	488	62	683	869	308	390	228
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	18.0	54.0		27.0	63.0		21.6	47.0		22.0	47.4	
Total Split (%)	12.0%	36.0%		18.0%	42.0%		14.4%	31.3%		14.7%	31.6%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	9.3	45.3	150.0	26.2	62.2	150.0	10.8	35.8	150.0	15.9	43.5	150.0
Actuated g/C Ratio	0.06	0.30	1.00	0.17	0.41	1.00	0.07	0.24	1.00	0.11	0.29	1.00
v/c Ratio	0.45	0.89	0.01	0.87	0.85	0.33	0.51	0.85	0.58	0.89	0.40	0.15
Control Delay	74.5	61.7	0.0	71.1	25.9	0.3	80.6	64.8	1.6	91.8	44.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	61.7	0.0	71.1	25.9	0.3	80.6	64.8	1.6	91.8	44.9	0.2
LOS	E	E	A	E	C	A	F	E	A	F	D	A
Approach Delay		62.3			30.5			31.4			49.5	
Approach LOS		E			C			C			D	
Queue Length 50th (m)	13.7	134.3	0.0	70.8	148.4	0.0	18.1	102.4	0.0	47.5	50.5	0.0
Queue Length 95th (m)	22.8	161.5	0.0	m#103.4	m189.0	m0.0	33.0	121.6	0.0	#74.7	66.3	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	245	1066	1496	574	1406	1495	169	913	1497	348	983	1493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.86	0.01	0.87	0.85	0.33	0.37	0.75	0.58	0.89	0.40	0.15

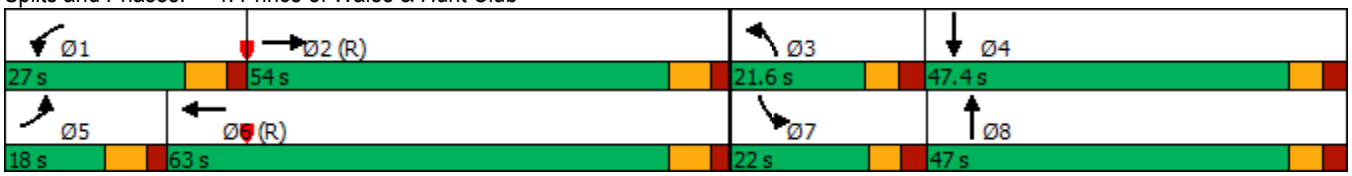
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

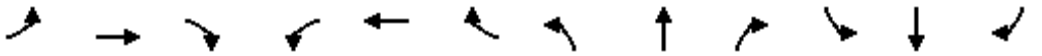
Maximum v/c Ratio: 0.89

Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 86.4%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	507	1066	479	229	1178	60	348	401	190	71	922	646
Future Volume (vph)	507	1066	479	229	1178	60	348	401	190	71	922	646
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3288	3390	1494	1690	3390	1517	3283	3390	1496	1687	3390	1497
Satd. Flow (RTOR)			172			172			211			453
Lane Group Flow (vph)	563	1184	532	254	1309	67	387	446	211	79	1024	718
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	25.0	60.0		25.0	60.0		20.0	45.0		20.0	45.0	
Total Split (%)	16.7%	40.0%		16.7%	40.0%		13.3%	30.0%		13.3%	30.0%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	18.0	53.2	150.0	18.0	53.2	150.0	13.9	40.6	150.0	11.6	38.3	150.0
Actuated g/C Ratio	0.12	0.35	1.00	0.12	0.35	1.00	0.09	0.27	1.00	0.08	0.26	1.00
v/c Ratio	1.43	0.99	0.36	1.25	1.09	0.04	1.27	0.49	0.14	0.61	1.18	0.48
Control Delay	242.7	56.2	0.4	198.4	98.8	0.1	197.9	48.5	0.2	85.9	142.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	242.7	56.2	0.4	198.4	98.8	0.1	197.9	48.5	0.2	85.9	142.1	1.1
LOS	F	E	A	F	F	A	F	D	A	F	F	A
Approach Delay		89.2			110.3			94.1			84.0	
Approach LOS		F			F			F			F	
Queue Length 50th (m)	~115.1	194.5	0.0	~93.9	~229.7	0.0	~74.5	59.4	0.0	23.0	~191.8	0.0
Queue Length 95th (m)	m#133.5	m#222.3	m0.0	#149.4	#272.5	0.0	#107.6	77.7	0.0	40.6	#234.1	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			256.3	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	100.0		100.0
Base Capacity (vph)	394	1202	1494	203	1202	1517	304	918	1496	157	865	1497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.99	0.36	1.25	1.09	0.04	1.27	0.49	0.14	0.50	1.18	0.48

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

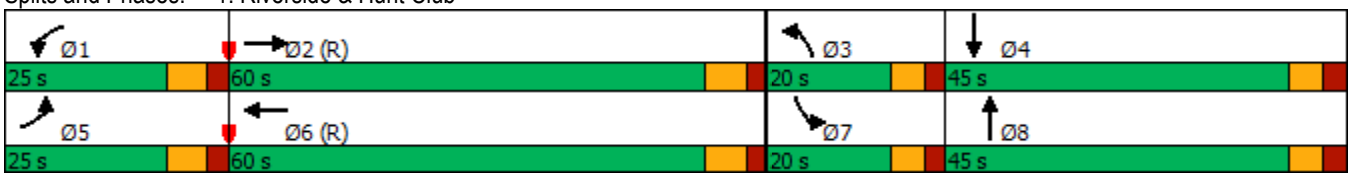
Intersection Signal Delay: 93.7	Intersection LOS: F
Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	

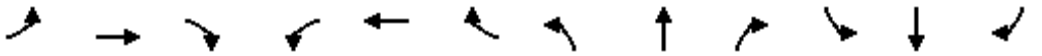
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Riverside & Hunt Club





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	10	140	23	73	13	854	71	74	1600	7
Future Volume (vph)	12	13	10	140	23	73	13	854	71	74	1600	7
Satd. Flow (prot)	1695	1656	0	0	1711	1517	1695	3336	0	1695	3387	0
Flt Permitted	0.483				0.739		0.071			0.209		
Satd. Flow (perm)	843	1656	0	0	1316	1455	127	3336	0	371	3387	0
Satd. Flow (RTOR)		11				81		9			1	
Lane Group Flow (vph)	13	25	0	0	182	81	14	1028	0	82	1786	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	70.0	70.0		25.0	95.0	
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	53.8%	53.8%		19.2%	73.1%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	22.5	22.5			22.5	22.5	71.1	71.1		94.9	94.9	
Actuated g/C Ratio	0.17	0.17			0.17	0.17	0.55	0.55		0.73	0.73	
v/c Ratio	0.09	0.08			0.80	0.25	0.20	0.56		0.18	0.72	
Control Delay	43.6	28.5			76.1	10.7	27.2	22.8		8.8	13.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.6	28.5			76.1	10.7	27.2	22.8		8.8	13.0	
LOS	D	C			E	B	C	C		A	B	
Approach Delay		33.7			55.9			22.9			12.8	
Approach LOS		C			E			C			B	
Queue Length 50th (m)	2.8	3.0			45.0	0.0	1.7	85.6		5.4	125.2	
Queue Length 95th (m)	8.5	10.4			68.2	13.1	m8.0	130.1		11.7	176.3	
Internal Link Dist (m)		134.6			144.2			569.8			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	184	371			288	382	70	1856		486	2473	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.07			0.63	0.21	0.20	0.55		0.17	0.72	

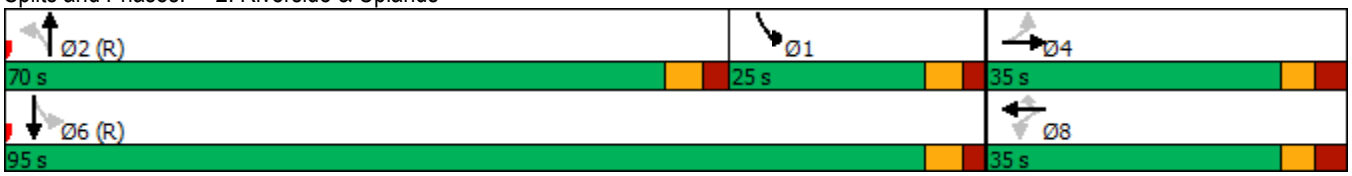
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 43 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

