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TRANSPORTATION SOLUTIONS LIMITED

# Forest Glade North Planning Area Catherine Street EA Transportation Analysis City of Windsor

Paradigm Transportation Solutions Limited

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## City of Windsor, Forest Glade North Planning Area Catherine Street EA Transportation Analysis



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# Executive Summary

## Content

Paradigm Transportation Solutions Limited (Paradigm) has prepared this Transportation Analysis for the Municipal Class Environmental Assessment (EA) for the extension of Catherine Street and the extension of Rose-Ville Garden Drive in the Forest Glade North Planning Area in the City of Windsor.

The purpose of the Transportation Analysis is to provide need and justification assessment for the proposed road extensions in the Planning Area, based on traffic forecasts over a 20-year planning period corresponding 2045 as the Horizon Year.

The Transportation Analysis includes land use assumptions, trip generation estimates, background and total traffic projections, and identification of roadway and intersection requirements corresponding to 2045 traffic conditions.

## Background

The Forest Glade North Planning Area is bounded by Tecumseh Road East to the south, Lauzon Parkway to the east, the CN rail line to the north, and the rear property line of the lands fronting Jefferson Boulevard to the west. Railway lands including spur lines are located along the westerly boundary of the planning area behind the residential properties fronting on Jefferson Boulevard.

The existing land uses include a range of commercial and employment uses accessed from the Lauzon Parkway and Tecumseh Road East perimeter roads. The area includes extensive vacant lands to the north and west of the existing developments.

Catherine Street is the only internal road within the Planning Area. Catherine Street intersects with Lauzon Parkway and proceeds westerly for approximately 365 metres. A Private Club is located northwest of the Catherine Street terminus and has a private access (Parkview Avenue) from Tecumseh Road.

The Official Plan provides for the development of the Forest Glade North (FGN) Planning Area to include “residential, commercial, and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.” The location of land uses and the internal road system are expected to include the following:



- ▶ Large format retail and high-profile residential uses located in the easterly portions of the FGN area.
- ▶ Business Park uses comprising office, light industrial, ancillary commercial and personal services located in the northwestern portions of the area.
- ▶ Catherine Street will be extended westerly through the Planning Area and will accommodate two north-south connections to Tecumseh Road.

Current development proposals include the development of lands to the north of the existing Home Depot site which will be separated by the extension of Catherine Street. The development is proposed to accommodate a Big Box Retail Store of 158,000 sq. ft. GFA; and a Supermarket Store of 100,556 sq. ft. GFA. The development is anticipated to be completed by 2025. A Transportation Impact Study has been prepared for this development in conjunction with the Transportation Analysis for the EA.

Additional developments on the currently vacant lands in the Planning Area over the 20-year period are expected to include residential development comprising approximately 1,280 apartment units, and over half a million square feet of commercial and business park land uses.

The proposed road network changes in the study area include the westerly extension of Catherine Street and its continuation on a north-south alignment to intersect Tecumseh Road west of the Home Depot site; and the northerly extension of Rose-Ville Garden Drive from Tecumseh Road to Catherine Street. The Home Depot site will be provided with a new access to Rose-Ville Garden Drive extension.

The above-noted road alignments are being established through the Municipal Class Environmental Process.

An east end Transit Terminal is also proposed at the northwest corner of Tecumseh Road and Lauzon Parkway.

## Technical Parameters

The Transportation Analysis includes on the following study area intersections:

- ▶ Existing Intersections:
  - Catherine Street (E/W) & Lauzon Parkway;
  - Lauzon Parkway & Tecumseh Road;



- Tecumseh Road & Rose-Ville Garden Drive; and
- Tecumseh Road & Jefferson Boulevard.
- ▶ New Intersections:
  - Catherine Street & Rose-Ville Garden Drive; and
  - Tecumseh Road & Catherine Street (N/S).

The 2045 traffic conditions include the following:

- ▶ Background traffic volumes based on 1% annual growth rate for Tecumseh Road, Lauzon Parkway, and Jefferson Boulevard;
- ▶ Addition of development traffic generated by the Big Box Retail and Supermarket development comprising a total of approximately 260,000 square feet GFA; and
- ▶ Addition of development traffic generated by future development of the vacant lands in the study area comprising approximately 1,280 apartment units; and 570,000 square feet of commercial and business park land uses.

The results and recommendations of the Transportation Analysis include the following:

- ▶ Weekday AM/PM peak hour traffic volumes for the following traffic conditions:
  - Existing Traffic Conditions (2023);
  - Future Background Traffic Conditions (2045);
  - Development traffic volumes for the Big Box Retail and Supermarket development, and the residential, commercial, and business park land uses; and
  - Future Total Traffic Conditions including all Study Area development traffic.
- ▶ Intersection Operational Analyses and Results for the 2045 Total Traffic Conditions.
- ▶ Recommendations for Road Cross-section Elements and intersection configurations for the proposed extensions of Catherine Street and Rose-Ville Garden Drive.

## Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Existing Traffic Conditions:** The study area intersections are operating at acceptable levels of service.



- ▶ **Trip Generation Estimates:** The Weekday AM/PM peak hour trip generation estimates for the different land uses are as follows:
  - Big Box Retail and Supermarket: 641 AM peak hour trips and 1947 PM peak hour trips.
  - Residential Development: 439 AM peak hour trips and 445 PM peak hour trips.
  - Commercial Development: 199 AM peak hour trips and 649 PM peak hour trips.
  - Business Park Development: 232 AM peak hour trips and 239 PM peak hour trips.
- ▶ **2045 Total Traffic Conditions:** The study area road system can accommodate the future traffic increases assessed over the 20-year timeframe analysed in this study. The proposed extensions of Catherine Street and Rose-Ville Garden Drive are conducive to dispersing development traffic to multiple intersections in the study area and minimising their impacts overall. Specific critical movements and queuing/storage issues have been identified.

## Recommendations

Based on the findings and conclusions of this analysis, the proposed extensions of Catherine Street and of Rose-Ville Garden Drive satisfy the need and justification requirement for the Municipal Class EA process, as they are needed to accommodate the anticipated development of the lands in the Forest Glade North Planning Area.