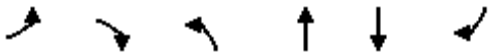
Maximum v/c Ratio: 0.80

Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 2: Riverside & Uplands





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	938	1750	0
Future Volume (vph)	0	0	0	938	1750	0
Satd. Flow (prot)	1784	0	1784	3390	3390	1784
Flt Permitted						
Satd. Flow (perm)	1784	0	1784	3390	3390	1784
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	1042	1944	0
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	34.5		31.1	31.1	31.1	31.1
Total Split (s)	35.0		95.0	95.0	95.0	95.0
Total Split (%)	26.9%		73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	3.3		3.7	3.7	3.7	3.7
All-Red Time (s)	3.2		2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.1	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)				113.8	113.8	
Actuated g/C Ratio				0.88	0.88	
v/c Ratio				0.35	0.66	
Control Delay				4.8	10.9	
Queue Delay				0.0	0.0	
Total Delay				4.8	10.9	
LOS				A	B	
Approach Delay				4.8	10.9	
Approach LOS				A	B	
Queue Length 50th (m)				0.0	0.0	
Queue Length 95th (m)				70.4	258.7	
Internal Link Dist (m)	162.0			256.3	569.8	
Turn Bay Length (m)						
Base Capacity (vph)				2966	2966	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.35	0.66	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1055	55	598	1212	336	23	347	573	440	786	114
Future Volume (vph)	100	1055	55	598	1212	336	23	347	573	440	786	114
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3282	3390	1497	3281	3390	1497	1689	3390	1517	3258	3390	1517
Satd. Flow (RTOR)			271			271			394			271
Lane Group Flow (vph)	111	1172	61	664	1347	373	26	386	637	489	873	127
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	15.0	63.0		28.0	76.0		13.0	31.0		28.0	46.0	
Total Split (%)	10.0%	42.0%		18.7%	50.7%		8.7%	20.7%		18.7%	30.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.3	55.3	150.0	23.6	70.6	150.0	6.2	22.0	150.0	22.3	43.2	150.0
Actuated g/C Ratio	0.06	0.37	1.00	0.16	0.47	1.00	0.04	0.15	1.00	0.15	0.29	1.00
v/c Ratio	0.62	0.94	0.04	1.29	0.85	0.25	0.37	0.78	0.42	1.00	0.90	0.08
Control Delay	84.4	60.2	0.1	175.7	34.9	0.1	84.8	72.7	0.9	103.1	64.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	60.2	0.1	175.7	34.9	0.1	84.8	72.7	0.9	103.1	64.0	0.1
LOS	F	E	A	F	C	A	F	E	A	F	E	A
Approach Delay		59.4			68.7			29.4			71.4	
Approach LOS		E			E			C			E	
Queue Length 50th (m)	16.9	174.8	0.0	~135.6	216.8	0.0	7.7	57.8	0.0	~80.8	136.6	0.0
Queue Length 95th (m)	27.5	#216.7	0.0	m#130.8	m204.7	m0.0	18.1	76.1	0.0	#116.1	#180.0	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	183	1270	1497	516	1594	1497	72	551	1517	489	975	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.92	0.04	1.29	0.85	0.25	0.36	0.70	0.42	1.00	0.90	0.08

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 60.8	Intersection LOS: E
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

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

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

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

Splits and Phases: 4: Prince of Wales & Hunt Club

Appendix L:

Synchro Analysis: Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	531	1112	207	62	841	36	532	1267	241	67	279	766
Future Volume (vph)	531	1112	207	62	841	36	532	1267	241	67	279	766
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3286	3390	1494	1690	3390	1498	3288	3390	1498	1694	3390	1517
Satd. Flow (RTOR)			267			267			267			461
Lane Group Flow (vph)	531	1112	207	62	841	36	532	1267	241	67	279	766
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	29.0	58.0		17.0	46.0		38.0	60.9		14.1	37.0	
Total Split (%)	19.3%	38.7%		11.3%	30.7%		25.3%	40.6%		9.4%	24.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	22.0	54.5	150.0	9.1	38.9	150.0	28.6	54.6	150.0	7.9	33.9	150.0
Actuated g/C Ratio	0.15	0.36	1.00	0.06	0.26	1.00	0.19	0.36	1.00	0.05	0.23	1.00
v/c Ratio	1.10	0.90	0.14	0.60	0.96	0.02	0.85	1.03	0.16	0.75	0.36	0.50
Control Delay	111.3	59.6	0.1	92.2	76.0	0.0	72.1	79.4	0.2	113.5	51.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	59.6	0.1	92.2	76.0	0.0	72.1	79.4	0.2	113.5	51.5	1.2
LOS	F	E	A	F	E	A	E	E	A	F	D	A
Approach Delay		67.8			74.2			68.1			20.6	
Approach LOS		E			E			E			C	
Queue Length 50th (m)	~90.0	180.8	0.0	18.2	130.2	0.0	79.1	~212.4	0.0	20.0	37.5	0.0
Queue Length 95th (m)	#126.8	#219.2	m0.0	34.3	#170.4	0.0	98.0	#255.2	0.0	#46.1	52.9	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			245.6	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	100.0		100.0
Base Capacity (vph)	482	1231	1494	113	885	1498	699	1233	1498	90	767	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.90	0.14	0.55	0.95	0.02	0.76	1.03	0.16	0.74	0.36	0.50

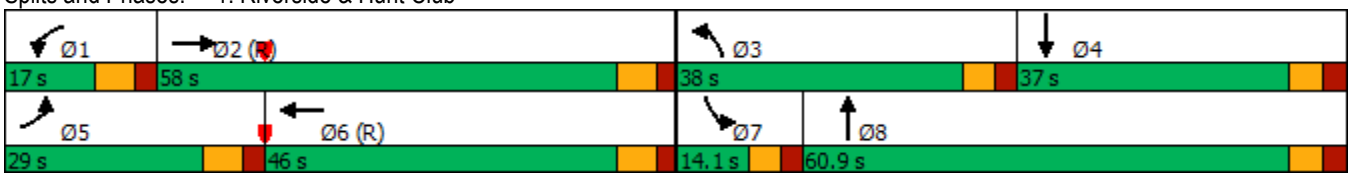
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

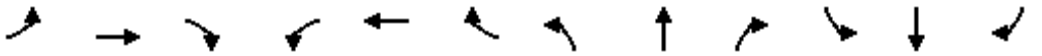
Maximum v/c Ratio: 1.10

Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Riverside & Hunt Club





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	7	13	234	5	183	6	1774	34	82	1013	5
Future Volume (vph)	28	7	13	234	5	183	6	1774	34	82	1013	5
Satd. Flow (prot)	1695	1594	0	0	1700	1517	1695	3378	0	1695	3387	0
Flt Permitted	0.437				0.716		0.237			0.054		
Satd. Flow (perm)	780	1594	0	0	1274	1517	423	3378	0	96	3387	0
Satd. Flow (RTOR)		13				183		2			1	
Lane Group Flow (vph)	28	20	0	0	239	183	6	1808	0	82	1018	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	65.0	65.0		20.0	85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	54.2%	54.2%		16.7%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	27.2	27.2			27.2	27.2	69.1	69.1		81.3	80.2	
Actuated g/C Ratio	0.23	0.23			0.23	0.23	0.58	0.58		0.68	0.67	
v/c Ratio	0.16	0.05			0.83	0.38	0.02	0.93		0.51	0.45	
Control Delay	37.3	19.8			67.0	7.3	20.8	35.4		42.1	10.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.3	19.8			67.0	7.3	20.8	35.4		42.1	10.8	
LOS	D	B			E	A	C	D		D	B	
Approach Delay		30.0			41.1			35.4			13.1	
Approach LOS		C			D			D			B	
Queue Length 50th (m)	5.3	1.3			53.1	0.0	0.6	204.6		6.4	56.7	
Queue Length 95th (m)	13.0	7.3			#85.2	17.1	m1.7	#290.6		20.9	75.7	
Internal Link Dist (m)		134.6			144.2			580.6			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	194	407			318	515	243	1945		255	2305	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.05			0.75	0.36	0.02	0.93		0.32	0.44	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), 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: 28.8	Intersection LOS: C
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Riverside & Uplands

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1814	1260	0
Future Volume (vph)	0	0	0	1814	1260	0
Satd. Flow (prot)	1784	0	1784	3390	3390	1784
Flt Permitted						
Satd. Flow (perm)	1784	0	1784	3390	3390	1784
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	1814	1260	0
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	34.5		31.1	31.1	31.1	31.1
Total Split (s)	35.0		85.0	85.0	85.0	85.0
Total Split (%)	29.2%		70.8%	70.8%	70.8%	70.8%
Yellow Time (s)	3.3		3.7	3.7	3.7	3.7
All-Red Time (s)	3.2		2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.1	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)				111.9	111.9	
Actuated g/C Ratio				0.93	0.93	
v/c Ratio				0.57	0.40	
Control Delay				5.0	2.2	
Queue Delay				0.0	0.0	
Total Delay				5.0	2.2	
LOS				A	A	
Approach Delay				5.0	2.2	
Approach LOS				A	A	
Queue Length 50th (m)				0.0	0.0	
Queue Length 95th (m)				182.7	54.8	
Internal Link Dist (m)	114.7			245.6	580.6	
Turn Bay Length (m)						
Base Capacity (vph)				3161	3161	
Starvation Cap Reductn				40	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.58	0.40	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	824	8	449	1083	439	56	615	782	277	351	205
Future Volume (vph)	82	824	8	449	1083	439	56	615	782	277	351	205
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3271	3390	1496	3273	3390	1495	1672	3390	1497	3271	3390	1493
Satd. Flow (RTOR)			223			223			439			223
Lane Group Flow (vph)	82	824	8	449	1083	439	56	615	782	277	351	205
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	18.0	54.0		27.0	63.0		21.6	47.0		22.0	47.4	
Total Split (%)	12.0%	36.0%		18.0%	42.0%		14.4%	31.3%		14.7%	31.6%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	9.0	48.6	150.0	25.6	65.1	150.0	10.3	33.2	150.0	15.9	41.3	150.0
Actuated g/C Ratio	0.06	0.32	1.00	0.17	0.43	1.00	0.07	0.22	1.00	0.11	0.28	1.00
v/c Ratio	0.42	0.75	0.01	0.80	0.74	0.29	0.48	0.82	0.52	0.80	0.38	0.14
Control Delay	73.9	51.1	0.0	74.7	20.1	0.3	80.1	64.9	1.3	82.5	45.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	51.1	0.0	74.7	20.1	0.3	80.1	64.9	1.3	82.5	45.6	0.2
LOS	E	D	A	E	C	A	F	E	A	F	D	A
Approach Delay		52.7			28.1			31.2			46.7	
Approach LOS		D			C			C			D	
Queue Length 50th (m)	12.3	122.2	0.0	55.2	119.8	0.0	16.4	92.4	0.0	41.3	44.6	0.0
Queue Length 95th (m)	21.1	142.0	0.0	m#95.0	m167.8	m0.0	30.3	107.8	0.0	#63.9	59.4	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	245	1116	1496	560	1471	1495	169	913	1497	355	951	1493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.74	0.01	0.80	0.74	0.29	0.33	0.67	0.52	0.78	0.37	0.14