The following road cross-section elements are recommended for the extension of Catherine Street and the extension of Rose-Ville Garden Drive:



| <b>Cross-Section Element</b>   | <b>Width (m)</b> |
|--------------------------------|------------------|
| Travel Lanes (2 x 3.5m)        | 7.0              |
| Two-way Centre-Turn Lane       | 3.5              |
| Road Curbs (2 x 0.5m)          | 1.0              |
| <b>South Side/East Side</b>    |                  |
| Boulevard                      | 2.0              |
| MUT/AAA Trail (1 x 3.0 m)      | 3.0              |
| Property Line to Back of Trail | 0.25             |
| <b>North Side/West Side</b>    |                  |
| Boulevard                      | 2.0              |
| Sidewalk                       | 1.8              |
| Property Line to S/W           | 1.45             |
| <b>Total</b>                   | <b>22.0</b>      |



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# 1 Introduction

## 1.1 Overview

Paradigm Transportation Solutions Limited (Paradigm) has prepared this Transportation Analysis as part of the Environmental Assessment (EA) for the extension of Catherine Street and the extension of Roseville Garden Drive in the Forest Glade North Planning Area in the City of Windsor.

The Forest Glade North Planning Area is bounded by Tecumseh Road East to the south, Lauzon Parkway to the east, the CN rail line to the north, and the rear property line of the lands fronting Jefferson Boulevard to the west. Railway lands including spur lines are located along the westerly boundary of the planning area behind the residential properties fronting on Jefferson Boulevard.

**Figure 1.1** illustrates the Forest Glade North planning area.

The purpose of the Transportation Analysis is to provide need and justification assessment for the proposed road extensions in the Planning Area, based on traffic forecasts over a 20-year planning period corresponding 2045 as the Horizon Year.

The Transportation Analysis includes land use assumptions, trip generation estimates, background and total traffic projections, and identification of roadway and intersection requirements corresponding to 2045 traffic conditions.

The existing land uses include a range of commercial and employment uses accessed from the Lauzon Parkway and Tecumseh Road East perimeter roads. The area includes extensive vacant lands to the north and west of the existing developments.

Catherine Street is the only internal road within the Planning Area. Catherine Street intersects with Lauzon Parkway and proceeds westerly for approximately 365 metres. A Private Club is located northwest of the Catherine Street terminus and has a private access (Parkview Avenue) from Tecumseh Road.

The Official Plan provides for the development of the Forest Glade North (FGN) Planning Area to include “residential, commercial, and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.” The location of land uses and the internal road system are expected to include the following:



- ▶ Large format retail and high-profile residential uses located in the easterly portions of the FGN area.
- ▶ Business Park uses comprising office, light industrial, ancillary commercial and personal services located in the northwestern portions of the area.
- ▶ Catherine Street will be extended westerly through the Planning Area and will accommodate two north-south connections to Tecumseh Road.

Current development proposals include the development of lands to the north of the existing Home Depot site which will be separated by the extension of Catherine Street. The development is proposed to accommodate a Big Box Retail Store of 158,000 sq. ft. GFA; and a Supermarket Store of 100,556 sq. ft. GFA. The development is anticipated to be completed by 2025. A Transportation Impact Study has been prepared for this development in conjunction with the Transportation Analysis for the EA.

Additional developments on the currently vacant lands in the Planning Area over the 20-year period are expected to include residential development comprising approximately 1,280 apartment units, and over half a million square feet of commercial and business park land uses.

The proposed road network changes in the study area include the westerly extension of Catherine Street and its continuation on a north-south alignment to intersect Tecumseh Road west of the Home Depot site; and the northerly extension of Rose-Ville Garden Drive from Tecumseh Road to Catherine Street. The Home Depot site will be provided with a new access to Rose-Ville Garden Drive extension.

The above-noted road alignments are being established through the Municipal Class Environmental Process.

An east end Transit Terminal is also proposed at the northwest corner of Tecumseh Road and Lauzon Parkway.

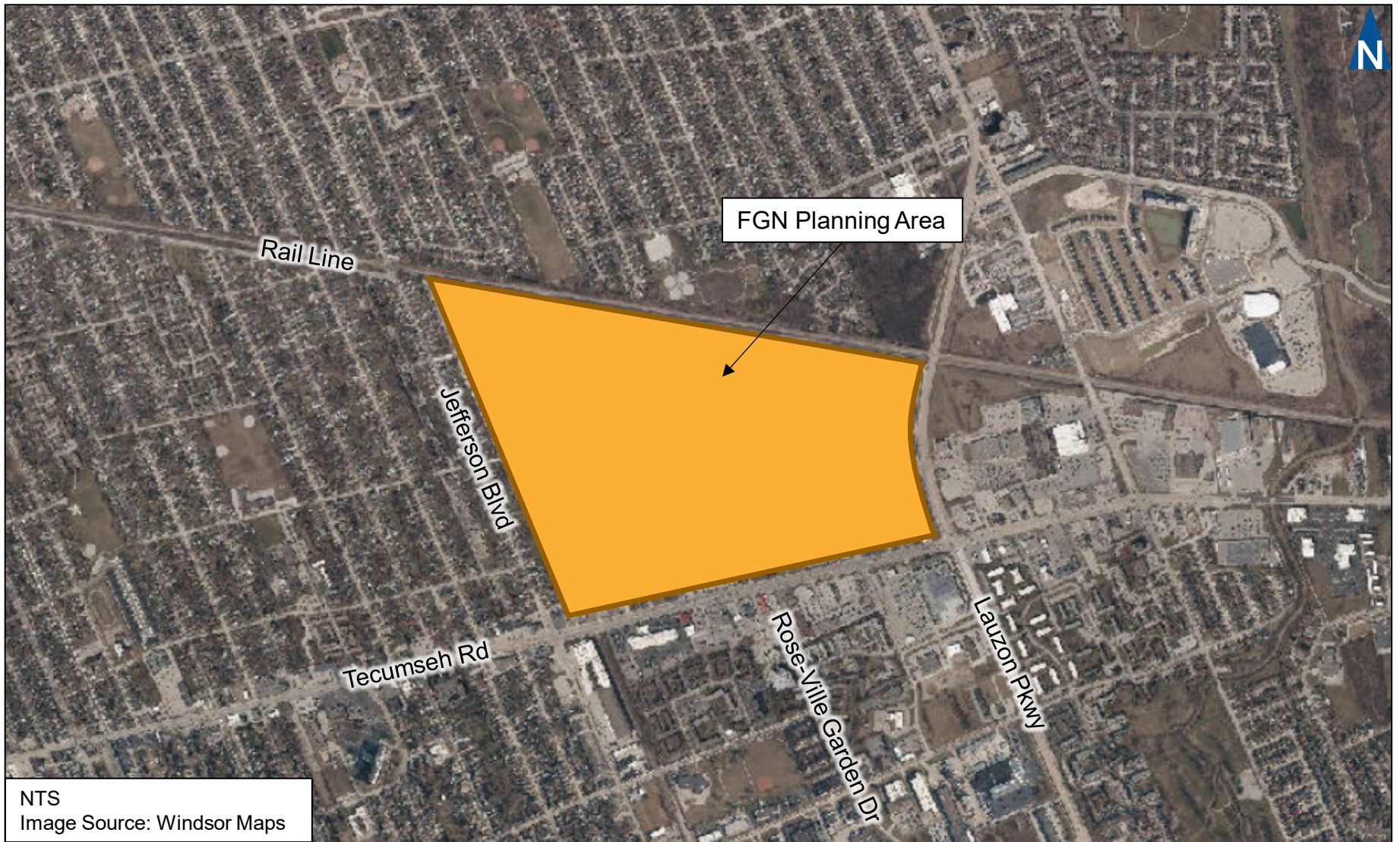
The results and recommendations of the Transportation Analysis and include the following:

- ▶ Weekday AM/PM peak hour traffic volumes for the following traffic conditions:
  - Existing Traffic Conditions (2023);
  - Future Background Traffic Conditions (2045);



- Development traffic volumes for the Big Box Retail and Supermarket development, and the residential, commercial and business park land uses; and
- Future Total Traffic Conditions including all Study Area development traffic.
- ▶ Intersection Operational Analyses and Results for the 2045 Total Traffic Conditions.
- ▶ Recommendations for Road Cross-section Elements and intersection configurations for the proposed extensions of Catherine Street and Rose-Ville Garden Drive.





## Forest Glade North Planning Area

## 2 Land Use Statistics

The Official Plan provides for the development of the Forest Glade North (FGN) Planning Area to include “residential, commercial, and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.” The location of land uses is expected to be based on the following:

- ▶ Large format retail and high-profile residential uses located in the easterly portions of the FGN area.
- ▶ Business Park uses comprising office, light industrial, ancillary commercial, and personal services located in the northwestern portions of the area.

**Figure 2.1** illustrates the development blocks in the Forest Glade North (FGN) Planning Area and the corresponding land uses consistent with the OP policies for the FGN Planning Area.

The breakdown of land use statistics by block is summarized in **Table 2.1**.

**TABLE 2.1: FGN PLANNING AREA LAND USES**

| Block   | Land Use             | Residential Units | Area (sq. ft.) |
|---------|----------------------|-------------------|----------------|
| Block 1 | Business Park        | -                 | 175,000        |
| Block 2 | Commercial           | -                 | 100,000        |
| Block 3 | Big Box Retail       | -                 | 158,000        |
|         | Supermarket          | -                 | 100,556        |
| Block 4 | Mixed Use            | 200               | 50,000         |
| Block 5 | Mixed Use            | 280               | 70,000         |
| Block 6 | Residential          | 600               | -              |
| Block 7 | Commercial           | -                 | 100,000        |
| Block 8 | Mixed Use            | 200               | 50,000         |
| Block 9 | Small Box Commercial | -                 | 25,000         |

The land use assumptions provide for a total of 1,280 units of Residential Development in the easterly parts of the Planning Area; 175,000 square feet GFA of Business Park Development and 200,000 square feet GFA of Commercial Development in the westerly parts; and 453,000 square feet GFA of Commercial Development in a more central location and as part of Mixed Uses in Residential Buildings.



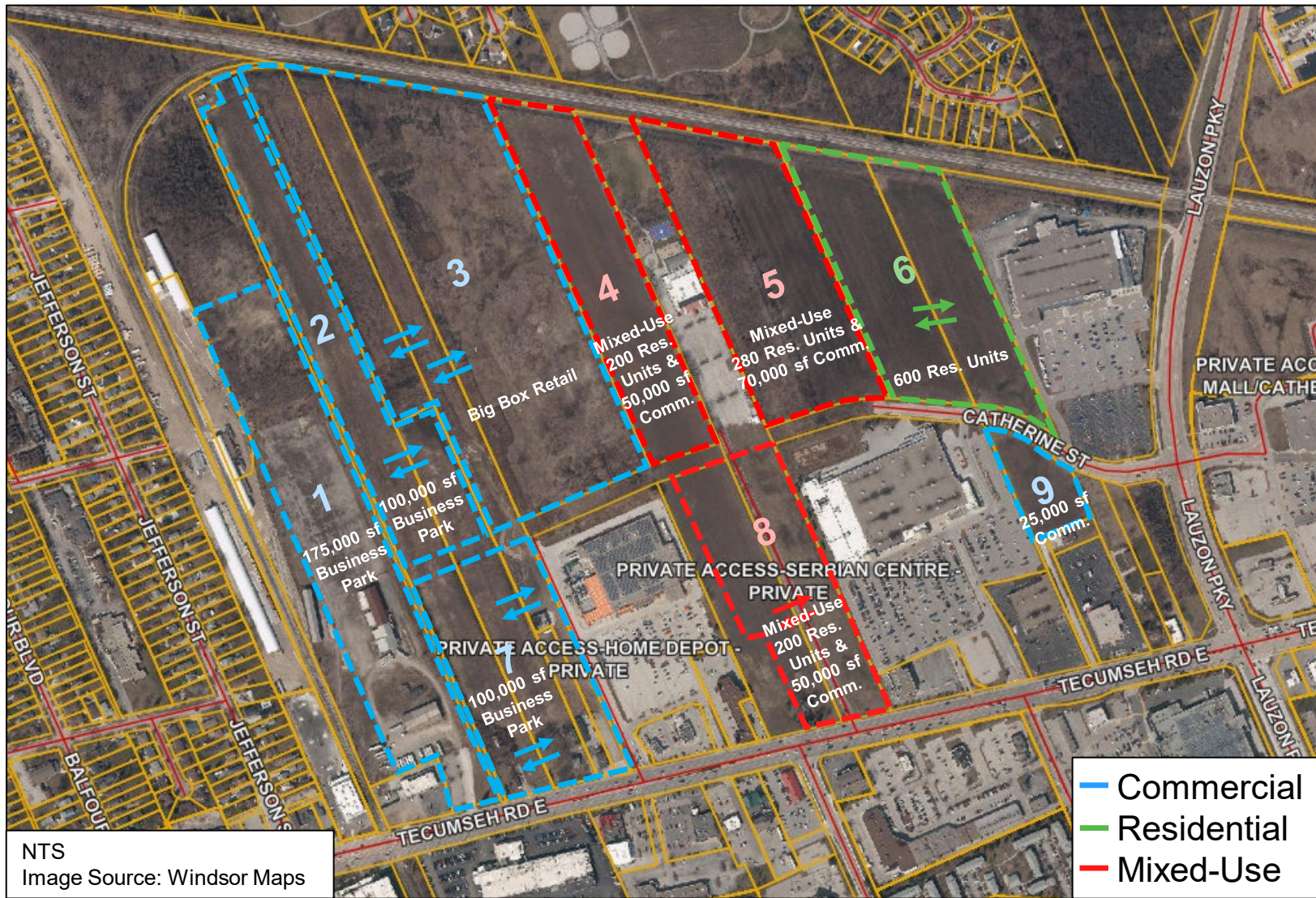
It is noted that Planning Act applications for development approval are in progress for the development of Block 3 for major retail commercial uses.