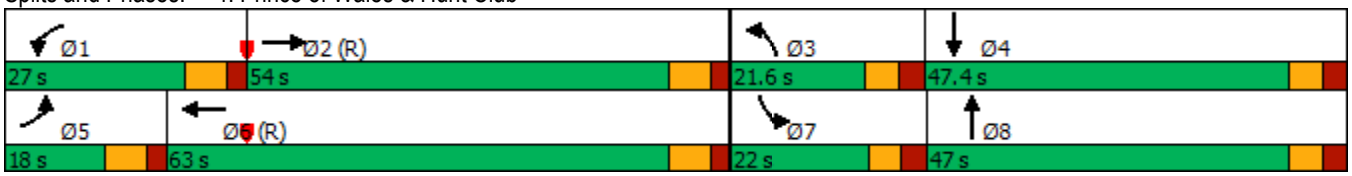
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 86.4%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	511	1066	479	229	1178	64	348	402	190	74	923	649
Future Volume (vph)	511	1066	479	229	1178	64	348	402	190	74	923	649
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3288	3390	1494	1689	3390	1517	3282	3390	1496	1686	3390	1497
Satd. Flow (RTOR)			172			172			190			454
Lane Group Flow (vph)	511	1066	479	229	1178	64	348	402	190	74	923	649
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	25.0	60.0		25.0	60.0		20.0	45.0		20.0	45.0	
Total Split (%)	16.7%	40.0%		16.7%	40.0%		13.3%	30.0%		13.3%	30.0%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	18.0	53.2	150.0	18.0	53.2	150.0	13.9	40.8	150.0	11.4	38.3	150.0
Actuated g/C Ratio	0.12	0.35	1.00	0.12	0.35	1.00	0.09	0.27	1.00	0.08	0.26	1.00
v/c Ratio	1.30	0.89	0.32	1.13	0.98	0.04	1.14	0.44	0.13	0.58	1.07	0.43
Control Delay	190.0	46.1	0.4	158.9	69.2	0.0	154.7	47.4	0.2	84.2	102.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.0	46.1	0.4	158.9	69.2	0.0	154.7	47.4	0.2	84.2	102.3	0.9
LOS	F	D	A	F	E	A	F	D	A	F	F	A
Approach Delay		71.2			80.1			77.6			61.5	
Approach LOS		E			F			E			E	
Queue Length 50th (m)	~98.2	173.5	0.0	~78.5	182.1	0.0	~62.2	52.5	0.0	21.6	~159.1	0.0
Queue Length 95th (m)	m#129.7	196.9	m0.0	#132.2	#230.0	0.0	#93.9	70.2	0.0	38.4	#200.6	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			256.3	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	100.0		100.0
Base Capacity (vph)	394	1202	1494	203	1202	1517	304	922	1496	157	865	1497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.89	0.32	1.13	0.98	0.04	1.14	0.44	0.13	0.47	1.07	0.43

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

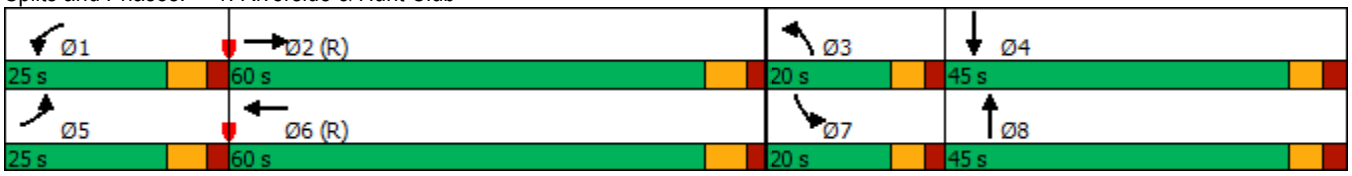
Intersection Signal Delay: 71.7	Intersection LOS: E
Intersection Capacity Utilization 109.3%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 1: Riverside & Hunt Club



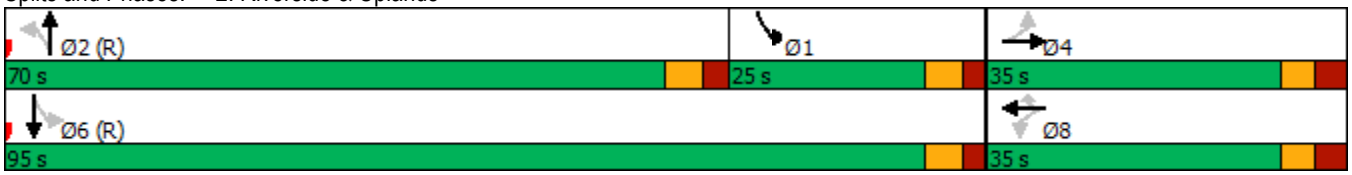
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	10	147	23	85	13	854	80	91	1600	7
Future Volume (vph)	12	13	10	147	23	85	13	854	80	91	1600	7
Satd. Flow (prot)	1695	1658	0	0	1711	1517	1695	3332	0	1695	3387	0
Flt Permitted	0.508				0.739		0.105			0.253		
Satd. Flow (perm)	887	1658	0	0	1316	1455	187	3332	0	449	3387	0
Satd. Flow (RTOR)		10				85		11			1	
Lane Group Flow (vph)	12	23	0	0	170	85	13	934	0	91	1607	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	70.0	70.0		25.0	95.0	
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	53.8%	53.8%		19.2%	73.1%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	21.9	21.9			21.9	21.9	76.0	76.0		95.5	95.5	
Actuated g/C Ratio	0.17	0.17			0.17	0.17	0.58	0.58		0.73	0.73	
v/c Ratio	0.08	0.08			0.77	0.27	0.12	0.48		0.20	0.65	
Control Delay	43.1	28.5			72.8	10.4	17.9	17.7		8.5	11.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.1	28.5			72.8	10.4	17.9	17.7		8.5	11.1	
LOS	D	C			E	B	B	B		A	B	
Approach Delay		33.5			52.0			17.7			11.0	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	2.6	2.8			42.1	0.0	1.4	67.0		5.8	97.2	
Queue Length 95th (m)	7.9	10.0			62.6	13.2	7.2	116.5		13.5	150.1	
Internal Link Dist (m)		134.6			144.2			569.8			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	196	376			292	389	111	1985		541	2497	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.06			0.58	0.22	0.12	0.47		0.17	0.64	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 43 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Riverside & Uplands



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	947	1757	0
Future Volume (vph)	0	0	0	947	1757	0
Satd. Flow (prot)	1784	0	1784	3390	3390	1784
Flt Permitted						
Satd. Flow (perm)	1784	0	1784	3390	3390	1784
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	947	1757	0
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	34.5		31.1	31.1	31.1	31.1
Total Split (s)	35.0		95.0	95.0	95.0	95.0
Total Split (%)	26.9%		73.1%	73.1%	73.1%	73.1%
Yellow Time (s)	3.3		3.7	3.7	3.7	3.7
All-Red Time (s)	3.2		2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.1	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)				113.8	113.8	
Actuated g/C Ratio				0.88	0.88	
v/c Ratio				0.32	0.59	
Control Delay				4.6	11.6	
Queue Delay				0.0	0.0	
Total Delay				4.6	11.6	
LOS				A	B	
Approach Delay				4.6	11.6	
Approach LOS				A	B	
Queue Length 50th (m)				0.0	0.0	
Queue Length 95th (m)				61.9	233.0	
Internal Link Dist (m)	162.0			256.3	569.8	
Turn Bay Length (m)						
Base Capacity (vph)				2966	2966	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.32	0.59	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1059	55	598	1215	336	23	347	573	440	786	114
Future Volume (vph)	100	1059	55	598	1215	336	23	347	573	440	786	114
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3281	3390	1497	3279	3390	1497	1690	3390	1517	3257	3390	1517
Satd. Flow (RTOR)			271			271			399			271
Lane Group Flow (vph)	100	1059	55	598	1215	336	23	347	573	440	786	114
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	15.0	63.0		28.0	76.0		13.0	31.0		28.0	46.0	
Total Split (%)	10.0%	42.0%		18.7%	50.7%		8.7%	20.7%		18.7%	30.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.1	52.5	150.0	26.7	71.1	150.0	6.4	21.4	150.0	22.6	42.6	150.0
Actuated g/C Ratio	0.05	0.35	1.00	0.18	0.47	1.00	0.04	0.14	1.00	0.15	0.28	1.00
v/c Ratio	0.56	0.89	0.04	1.02	0.76	0.22	0.32	0.72	0.38	0.89	0.82	0.08
Control Delay	82.0	56.3	0.1	81.9	30.6	0.2	81.4	69.8	0.7	82.8	58.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.0	56.3	0.1	81.9	30.6	0.2	81.4	69.8	0.7	82.8	58.3	0.1
LOS	F	E	A	F	C	A	F	E	A	F	E	A
Approach Delay		55.9			40.1			28.1			61.4	
Approach LOS		E			D			C			E	
Queue Length 50th (m)	15.2	154.1	0.0	~114.5	194.0	0.0	6.7	51.3	0.0	66.5	117.5	0.0
Queue Length 95th (m)	25.3	178.6	0.0	m#124.7	m198.0	m0.0	16.8	68.4	0.0	#99.6	#151.1	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	182	1270	1497	584	1616	1497	74	551	1517	494	962	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.83	0.04	1.02	0.75	0.22	0.31	0.63	0.38	0.89	0.82	0.08

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 46.6	Intersection LOS: D
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

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

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

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

Splits and Phases: 4: Prince of Wales & Hunt Club

Appendix M:

Synchro Analysis: Future Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	535	1112	207	62	841	38	532	1268	241	69	282	777
Future Volume (vph)	535	1112	207	62	841	38	532	1268	241	69	282	777
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3263	3390	1494	1690	3390	1494	3233	3390	1494	1691	3390	1494
Satd. Flow (RTOR)			267			267			267			500
Lane Group Flow (vph)	535	1112	207	62	841	38	532	1268	241	69	282	777
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	31.0	63.1		13.0	45.1		34.5	61.0		12.9	39.4	
Total Split (%)	20.7%	42.1%		8.7%	30.1%		23.0%	40.7%		8.6%	26.3%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	24.0	56.3	150.0	6.0	38.3	150.0	27.2	54.3	150.0	6.8	33.9	150.0
Actuated g/C Ratio	0.16	0.38	1.00	0.04	0.26	1.00	0.18	0.36	1.00	0.05	0.23	1.00
v/c Ratio	1.02	0.87	0.14	0.93	0.97	0.03	0.89	1.03	0.16	0.91	0.37	0.52
Control Delay	84.7	55.1	0.1	159.7	79.4	0.0	78.0	81.0	0.2	149.0	51.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	55.1	0.1	159.7	79.4	0.0	78.0	81.0	0.2	149.0	51.0	1.3
LOS	F	E	A	F	E	A	E	F	A	F	D	A
Approach Delay		57.5			81.5			70.7			22.8	
Approach LOS		E			F			E			C	
Queue Length 50th (m)	~78.7	177.5	0.0	18.8	131.3	0.0	79.7	~212.4	0.0	20.8	38.0	0.0
Queue Length 95th (m)	#120.8	202.3	m0.0	#48.8	#173.7	0.0	#106.3	#255.2	0.0	#51.5	52.1	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			245.6	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	150.0		200.0
Base Capacity (vph)	526	1272	1494	67	865	1494	622	1227	1494	76	766	1494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.87	0.14	0.93	0.97	0.03	0.86	1.03	0.16	0.91	0.37	0.52

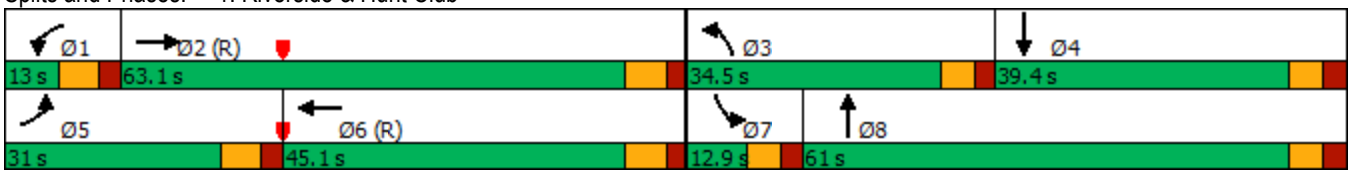
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

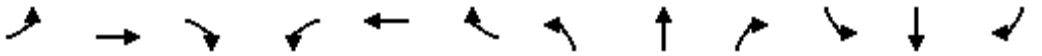
Maximum v/c Ratio: 1.03

Intersection Signal Delay: 59.2	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Riverside & Hunt Club





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	7	13	234	5	183	6	1811	34	82	1029	5
Future Volume (vph)	28	7	13	234	5	183	6	1811	34	82	1029	5
Satd. Flow (prot)	1695	1594	0	0	1700	1517	1695	3377	0	1695	3386	0
Flt Permitted	0.422				0.716		0.236			0.052		
Satd. Flow (perm)	753	1594	0	0	1274	1517	419	3377	0	93	3386	0
Satd. Flow (RTOR)		13				91		2			1	
Lane Group Flow (vph)	28	20	0	0	239	183	6	1845	0	82	1034	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	73.6	73.6		11.4	85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	61.3%	61.3%		9.5%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	25.7	25.7			25.7	25.7	72.5	72.5		82.8	81.7	
Actuated g/C Ratio	0.21	0.21			0.21	0.21	0.60	0.60		0.69	0.68	
v/c Ratio	0.17	0.06			0.88	0.46	0.02	0.90		0.61	0.45	
Control Delay	39.8	21.1			75.8	23.6	12.7	28.9		51.1	10.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.8	21.1			75.8	23.6	12.7	28.9		51.1	10.0	
LOS	D	C			E	C	B	C		D	A	
Approach Delay		32.0			53.1			28.8			13.0	
Approach LOS		C			D			C			B	
Queue Length 50th (m)	5.3	1.3			53.1	17.7	0.6	215.5		6.4	58.0	
Queue Length 95th (m)	13.5	7.6			#92.5	39.2	m1.1	#133.9		#25.9	71.7	
Internal Link Dist (m)		134.6			144.2			580.6			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	178	388			302	429	253	2042		135	2304	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.05			0.79	0.43	0.02	0.90		0.61	0.45	

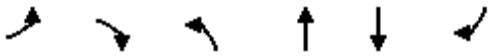
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Riverside & Uplands



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	16	7	1814	1260	16
Future Volume (vph)	37	16	7	1814	1260	16
Satd. Flow (prot)	1695	1517	1695	3390	3390	1517
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1673	1517	1688	3390	3390	1448
Satd. Flow (RTOR)						5
Lane Group Flow (vph)	37	16	7	1814	1260	16
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	34.5	34.5	11.0	31.1	31.1	31.1
Total Split (s)	34.5	34.5	11.0	85.5	74.5	74.5
Total Split (%)	28.8%	28.8%	9.2%	71.3%	62.1%	62.1%
Yellow Time (s)	3.3	3.3	4.0	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.1	6.1	6.1
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	13.6	13.6	5.7	98.3	96.1	96.1
Actuated g/C Ratio	0.11	0.11	0.05	0.82	0.80	0.80
v/c Ratio	0.19	0.09	0.09	0.65	0.46	0.01
Control Delay	47.8	45.1	57.3	8.2	8.3	5.9
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	47.8	45.1	57.3	8.4	8.3	5.9
LOS	D	D	E	A	A	A
Approach Delay	47.0			8.6	8.3	
Approach LOS	D			A	A	
Queue Length 50th (m)	8.3	3.6	1.6	72.2	83.8	0.9
Queue Length 95th (m)	15.9	8.8	6.6	182.7	77.6	m1.9
Internal Link Dist (m)	114.7			245.6	580.6	
Turn Bay Length (m)	50.0		40.0			15.0
Base Capacity (vph)	395	353	80	2777	2715	1161
Starvation Cap Reductn	0	0	0	298	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.05	0.09	0.73	0.46	0.01

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	826	8	452	1088	442	56	615	783	278	351	205
Future Volume (vph)	82	826	8	452	1088	442	56	615	783	278	351	205
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3271	3390	1496	3273	3390	1495	1672	3390	1497	3271	3390	1493
Satd. Flow (RTOR)			223			223			440			223
Lane Group Flow (vph)	82	826	8	452	1088	442	56	615	783	278	351	205
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	18.0	54.0		27.0	63.0		21.6	47.0		22.0	47.4	
Total Split (%)	12.0%	36.0%		18.0%	42.0%		14.4%	31.3%		14.7%	31.6%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	9.0	48.3	150.0	25.8	65.1	150.0	10.3	33.2	150.0	15.9	41.3	150.0
Actuated g/C Ratio	0.06	0.32	1.00	0.17	0.43	1.00	0.07	0.22	1.00	0.11	0.28	1.00
v/c Ratio	0.42	0.76	0.01	0.80	0.74	0.30	0.48	0.82	0.52	0.80	0.38	0.14
Control Delay	73.9	51.5	0.0	73.7	20.4	0.3	80.1	64.9	1.3	82.5	45.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	51.5	0.0	73.7	20.4	0.3	80.1	64.9	1.3	82.5	45.6	0.2
LOS	E	D	A	E	C	A	F	E	A	F	D	A
Approach Delay		53.1			28.1			31.2			46.7	
Approach LOS		D			C			C			D	
Queue Length 50th (m)	12.3	123.0	0.0	55.3	120.6	0.0	16.4	92.4	0.0	41.4	44.5	0.0
Queue Length 95th (m)	21.1	142.4	0.0	m#91.9	m176.1	m0.0	30.3	107.8	0.0	#64.2	59.4	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	245	1111	1496	565	1470	1495	169	913	1497	355	951	1493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.74	0.01	0.80	0.74	0.30	0.33	0.67	0.52	0.78	0.37	0.14