Development potentials have been identified for the lands in Blocks 4, 5, and 6.

Blocks 1, 2, and 7 lands are designated for Business Park uses in the OP. Block 1 given its proximity to the railway lands likely would accommodate future business park uses, while Block 2 and Block 7 could accommodate both business park and/or related commercial uses. For the purposes of this assessment Block 2 and Block 7 are assumed to be developed as commercial uses.







## Forest Glade North Property Fabric

## 3 Existing and Future Background Traffic Conditions

Existing traffic conditions are based on recent intersection counts at the study area intersections.

Future traffic Conditions are projected to 2045 Horizon year for background and total traffic conditions including development traffic generated by anticipated land uses as summarized in Section 2.

The development traffic estimates, distribution, and assignment for the FGN Planning Area have been grouped as follows:

- ▶ Major Retail Development – Block 3 (includes Big Box Retail and Supermarket);
- ▶ Residential, Mixed Use & Small Commercial – Blocks 4, 5, 6, 8, & 9; and
- ▶ Business Park & Commercial Development – Blocks 1, 2, & 7.

### 3.1 Existing Traffic Volumes

Paradigm conducted weekday AM/PM peak hour turning movement counts (TMC) at the intersections of Lauzon Parkway and Catherine Street; Lauzon Parkway and Tecumseh Road; Tecumseh Road and Parkview Avenue; and Tecumseh Road and Rose-Ville Garden Drive on 01 and 03 February 2024.

The City provided weekday counts collected on 24 March 2021 and 24 November 2020, at the following three intersections: Tecumseh Road and the Home Depot Access; Tecumseh Road and Jefferson Boulevard; and Tecumseh Road and the Walmart Access/East Park Drive.

The data provided by the City is noted to be in a similar order of magnitude as the 2024 TMCs collected by Paradigm. Therefore, the volumes were not grown and are assumed to be reflective of 2024 traffic volumes.

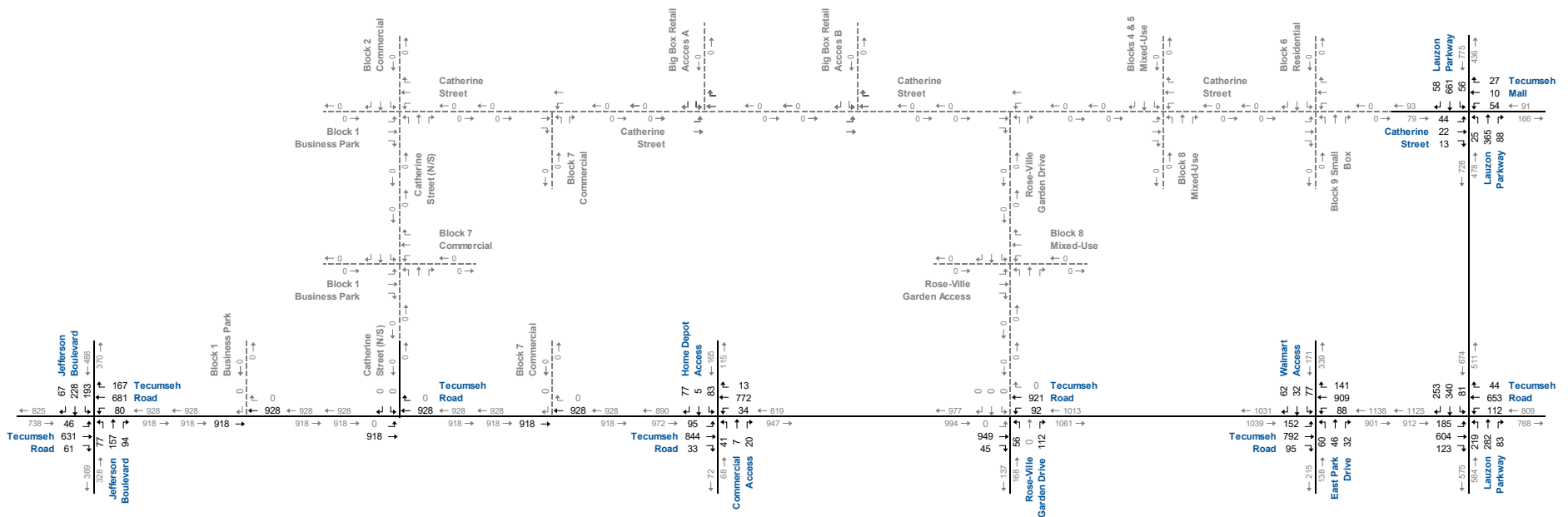
**Figure 3.1a** and **Figure 3.1b** respectively illustrate the existing AM and PM peak hour turning movement traffic volumes.

**Appendix A** contains the existing traffic data.





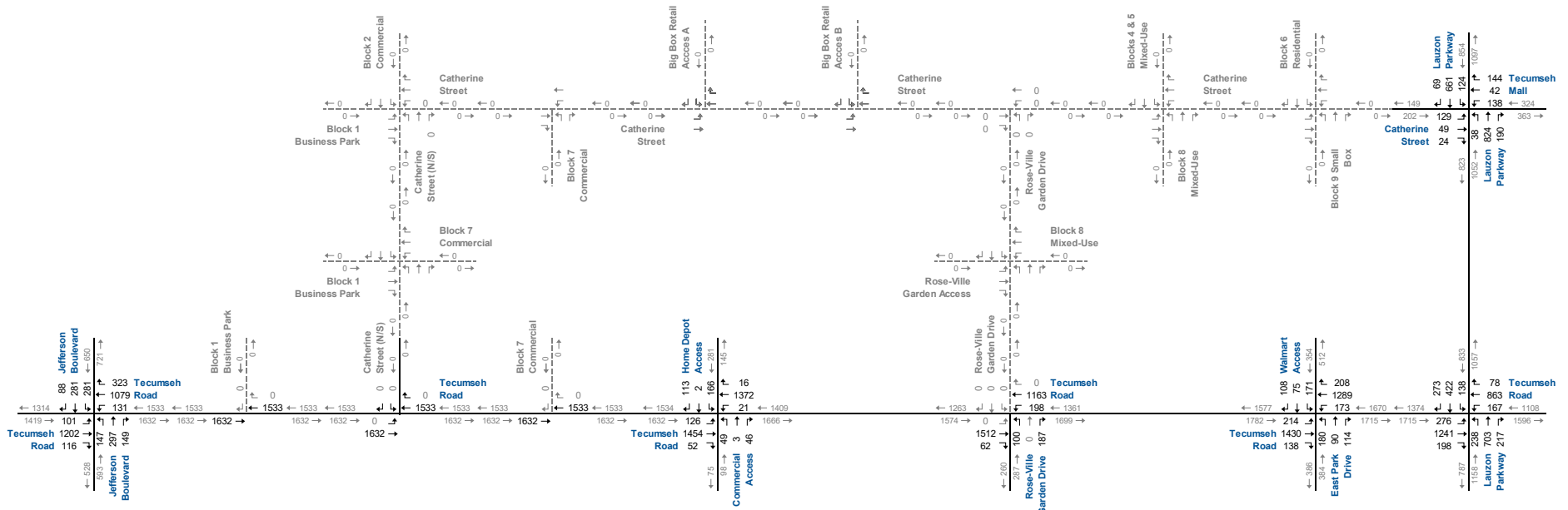
**AM Peak Hour**



# Existing Traffic Volumes AM Peak Hour



**PM Peak Hour**



# Existing Traffic Volumes PM Peak Hour

## 3.2 Existing Traffic Operations

The level of service conditions at the study area intersections have been assessed through intersection operational analysis using Synchro 11.

Intersection level of service (LOS) is a recognized method of quantifying the average delay experienced by drivers at intersections. It is based on the delay experienced by individual vehicles executing the various movements. The delay is related to the number of vehicles intending to make a particular movement, compared to the estimated capacity for that movement. The capacity is based on several criteria related to the opposing traffic flows and intersection geometry.

The highest possible rating is LOS A, under which the average total delay is equal or less than 10.0 seconds per vehicle. When the average delay exceeds 80 seconds for signalized intersections, 50 seconds for unsignalized intersections or when the volume to capacity (v/c) ratio is greater than 1.00, the movement is classed as LOS F and remedial measures are usually implemented if they are feasible. LOS E is usually used as a guideline for the determination of road improvement needs on through lanes, while LOS F may be acceptable for left-turn movements at peak times, depending on delays.

Movements are considered critical under the following conditions:

- ▶ Any movement at a signalized intersection with level of service “F”.
- ▶ Through movements and shared through/turning movements at a signalized intersection with v/c of 0.85 or higher;
- ▶ Exclusive turning movements at a signalized intersection with v/c of 1.0 or higher;
- ▶ Any movement at an unsignalized intersection with LOS E or worse; or
- ▶ 95th percentile queue lengths for individual movements exceeds available lane storage.

**Table 3.1a** and **Table 3.1b** summarize the results of the intersection operational analysis under existing conditions, including the weekday AM and PM peak hour LOS, v/c ratios, and 95th percentile queues experienced.

The following critical movements are noted at the study area intersections under existing traffic conditions:

- ▶ Jefferson Boulevard and Tecumseh Road



- The southbound left-turn movement is operating at LOS F with a theoretical v/c ratio greater than 1.00 and a 95<sup>th</sup> percentile queue length that is exceeding the existing storage of 45 metres during the PM peak hour;
- ▶ Tecumseh Road and Walmart Access/ East Park Drive
  - The 95<sup>th</sup> percentile queue length of the northbound left-turn is exceeding the existing storage of 25 metres during the PM peak hour; and
  - The 95<sup>th</sup> percentile queue length of the southbound left-turn is exceeding the existing storage of 20 metres during the weekday PM peak hour.