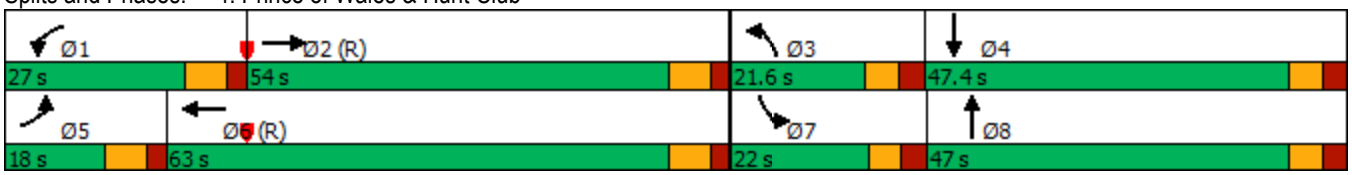
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 86.6%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	1066	479	229	1178	67	348	404	190	76	925	655
Future Volume (vph)	520	1066	479	229	1178	67	348	404	190	76	925	655
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3272	3390	1494	1689	3390	1494	3254	3390	1492	1673	3390	1492
Satd. Flow (RTOR)			172			172			190			536
Lane Group Flow (vph)	520	1066	479	229	1178	67	348	404	190	76	925	655
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	29.0	56.1		28.0	55.1		21.4	46.3		19.6	44.5	
Total Split (%)	19.3%	37.4%		18.7%	36.7%		14.3%	30.9%		13.1%	29.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	22.0	49.3	150.0	21.0	48.3	150.0	15.3	41.8	150.0	11.3	37.8	150.0
Actuated g/C Ratio	0.15	0.33	1.00	0.14	0.32	1.00	0.10	0.28	1.00	0.08	0.25	1.00
v/c Ratio	1.08	0.96	0.32	0.97	1.08	0.04	1.04	0.43	0.13	0.60	1.08	0.44
Control Delay	106.3	54.8	0.3	113.5	98.9	0.1	123.1	46.5	0.2	85.9	107.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.3	54.8	0.3	113.5	98.9	0.1	123.1	46.5	0.2	85.9	107.6	0.9
LOS	F	D	A	F	F	A	F	D	A	F	F	A
Approach Delay		55.1			96.7			65.5			64.4	
Approach LOS		E			F			E			E	
Queue Length 50th (m)	~87.0	175.0	0.0	68.8	~205.2	0.0	~57.3	52.4	0.0	22.2	~161.5	0.0
Queue Length 95th (m)	m#106.6	m#201.2	m0.0	#121.7	#248.0	0.0	#89.1	69.5	0.0	39.1	#203.1	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			256.3	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	150.0		200.0
Base Capacity (vph)	482	1114	1494	237	1091	1494	335	944	1492	152	854	1492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.96	0.32	0.97	1.08	0.04	1.04	0.43	0.13	0.50	1.08	0.44

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

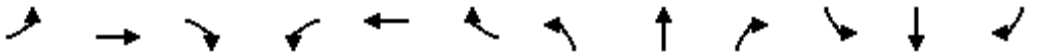
Intersection Signal Delay: 69.2	Intersection LOS: E
Intersection Capacity Utilization 109.7%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 1: Riverside & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	10	147	23	85	13	876	80	91	1631	7
Future Volume (vph)	12	13	10	147	23	85	13	876	80	91	1631	7
Satd. Flow (prot)	1695	1658	0	0	1711	1517	1695	3330	0	1695	3386	0
Flt Permitted	0.509				0.739		0.101			0.249		
Satd. Flow (perm)	889	1658	0	0	1316	1455	180	3330	0	441	3386	0
Satd. Flow (RTOR)		10				85		12			1	
Lane Group Flow (vph)	12	23	0	0	170	85	13	956	0	91	1638	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	77.0	77.0		15.0	92.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	59.2%	59.2%		11.5%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	22.0	22.0			22.0	22.0	78.0	78.0		95.4	95.4	
Actuated g/C Ratio	0.17	0.17			0.17	0.17	0.60	0.60		0.73	0.73	
v/c Ratio	0.08	0.08			0.77	0.27	0.12	0.48		0.21	0.66	
Control Delay	42.9	28.4			72.4	10.4	13.2	13.1		8.8	11.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	42.9	28.4			72.4	10.4	13.2	13.1		8.8	11.4	
LOS	D	C			E	B	B	B		A	B	
Approach Delay		33.4			51.7			13.1			11.3	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	2.6	2.8			42.0	0.0	1.4	70.4		5.8	101.2	
Queue Length 95th (m)	7.9	10.0			62.5	13.2	m6.7	114.4		13.5	155.8	
Internal Link Dist (m)		134.6			144.2			569.8			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	215	409			318	416	110	2050		444	2485	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.06			0.53	0.20	0.12	0.47		0.20	0.66	

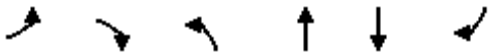
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 43 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 2: Riverside & Uplands



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	10	14	947	1757	31
Future Volume (vph)	22	10	14	947	1757	31
Satd. Flow (prot)	1695	1517	1695	3390	3390	1517
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1671	1517	1691	3390	3390	1445
Satd. Flow (RTOR)						7
Lane Group Flow (vph)	22	10	14	947	1757	31
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	34.5	34.5	11.0	31.1	31.1	31.1
Total Split (s)	34.5	34.5	11.0	95.5	84.5	84.5
Total Split (%)	26.5%	26.5%	8.5%	73.5%	65.0%	65.0%
Yellow Time (s)	3.3	3.3	4.0	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.1	6.1	6.1
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	17.2	17.2	6.0	109.2	104.4	104.4
Actuated g/C Ratio	0.13	0.13	0.05	0.84	0.80	0.80
v/c Ratio	0.10	0.05	0.18	0.33	0.65	0.03
Control Delay	45.8	43.9	65.3	5.2	21.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	43.9	65.3	5.2	21.0	12.6
LOS	D	D	E	A	C	B
Approach Delay	45.2			6.1	20.9	
Approach LOS	D			A	C	
Queue Length 50th (m)	5.4	2.4	3.5	24.2	151.1	1.9
Queue Length 95th (m)	12.0	6.9	10.6	61.9	254.7	m7.2
Internal Link Dist (m)	162.0			256.3	569.8	
Turn Bay Length (m)	50.0		40.0			15.0
Base Capacity (vph)	365	326	77	2848	2734	1167
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.18	0.33	0.64	0.03

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1064	55	599	1219	337	23	347	575	442	786	114
Future Volume (vph)	100	1064	55	599	1219	337	23	347	575	442	786	114
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3281	3390	1497	3279	3390	1497	1690	3390	1517	3257	3390	1517
Satd. Flow (RTOR)			271			271			460			271
Lane Group Flow (vph)	100	1064	55	599	1219	337	23	347	575	442	786	114
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	15.9	56.3		35.1	75.5		11.6	30.6		28.0	47.0	
Total Split (%)	10.6%	37.5%		23.4%	50.3%		7.7%	20.4%		18.7%	31.3%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.6	51.2	150.0	29.3	71.9	150.0	5.1	21.2	150.0	21.5	42.3	150.0
Actuated g/C Ratio	0.06	0.34	1.00	0.20	0.48	1.00	0.03	0.14	1.00	0.14	0.28	1.00
v/c Ratio	0.53	0.92	0.04	0.93	0.75	0.23	0.40	0.72	0.38	0.94	0.82	0.08
Control Delay	79.1	60.7	0.1	59.2	28.1	0.2	91.4	70.5	0.7	92.0	58.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	60.7	0.1	59.2	28.1	0.2	91.4	70.5	0.7	92.0	58.9	0.1
LOS	E	E	A	E	C	A	F	E	A	F	E	A
Approach Delay		59.5			32.3			28.5			64.8	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	15.1	162.8	0.0	83.9	193.7	0.0	6.9	51.5	0.0	68.1	117.7	0.0
Queue Length 95th (m)	25.2	#206.0	0.0	m85.5	m190.7	m0.0	17.0	68.6	0.0	#100.2	143.3	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	199	1157	1497	642	1624	1497	57	542	1517	470	956	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.92	0.04	0.93	0.75	0.23	0.40	0.64	0.38	0.94	0.82	0.08