**Appendix B** contains the detailed Synchro 11 reports.



**TABLE 3.1A: EXISTING TRAFFIC OPERATIONS – AM PEAK HOUR**

| Analysis Period | Intersection  | Control Type | MOE                                      | Direction/Movement/Approach      |                                   |                       |                |                                    |                                   |                                  |                |                                   |                                   |                                   |                                   |                                   |                                   |                                   |                       | Overall        |                |
|-----------------|---|--------------|--|----------------------------------|-----------------------------------|-----------------------|----------------|------------------------------------|-----------------------------------|----------------------------------|----------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------|----------------|----------------|
|                 |   |              |  | Eastbound                        |                                   |                       |                | Westbound                          |                                   |                                  |                | Northbound                        |                                   |                                   |                                   | Southbound                        |                                   |                                   |                       |                |                |
|                 |   |              |  | Left                             | Through                           | Right                 | Approach       | Left                               | Through                           | Right                            | Approach       | Left                              | Through                           | Right                             | Approach                          | Left                              | Through                           | Right                             | Approach              |                |                |
| AM Peak Hour    | Jefferson Boulevard & Tecumseh Road                 | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | A<br>10<br>0.13<br>0<br>55<br>55 | B<br>13<br>0.29<br>5<br>-><br>->  | ><br>><br>><br>><br>> | <b>B</b><br>13 | A<br>9<br>0.20<br>0<br>95<br>95    | B<br>14<br>0.41<br>8<br>-><br>->  | B<br>12<br>0.22<br>4<br>-><br>-> | <b>B</b><br>13 | C<br>34<br>0.35<br>9<br>65<br>56  | D<br>41<br>0.52<br>10<br>-><br>-> | D<br>43<br>0.52<br>14<br>60<br>46 | <b>D</b><br>40                    | D<br>43<br>0.69<br>26<br>45<br>19 | D<br>45<br>0.68<br>21<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br>44        | <b>C</b><br>23 |                |
|                 | Commercial Access/Home Depot Access & Tecumseh Road | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | A<br>4<br>0.18<br>0<br>35<br>35  | A<br>6<br>0.28<br>1<br>-><br>->   | ><br>><br>><br>><br>> | <b>A</b><br>6  | A<br>4<br>0.08<br>0<br>30<br>30    | A<br>0<br>0.26<br>1<br>-><br>->   | ><br>><br>><br>><br>>            | <b>A</b><br>0  | <<br>45<br>0.42<br>10<br>-><br>-> | D<br>45<br>0.42<br>-><br>->       | <b>D</b><br>45                    | D<br>43<br>0.40<br>11<br>45<br>34 | D<br>43<br>0.46<br>11<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br>43                    | <b>A</b><br>8         |                |                |
|                 | Rose-Ville Gardens Drive & Tecumseh Road            | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. |                                  | A<br>0<br>0.29<br>1<br>-><br>->   | ><br>><br>><br>><br>> | <b>A</b><br>0  | A<br>3<br>0.18<br>0<br>50<br>50    | A<br>3<br>0.24<br>1<br>-><br>->   |                                  | <b>A</b><br>3  | D<br>43<br>0.31<br>7<br>50<br>43  | D<br>49<br>0.70<br>16<br>-><br>-> | <b>D</b><br>47                    |                                   |                                   |                                   |                                   |                       | <b>A</b><br>5  |                |
|                 | Tecumseh Road & Serbian Centre Private Drive        | TWSC         | LOS Delay<br>V/C<br>Q                    |                                  | A<br>0<br>0.00<br>0               |                       |                | <b>A</b><br>0                      | A<br>0<br>0.00<br>0               | ><br>><br>>                      | <b>A</b><br>0  |                                   |                                   |                                   |                                   |                                   |                                   |                                   | B<br>15<br>0.00<br>0  | <b>B</b><br>15 |                |
|                 | East Park Drive/Walmart Access & Tecumseh Road      | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | A<br>5<br>0.33<br>1<br>65<br>64  | A<br>9<br>0.31<br>1<br>-><br>->   | ><br>><br>><br>><br>> | <b>A</b><br>9  | A<br>5<br>0.19<br>0<br>40<br>40    | A<br>0<br>0.37<br>1<br>-><br>->   | ><br>><br>><br>><br>>            | <b>A</b><br>1  | D<br>45<br>0.35<br>8<br>25<br>17  | D<br>39<br>0.32<br>10<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br>41                    | D<br>44<br>0.40<br>10<br>20<br>10 | D<br>40<br>0.40<br>12<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br>42        | <b>A</b><br>9  |                |
|                 | Lauzon Parkway & Tecumseh Road                      | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | B<br>16<br>0.47<br>5<br>90<br>85 | C<br>31<br>0.34<br>19<br>-><br>-> | ><br>><br>><br>><br>> | <b>C</b><br>28 | B<br>16<br>0.31<br>3<br>120<br>117 | C<br>20<br>0.33<br>11<br>-><br>-> | ><br>><br>><br>><br>>            | <b>B</b><br>20 | D<br>38<br>0.70<br>22<br>90<br>68 | C<br>32<br>0.33<br>11<br>-><br>-> | ><br>><br>><br>><br>>             | <b>C</b><br>35                    | C<br>26<br>0.28<br>6<br>70<br>64  | C<br>23<br>0.32<br>8<br>-><br>->  | C<br>31<br>0.79<br>21<br>70<br>49 | ><br>><br>><br>><br>> | <b>C</b><br>26 | <b>C</b><br>27 |
|                 | Lauzon Parkway & Catherine Street                   | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>43<br>0.23<br>6<br>50<br>44 | D<br>40<br>0.17<br>4<br>-><br>->  | ><br>><br>><br>><br>> | <b>D</b><br>42 | D<br>45<br>0.36<br>8<br>80<br>72   | D<br>40<br>0.19<br>4<br>-><br>->  | ><br>><br>><br>><br>>            | <b>D</b><br>43 | A<br>5<br>0.05<br>0<br>20<br>20   | A<br>0<br>0.18<br>0<br>-><br>->   | A<br>0<br>0.09<br>0<br>-><br>->   | <b>A</b><br>0                     | A<br>4<br>0.09<br>0<br>115<br>115 | A<br>6<br>0.23<br>1<br>-><br>->   | ><br>><br>><br>><br>>             | <b>A</b><br>6         | <b>A</b><br>9  |                |

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

V/C - Volume to Capacity Ratio

Q - 95th Percentile Queue Length (m)

Stor. - Existing Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

TWSC - Two-Way Stop Control

</> - Shared with through movement



**TABLE 3.1B: EXISTING TRAFFIC OPERATIONS – PM PEAK HOUR**

| Analysis Period | Intersection  | Control Type | MOE                                      | Direction/Movement/Approach       |                                 |                       |          |                                     |                                 |         |                                   |                                 |                       |                                    |                                   |                                  |                                   |                      |          | Overall |
|-----------------|---|--------------|--|-----------------------------------|---------------------------------|-----------------------|----------|-------------------------------------|---------------------------------|---------|-----------------------------------|---------------------------------|-----------------------|------------------------------------|-----------------------------------|----------------------------------|-----------------------------------|----------------------|----------|---------|
|                 |   |              |  | Eastbound                         |                                 |                       |          | Westbound                           |                                 |         |                                   | Northbound                      |                       |                                    |                                   | Southbound                       |                                   |                      |          |         |
|                 |   |              |  | Left                              | Through                         | Right                 | Approach | Left                                | Through                         | Right   | Approach                          | Left                            | Through               | Right                              | Approach                          | Left                             | Through                           | Right                | Approach |         |
| PM Peak Hour    | Jefferson Boulevard & Tecumseh Road                 | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | B<br>18<br>0.45<br>2<br>55<br>53  | C<br>20<br>0.57<br>22<br>-<br>- | ><br>><br>><br>><br>> | C<br>21  | B<br>17<br>0.53<br>3<br>95<br>92    | C<br>19<br>0.68<br>31<br>-<br>- | B<br>21 | D<br>36<br>0.58<br>18<br>65<br>47 | D<br>43<br>0.66<br>21<br>-<br>- | D<br>42               | F<br>93<br>1.01<br>69<br>45<br>-24 | D<br>45<br>0.68<br>28<br>-<br>-   | ><br>><br>><br>><br>>            | E<br>66                           | C<br>31              |          |         |
|                 | Commercial Access/Home Depot Access & Tecumseh Road | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | A<br>6<br>0.36<br>1<br>35<br>34   | B<br>11<br>0.49<br>2<br>-<br>-  | ><br>><br>><br>><br>> | B<br>11  | A<br>8<br>0.09<br>0<br>30<br>30     | A<br>1<br>0.47<br>2<br>-<br>-   | A<br>1  | <<br>-<br>-<br>-<br>-             | D<br>43<br>0.42<br>14<br>-<br>- | ><br>><br>><br>><br>> | D<br>43                            | D<br>46<br>0.64<br>26<br>45<br>19 | D<br>40<br>0.41<br>15<br>-<br>-  | ><br>><br>><br>><br>>             | D<br>44              | B<br>10  |         |
|                 | Rose-Ville Gardens Drive & Tecumseh Road            | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. |                                   | B<br>19<br>0.52<br>2<br>-<br>-  | ><br>><br>><br>><br>> | B<br>20  | C<br>27<br>0.79<br>4<br>50<br>46    | A<br>5<br>0.34<br>1<br>-<br>-   | A<br>8  | D<br>42<br>0.40<br>14<br>50<br>36 | D<br>52<br>0.84<br>32<br>-<br>- | ><br>><br>><br>><br>> | D<br>49                            |                                   |                                  |                                   |                      |          | B<br>17 |
|                 | Tecumseh Road & Serbian Centre Private Drive        | TWSC         | LOS Delay<br>V/C<br>Q                    |                                   | A<br>0<br>0.00<br>0             |                       |          | A<br>0<br>0.00<br>0                 | ><br>><br>>                     | A<br>0  |                                   |                                 |                       |                                    |                                   |                                  |                                   | C<br>17<br>0.01<br>0 | C<br>17  |         |
|                 | East Park Drive/Walmart Access & Tecumseh Road      | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | C<br>35<br>0.84<br>11<br>65<br>54 | C<br>23<br>0.67<br>29<br>-<br>- | ><br>><br>><br>><br>> | C<br>25  | C<br>27<br>0.72<br>8<br>40<br>32    | C<br>31<br>0.66<br>44<br>-<br>- | C<br>31 | D<br>46<br>0.66<br>27<br>25<br>-2 | C<br>32<br>0.45<br>22<br>-<br>- | ><br>><br>><br>><br>> | D<br>38                            | D<br>47<br>0.67<br>26<br>20<br>-6 | C<br>31<br>0.40<br>20<br>-<br>-  | ><br>><br>><br>><br>>             | D<br>39              | C<br>30  |         |
|                 | Lauzon Parkway & Tecumseh Road                      | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>39<br>0.86<br>26<br>90<br>64 | D<br>47<br>0.79<br>79<br>-<br>- | ><br>><br>><br>><br>> | D<br>47  | D<br>36<br>0.76<br>14<br>120<br>106 | C<br>29<br>0.54<br>28<br>-<br>- | C<br>31 | C<br>33<br>0.70<br>23<br>90<br>67 | D<br>40<br>0.74<br>38<br>-<br>- | ><br>><br>><br>><br>> | D<br>40                            | C<br>34<br>0.60<br>14<br>70<br>56 | D<br>43<br>0.37<br>19<br>-<br>20 | E<br>57<br>0.80<br>50<br>70<br>20 | D<br>46              | D<br>41  |         |
|                 | Lauzon Parkway & Catherine Street                   | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>48<br>0.60<br>20<br>50<br>30 | C<br>32<br>0.18<br>8<br>-<br>-  | ><br>><br>><br>><br>> | D<br>42  | D<br>40<br>0.48<br>18<br>80<br>62   | D<br>36<br>0.49<br>22<br>-<br>- | D<br>38 | A<br>9<br>0.09<br>1<br>20<br>19   | A<br>0<br>0.46<br>1<br>-<br>-   | A<br>1                | A<br>10<br>0.31<br>2<br>115<br>113 | B<br>13<br>0.27<br>6<br>-<br>-    | ><br>><br>><br>><br>>            | B<br>13                           | B<br>13              |          |         |

MOE - Measure of Effectiveness  
 LOS - Level of Service  
 Delay - Average Delay per Vehicle in Seconds  
 V/C - Volume to Capacity Ratio  
 Q - 95th Percentile Queue Length (m)  
 Stor. - Existing Storage (m)  
 Avail. - Available Storage (m)  
 TCS - Traffic Control Signal  
 TWSC - Two-Way Stop Control  
 </> - Shared with through movement



### 3.3 Future Background Traffic Volumes

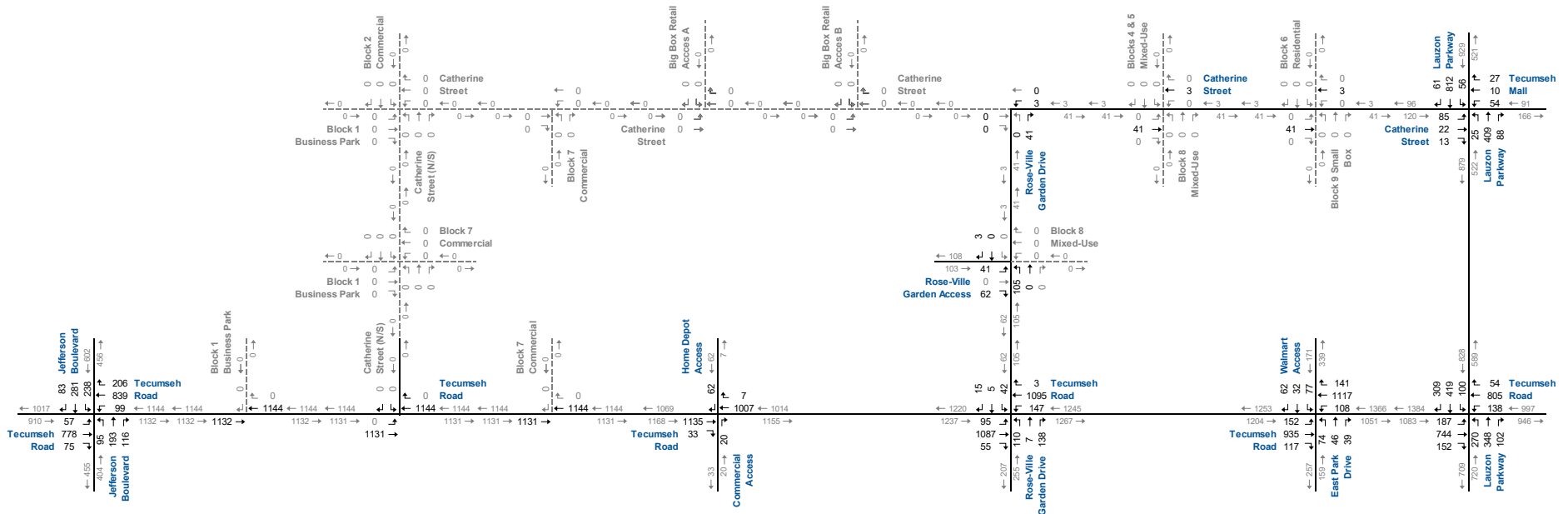
The boundary roadway traffic volumes have been grown at a rate of 1.0% per annum to a horizon of 2045.