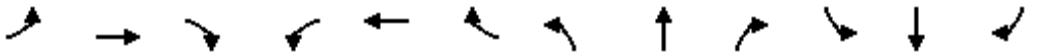
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	541	1112	207	62	841	39	532	1270	241	73	285	789
Future Volume (vph)	541	1112	207	62	841	39	532	1270	241	73	285	789
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3212	3390	1494	1690	3390	1485	3122	3390	1483	1680	3390	1485
Satd. Flow (RTOR)			267			267			267			499
Lane Group Flow (vph)	541	1112	207	62	841	39	532	1270	241	73	285	789
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	31.0	63.1		13.0	45.1		34.5	61.0		12.9	39.4	
Total Split (%)	20.7%	42.1%		8.7%	30.1%		23.0%	40.7%		8.6%	26.3%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	24.0	56.3	150.0	6.0	38.3	150.0	27.2	54.3	150.0	6.8	33.9	150.0
Actuated g/C Ratio	0.16	0.38	1.00	0.04	0.26	1.00	0.18	0.36	1.00	0.05	0.23	1.00
v/c Ratio	1.03	0.87	0.14	0.93	0.97	0.03	0.89	1.04	0.16	0.96	0.37	0.53
Control Delay	87.3	54.9	0.1	159.7	79.4	0.0	78.0	81.4	0.2	161.7	51.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	54.9	0.1	159.7	79.4	0.0	78.0	81.4	0.2	161.7	51.1	1.4
LOS	F	D	A	F	E	A	E	F	A	F	D	A
Approach Delay		58.2			81.4			71.0			23.9	
Approach LOS		E			F			E			C	
Queue Length 50th (m)	~82.0	177.7	0.0	18.8	131.3	0.0	79.7	~213.0	0.0	22.1	38.4	0.0
Queue Length 95th (m)	#122.7	202.4	m0.0	#48.8	#173.7	0.0	#106.3	#255.5	0.0	#55.3	52.7	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			245.6	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	150.0		200.0
Base Capacity (vph)	526	1272	1494	67	865	1485	622	1227	1483	76	766	1485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.87	0.14	0.93	0.97	0.03	0.86	1.04	0.16	0.96	0.37	0.53

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

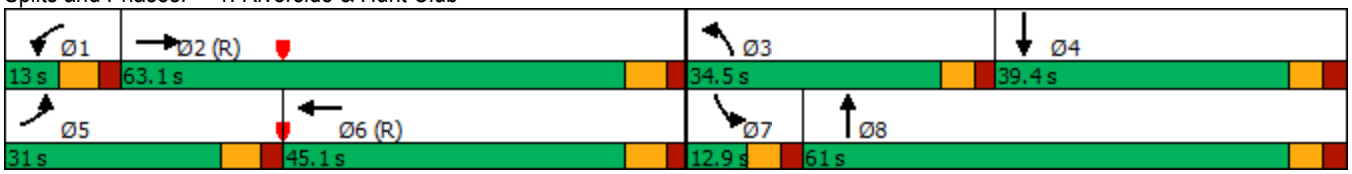
Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 104.8%	ICU Level of Service G
Analysis Period (min) 15	

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

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

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

Splits and Phases: 1: Riverside & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	7	13	234	5	183	6	1856	34	82	1049	5
Future Volume (vph)	28	7	13	234	5	183	6	1856	34	82	1049	5
Satd. Flow (prot)	1695	1594	0	0	1700	1517	1695	3378	0	1695	3386	0
Flt Permitted	0.422				0.716		0.230			0.052		
Satd. Flow (perm)	747	1594	0	0	1274	1479	407	3378	0	93	3386	0
Satd. Flow (RTOR)		13				90		2			1	
Lane Group Flow (vph)	28	20	0	0	239	183	6	1890	0	82	1054	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	73.6	73.6		11.4	85.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	61.3%	61.3%		9.5%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	25.7	25.7			25.7	25.7	72.5	72.5		82.8	81.7	
Actuated g/C Ratio	0.21	0.21			0.21	0.21	0.60	0.60		0.69	0.68	
v/c Ratio	0.17	0.06			0.88	0.47	0.02	0.93		0.61	0.46	
Control Delay	39.9	21.1			75.8	24.1	12.7	29.1		51.1	10.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.9	21.1			75.8	24.1	12.7	29.1		51.1	10.1	
LOS	D	C			E	C	B	C		D	B	
Approach Delay		32.1			53.4			29.1			13.0	
Approach LOS		C			D			C			B	
Queue Length 50th (m)	5.3	1.3			53.1	17.9	0.6	226.7		6.4	59.6	
Queue Length 95th (m)	13.5	7.6			#92.5	39.7	m1.1	#146.1		#25.9	73.5	
Internal Link Dist (m)		134.6			144.2			580.6			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	177	388			302	419	245	2043		135	2304	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.05			0.79	0.44	0.02	0.93		0.61	0.46	

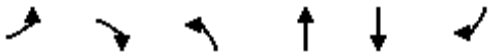
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 97.1%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Riverside & Uplands



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	35	16	1814	1260	36
Future Volume (vph)	82	35	16	1814	1260	36
Satd. Flow (prot)	1695	1517	1695	3390	3390	1517
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1652	1517	1674	3390	3390	1374
Satd. Flow (RTOR)						11
Lane Group Flow (vph)	82	35	16	1814	1260	36
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	34.5	34.5	11.0	31.1	31.1	31.1
Total Split (s)	34.5	34.5	11.0	85.5	74.5	74.5
Total Split (%)	28.8%	28.8%	9.2%	71.3%	62.1%	62.1%
Yellow Time (s)	3.3	3.3	4.0	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.1	6.1	6.1
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	14.4	14.4	6.0	97.5	92.6	92.6
Actuated g/C Ratio	0.12	0.12	0.05	0.81	0.77	0.77
v/c Ratio	0.40	0.19	0.19	0.66	0.48	0.03
Control Delay	52.7	46.9	60.0	8.7	11.4	7.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	52.7	46.9	60.0	8.9	11.4	7.6
LOS	D	D	E	A	B	A
Approach Delay	51.0			9.3	11.3	
Approach LOS	D			A	B	
Queue Length 50th (m)	18.7	7.8	3.7	77.3	87.2	2.3
Queue Length 95th (m)	29.5	15.1	11.1	182.7	76.7	m4.4
Internal Link Dist (m)	114.7			245.6	580.6	
Turn Bay Length (m)	50.0		40.0			15.0
Base Capacity (vph)	395	353	85	2753	2616	1062
Starvation Cap Reductn	0	0	0	287	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.10	0.19	0.74	0.48	0.03

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	829	8	454	1095	445	56	615	784	280	351	205
Future Volume (vph)	82	829	8	454	1095	445	56	615	784	280	351	205
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3271	3390	1496	3273	3390	1495	1672	3390	1497	3271	3390	1493
Satd. Flow (RTOR)			223			223			440			223
Lane Group Flow (vph)	82	829	8	454	1095	445	56	615	784	280	351	205
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	18.0	54.0		27.0	63.0		21.6	47.0		22.0	47.4	
Total Split (%)	12.0%	36.0%		18.0%	42.0%		14.4%	31.3%		14.7%	31.6%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	9.0	48.0	150.0	26.0	65.0	150.0	10.3	33.2	150.0	16.0	41.4	150.0
Actuated g/C Ratio	0.06	0.32	1.00	0.17	0.43	1.00	0.07	0.22	1.00	0.11	0.28	1.00
v/c Ratio	0.42	0.76	0.01	0.80	0.75	0.30	0.48	0.82	0.52	0.80	0.38	0.14
Control Delay	73.9	52.0	0.0	73.2	20.7	0.3	80.1	64.9	1.3	82.4	45.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	52.0	0.0	73.2	20.7	0.3	80.1	64.9	1.3	82.4	45.5	0.2
LOS	E	D	A	E	C	A	F	E	A	F	D	A
Approach Delay		53.5			28.1			31.2			46.8	
Approach LOS		D			C			C			D	
Queue Length 50th (m)	12.3	124.1	0.0	55.6	121.8	0.0	16.4	92.4	0.0	41.7	44.4	0.0
Queue Length 95th (m)	21.1	143.1	0.0	m#92.7	m178.3	m0.0	30.3	107.8	0.0	#65.2	59.4	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	245	1107	1496	569	1468	1495	169	913	1497	357	953	1493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.75	0.01	0.80	0.75	0.30	0.33	0.67	0.52	0.78	0.37	0.14

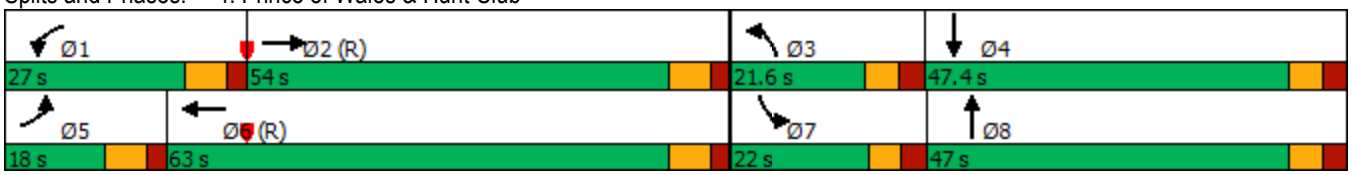
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 86.8%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	531	1066	479	229	1178	69	348	407	190	78	926	663
Future Volume (vph)	531	1066	479	229	1178	69	348	407	190	78	926	663
Satd. Flow (prot)	3288	3390	1517	1695	3390	1517	3288	3390	1517	1695	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3240	3390	1494	1689	3390	1485	3209	3390	1483	1645	3390	1483
Satd. Flow (RTOR)			172			172			190			535
Lane Group Flow (vph)	531	1066	479	229	1178	69	348	407	190	78	926	663
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	36.8		12.0	36.8		11.2	36.7		11.2	36.7	
Total Split (s)	29.0	56.1		28.0	55.1		21.4	46.3		19.6	44.5	
Total Split (%)	19.3%	37.4%		18.7%	36.7%		14.3%	30.9%		13.1%	29.7%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.4	2.2		2.4	2.2		2.4	3.0		2.4	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.8		7.0	6.8		6.1	6.7		6.1	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	22.0	49.3	150.0	21.0	48.3	150.0	15.3	41.7	150.0	11.4	37.8	150.0
Actuated g/C Ratio	0.15	0.33	1.00	0.14	0.32	1.00	0.10	0.28	1.00	0.08	0.25	1.00
v/c Ratio	1.10	0.96	0.32	0.97	1.08	0.05	1.04	0.43	0.13	0.61	1.08	0.45
Control Delay	113.3	54.5	0.3	113.5	98.9	0.1	123.1	46.6	0.2	86.7	107.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.3	54.5	0.3	113.5	98.9	0.1	123.1	46.6	0.2	86.7	107.9	1.0
LOS	F	D	A	F	F	A	F	D	A	F	F	A
Approach Delay		57.0			96.6			65.4			64.4	
Approach LOS		E			F			E			E	
Queue Length 50th (m)	~90.4	174.9	0.0	68.8	~205.2	0.0	~57.3	53.0	0.0	22.8	~161.8	0.0
Queue Length 95th (m)	m#109.5	m#199.3	m0.0	#121.7	#248.0	0.0	#89.1	70.1	0.0	40.1	#203.4	0.0
Internal Link Dist (m)		79.7			1199.8			383.2			256.3	
Turn Bay Length (m)	55.0		55.0	75.0		100.0	70.0		150.0	150.0		200.0
Base Capacity (vph)	482	1114	1494	237	1091	1485	335	943	1483	152	854	1483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.96	0.32	0.97	1.08	0.05	1.04	0.43	0.13	0.51	1.08	0.45

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

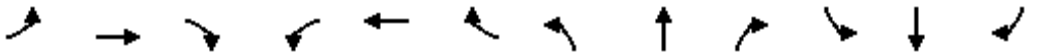
Intersection Signal Delay: 69.8	Intersection LOS: E
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 1: Riverside & Hunt Club



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	10	147	23	85	13	904	80	91	1669	7
Future Volume (vph)	12	13	10	147	23	85	13	904	80	91	1669	7
Satd. Flow (prot)	1695	1658	0	0	1711	1517	1695	3335	0	1695	3386	0
Flt Permitted	0.509				0.739		0.094			0.239		
Satd. Flow (perm)	880	1658	0	0	1316	1436	168	3335	0	424	3386	0
Satd. Flow (RTOR)		10				85		11			1	
Lane Group Flow (vph)	12	23	0	0	170	85	13	984	0	91	1676	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		5.0	10.0	
Minimum Split (s)	34.5	34.5		34.5	34.5	34.5	31.1	31.1		11.1	31.1	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	77.0	77.0		15.0	92.0	
Total Split (%)	29.2%	29.2%		29.2%	29.2%	29.2%	59.2%	59.2%		11.5%	70.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2	3.2	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.1	6.1		6.1	6.1	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	
Act Effct Green (s)	22.0	22.0			22.0	22.0	77.5	77.5		95.4	95.4	
Actuated g/C Ratio	0.17	0.17			0.17	0.17	0.60	0.60		0.73	0.73	
v/c Ratio	0.08	0.08			0.77	0.27	0.13	0.49		0.21	0.67	
Control Delay	43.0	28.4			72.4	10.5	15.5	14.5		8.9	11.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.0	28.4			72.4	10.5	15.5	14.5		8.9	11.8	
LOS	D	C			E	B	B	B		A	B	
Approach Delay		33.4			51.7			14.5			11.6	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	2.6	2.8			42.0	0.0	1.5	74.2		5.8	105.8	
Queue Length 95th (m)	7.9	10.0			62.5	13.2	m6.9	123.6		13.5	163.0	
Internal Link Dist (m)		134.6			144.2			569.8			317.7	
Turn Bay Length (m)	30.0						55.0			175.0		
Base Capacity (vph)	213	409			318	412	102	2048		438	2485	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.06			0.53	0.21	0.13	0.48		0.21	0.67	

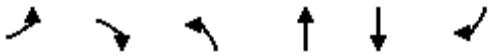
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 43 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 2: Riverside & Uplands



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	21	30	947	1757	69
Future Volume (vph)	50	21	30	947	1757	69
Satd. Flow (prot)	1695	1517	1695	3390	3390	1517
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1648	1517	1684	3390	3390	1365
Satd. Flow (RTOR)						15
Lane Group Flow (vph)	50	21	30	947	1757	69
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	34.5	34.5	11.0	31.1	31.1	31.1
Total Split (s)	34.5	34.5	11.0	95.5	84.5	84.5
Total Split (%)	26.5%	26.5%	8.5%	73.5%	65.0%	65.0%
Yellow Time (s)	3.3	3.3	4.0	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.1	6.1	6.1
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	17.2	17.2	6.7	104.7	96.8	96.8
Actuated g/C Ratio	0.13	0.13	0.05	0.81	0.74	0.74
v/c Ratio	0.22	0.10	0.34	0.35	0.70	0.07
Control Delay	49.2	46.0	70.4	5.7	24.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	46.0	70.4	5.7	24.8	13.1
LOS	D	D	E	A	C	B
Approach Delay	48.3			7.7	24.4	
Approach LOS	D			A	C	
Queue Length 50th (m)	12.4	5.1	7.5	24.2	156.8	5.3
Queue Length 95th (m)	21.5	11.6	#19.4	61.9	271.6	m16.6
Internal Link Dist (m)	162.0			256.3	569.8	
Turn Bay Length (m)	50.0		40.0			15.0
Base Capacity (vph)	365	326	88	2730	2544	1028
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.06	0.34	0.35	0.69	0.07

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 70.1%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Riverside & Site

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1069	55	601	1222	340	23	347	578	445	786	114
Future Volume (vph)	100	1069	55	601	1222	340	23	347	578	445	786	114
Satd. Flow (prot)	3288	3390	1517	3288	3390	1517	1695	3390	1517	3288	3390	1517
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3281	3390	1497	3280	3390	1497	1690	3390	1517	3257	3390	1517
Satd. Flow (RTOR)			271			271			460			271
Lane Group Flow (vph)	100	1069	55	601	1222	340	23	347	578	445	786	114
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.8	31.8		11.8	31.8		11.6	30.6		11.6	30.6	
Total Split (s)	15.9	56.3		35.1	75.5		11.6	30.6		28.0	47.0	
Total Split (%)	10.6%	37.5%		23.4%	50.3%		7.7%	20.4%		18.7%	31.3%	
Yellow Time (s)	4.6	4.6		4.6	4.6		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.6	51.1	150.0	29.4	71.8	150.0	5.1	21.2	150.0	21.5	42.4	150.0
Actuated g/C Ratio	0.06	0.34	1.00	0.20	0.48	1.00	0.03	0.14	1.00	0.14	0.28	1.00
v/c Ratio	0.53	0.93	0.04	0.93	0.75	0.23	0.40	0.72	0.38	0.94	0.82	0.08
Control Delay	79.1	61.7	0.1	58.8	28.3	0.2	91.4	70.5	0.7	92.6	58.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	61.7	0.1	58.8	28.3	0.2	91.4	70.5	0.7	92.6	58.8	0.1
LOS	E	E	A	E	C	A	F	E	A	F	E	A
Approach Delay		60.4			32.3			28.5			65.0	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	15.1	164.0	0.0	84.3	194.2	0.0	6.9	51.5	0.0	68.7	117.7	0.0
Queue Length 95th (m)	25.2	#207.5	0.0	m86.3	m191.6	m0.0	17.0	68.6	0.0	#101.5	143.3	0.0
Internal Link Dist (m)		453.6			178.9			272.9			338.4	
Turn Bay Length (m)	125.0		110.0	158.0		80.0	45.0		50.0	120.0		170.0
Base Capacity (vph)	199	1154	1497	644	1623	1497	57	542	1517	472	957	1517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.93	0.04	0.93	0.75	0.23	0.40	0.64	0.38	0.94	0.82	0.08

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 98.7%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Prince of Wales & Hunt Club

Appendix N:

SimTraffic Analysis: Queueing

Intersection: 1: Riverside & Hunt Club

Movement	EB	EB	EB	EB	EB	B13	B13	B13	B12	B12	WB	WB
Directions Served	L	L	T	T	R	T	T	T	T	T	L	T
Maximum Queue (m)	62.4	107.3	106.0	106.8	62.5	151.2	124.2	105.3	35.4	141.0	82.4	274.8
Average Queue (m)	59.8	90.7	94.2	97.8	36.8	69.8	35.1	34.2	1.2	12.0	42.0	186.2
95th Queue (m)	70.2	120.5	111.7	113.3	86.9	190.3	130.1	105.8	24.5	90.0	93.1	350.9
Link Distance (m)		78.9	78.9	78.9		211.5	211.5	211.5	177.4	177.4		1204.7
Upstream Blk Time (%)		43	17	21		1	0	0	0	0		
Queuing Penalty (veh)		272	109	130		6	0	0	0	1		
Storage Bay Dist (m)	55.0				55.0						75.0	
Storage Blk Time (%)	31	52		29	0						0	47
Queuing Penalty (veh)	83	139		60	1						0	29

Intersection: 1: Riverside & Hunt Club

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	T	R	L	L	T	T	R	L	T	T	R	
Maximum Queue (m)	288.3	107.5	73.7	77.4	406.5	405.4	157.5	49.3	126.0	242.6	207.5	
Average Queue (m)	201.2	28.9	64.1	75.6	395.4	394.3	127.8	21.2	29.4	216.8	202.3	
95th Queue (m)	363.1	107.4	84.7	85.1	417.5	417.6	219.8	45.7	87.9	325.9	232.3	
Link Distance (m)	1204.7				390.8	390.8			238.1	238.1		
Upstream Blk Time (%)					53	32			0	22		
Queuing Penalty (veh)					0	0			0	138		
Storage Bay Dist (m)		100.0	70.0	70.0			150.0	150.0			200.0	
Storage Blk Time (%)	50	0	8	29	37	48	0			2	52	
Queuing Penalty (veh)	19	0	48	186	199	116	1			12	73	

Intersection: 2: Riverside & Uplands

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	LT	R	L	T	TR	L	T	TR	
Maximum Queue (m)	21.7	17.3	99.0	56.9	30.6	193.8	197.3	55.6	106.0	112.7	
Average Queue (m)	5.5	4.0	48.6	28.1	1.9	86.6	93.8	23.4	45.5	55.3	
95th Queue (m)	15.6	12.4	83.6	50.0	14.4	171.2	177.8	74.7	139.6	148.6	
Link Distance (m)		144.1	152.8	152.8		585.2	585.2		326.2	326.2	
Upstream Blk Time (%)									1	2	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (m)	30.0				55.0			175.0			
Storage Blk Time (%)	0	0				15		0	3		
Queuing Penalty (veh)	0	0				1		0	2		

Intersection: 3: Riverside & Site

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (m)	30.8	22.2	17.0	150.4	156.9	515.5	518.0	22.5
Average Queue (m)	9.0	5.1	1.8	41.2	46.3	289.0	317.5	4.2
95th Queue (m)	21.6	15.8	9.2	119.6	126.6	639.7	641.3	18.3
Link Distance (m)		121.6		238.1	238.1	585.2	585.2	
Upstream Blk Time (%)				0	0	3	5	
Queuing Penalty (veh)				0	0	17	32	
Storage Bay Dist (m)	50.0		40.0					15.0
Storage Blk Time (%)	0			5			54	0
Queuing Penalty (veh)	0			0			9	0

Intersection: 4: Prince of Wales & Hunt Club

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B13	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	T	L
Maximum Queue (m)	28.4	66.8	129.8	133.8	46.9	85.0	92.0	95.9	104.8	87.1	23.6	52.4
Average Queue (m)	7.4	19.3	81.7	88.4	1.6	51.6	57.7	63.9	67.3	15.3	0.8	29.0
95th Queue (m)	19.7	41.8	118.5	126.2	23.7	78.4	83.8	88.6	95.0	67.3	16.0	61.2
Link Distance (m)			461.6	461.6			177.4	177.4	177.4		78.9	
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (m)	125.0	125.0			110.0	158.0				80.0		45.0
Storage Blk Time (%)			0	3	0				2	0		0
Queuing Penalty (veh)			0	0	0				10	0		0

Intersection: 4: Prince of Wales & Hunt Club

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (m)	288.1	295.6	57.5	71.0	82.8	75.1	66.8	44.1
Average Queue (m)	223.5	261.3	57.5	38.2	45.5	38.2	32.9	9.9
95th Queue (m)	334.2	338.9	57.7	63.1	70.2	63.3	57.4	31.9
Link Distance (m)	281.1	281.1				345.3	345.3	
Upstream Blk Time (%)	4	42						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (m)			50.0	120.0	120.0			170.0
Storage Blk Time (%)	44	12	56					
Queuing Penalty (veh)	25	91	172					

Network Summary

Network wide Queuing Penalty: 1984

Intersection: 1: Riverside & Hunt Club

Movement	EB	EB	EB	EB	EB	B13	B13	B13	B12	B12	WB	WB
Directions Served	L	L	T	T	R	T	T	T	T	T	L	T
Maximum Queue (m)	62.4	109.0	106.9	108.7	62.5	223.9	215.2	211.4	139.1	178.8	82.4	1007.4
Average Queue (m)	61.4	98.9	96.4	99.2	55.5	162.8	141.4	132.5	53.5	72.3	75.2	685.1
95th Queue (m)	66.0	114.0	115.1	114.1	84.7	296.0	277.0	255.5	170.1	211.0	99.3	1151.9
Link Distance (m)		78.9	78.9	78.9		211.5	211.5	211.5	177.4	177.4		1206.1
Upstream Blk Time (%)		66	42	44		22	5	6	1	4		6
Queuing Penalty (veh)		463	289	306		155	35	39	10	45		0
Storage Bay Dist (m)	55.0				55.0						75.0	
Storage Blk Time (%)	45	70		48	5						15	54
Queuing Penalty (veh)	119	186		231	26						90	123

Intersection: 1: Riverside & Hunt Club

Movement	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	T	R	L	L	T	T	R	L	T	T	R	
Maximum Queue (m)	1007.1	107.5	73.7	77.3	175.4	151.5	34.9	157.4	254.4	259.8	207.5	
Average Queue (m)	685.6	43.2	62.5	66.6	84.3	65.3	9.2	68.2	229.6	239.0	199.6	
95th Queue (m)	1145.9	129.8	85.1	87.6	176.4	144.0	27.5	178.6	296.4	290.9	242.3	
Link Distance (m)	1206.1				390.8	390.8			249.0	249.0		
Upstream Blk Time (%)	6								13	16		
Queuing Penalty (veh)	0								115	147		
Storage Bay Dist (m)		100.0	70.0	70.0			150.0	150.0			200.0	
Storage Blk Time (%)	60	0	9	27	0	0		0	49	29	12	
Queuing Penalty (veh)	42	0	19	55	2	0		0	38	191	55	

Intersection: 2: Riverside & Uplands

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB		
Directions Served	L	TR	LT	R	L	T	TR	L	T	TR		
Maximum Queue (m)	13.3	20.5	74.6	25.3	13.9	114.9	122.7	107.2	235.5	238.6		
Average Queue (m)	3.5	5.6	36.1	11.0	3.6	40.3	46.0	29.1	106.6	112.1		
95th Queue (m)	11.0	15.8	63.6	20.7	11.2	91.0	98.3	114.3	265.1	268.0		
Link Distance (m)		143.4	152.8	152.8		573.3	573.3		326.2	326.2		
Upstream Blk Time (%)									6	8		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (m)	30.0				55.0			175.0				
Storage Blk Time (%)		0				6			10			
Queuing Penalty (veh)		0				1			9			

Intersection: 3: Riverside & Site

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (m)	35.8	30.5	35.4	84.7	105.5	547.3	548.9	22.6
Average Queue (m)	14.5	8.0	9.2	18.0	22.2	321.4	334.2	8.9
95th Queue (m)	29.3	21.7	23.3	57.9	69.6	657.4	660.7	26.0
Link Distance (m)		168.9		249.0	249.0	573.3	573.3	
Upstream Blk Time (%)					0	2	3	
Queuing Penalty (veh)					0	15	25	
Storage Bay Dist (m)	50.0		40.0					15.0
Storage Blk Time (%)	0	0		2			46	0
Queuing Penalty (veh)	0	0		1			32	1

Intersection: 4: Prince of Wales & Hunt Club

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B13	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	T	L
Maximum Queue (m)	31.2	132.4	447.5	453.1	117.5	104.6	104.1	87.5	94.4	86.7	69.5	49.2
Average Queue (m)	10.6	65.2	323.2	337.0	56.9	65.4	68.7	56.3	61.3	8.5	5.2	10.4
95th Queue (m)	23.7	160.2	512.5	517.3	152.7	95.1	99.3	83.0	89.2	50.7	41.8	34.2
Link Distance (m)			461.6	461.6			177.4	177.4	177.4		78.9	
Upstream Blk Time (%)			16	20							1	
Queuing Penalty (veh)			0	0							10	
Storage Bay Dist (m)	125.0	125.0			110.0	158.0				80.0		45.0
Storage Blk Time (%)		0	52	68	0				1	0		
Queuing Penalty (veh)		0	52	37	0				5	0		

Intersection: 4: Prince of Wales & Hunt Club

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (m)	187.8	232.2	57.5	122.0	125.7	311.2	299.7	41.0
Average Queue (m)	93.9	141.8	56.9	104.1	111.2	209.8	191.7	5.2
95th Queue (m)	195.8	252.6	60.7	146.7	149.3	411.0	391.1	26.9
Link Distance (m)	281.1	281.1				345.3	345.3	
Upstream Blk Time (%)	0	5				27	5	
Queuing Penalty (veh)	0	0				0	0	
Storage Bay Dist (m)			50.0	120.0	120.0			170.0
Storage Blk Time (%)	20	3	50	6	42	2	1	
Queuing Penalty (veh)	5	17	86	25	164	8	1	

Network Summary

Network wide Queuing Penalty: 3275