**Figure 3.2a** and **Figure 3.2b** respectively illustrate the 2045 background AM and PM peak hour traffic volumes.





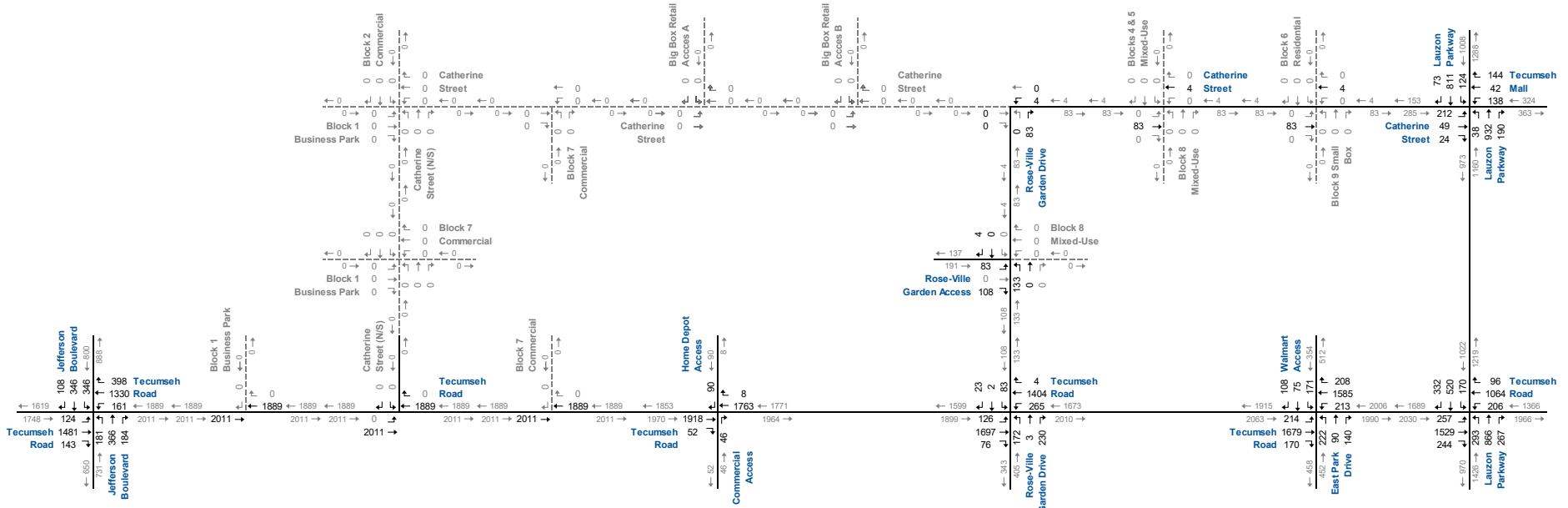
AM Peak Hour



# 2045 Background Traffic Volumes AM Peak Hour



PM Peak Hour



# 2045 Background Traffic Volumes PM Peak Hour

## 4 Development Traffic Volumes

Development traffic volumes have been estimated for the development blocks and land uses based on the following grouping:

- ▶ Block 3 Major Retail Development based on Block 3 TIS.
- ▶ Block 3 Supermarket based on ITE Trip Generation rates.
- ▶ Residential Development – 1,280 units in Blocks 4, 5, 6, and 8 in the easterly parts of the Planning Area based on ITE Trip Generation rates.
- ▶ Mixed-use Commercial – 170,000 square feet GFA in Residential Buildings based on average trip rates from ITE Trip Generation Manual.
- ▶ Small Box Commercial – 25,000 square feet GFA in Block 9.
- ▶ Business Park Development – 175,000 square feet GFA in Block 1 based on ITE Trip Generation rates.
- ▶ Commercial Development – 200,000 square feet GFA in Block 2 and Block 7 based on average trip rates from ITE Trip Generation Manual.

**Appendix C** contains the ITE data sheets.

### 4.1 Major Retail Development (Block 3 – Big Box Retail and Supermarket)

The Trip Generation Estimates included in the TIS for Block 3 are summarized in **Table 4.1**.

As noted in the TIS, a portion of the site trips will be diverted to/from the surrounding commercial areas (Tecumseh Mall, Home Depot, Walmart, etc.). It is noted that for the analysis purposes of this EA corresponding to the 2045 Horizon Year, the assignment of diverted trips for Block 3 lands has been modified to include new development sites along Catherine Street extension in the FGN Planning Area.



**TABLE 4.1: BLOCK 3 TRIP GENERATION ESTIMATES**

| Land Use                             | Gross Floor Area | AM Peak Hour |     |     | PM Peak Hour |      |      | Saturday Peak Hour |             |       |      |      |             |
|--------------------------------------|------------------|--------------|-----|-----|--------------|------|------|--------------------|-------------|-------|------|------|-------------|
|                                      |                  | Rate         | In  | Out | Total        | Rate | In   | Out                | Total       | Rate  | In   | Out  | Total       |
| <b>Big Box Retail Store</b>          | 158,000 sq. ft.  | 2.23         | 199 | 154 | <b>353</b>   | 7.41 | 566  | 605                | <b>1171</b> | 10.03 | 794  | 791  | <b>1585</b> |
| <b>850: Supermarket</b>              | 100,556 sq. ft.  | 2.86         | 170 | 118 | <b>288</b>   | Eq   | 388  | 388                | <b>776</b>  | Eq    | 459  | 459  | <b>918</b>  |
| <b>Trip Generation</b>               |                  |              | 369 | 272 | <b>641</b>   |      | 954  | 993                | <b>1947</b> |       | 1253 | 1250 | <b>2503</b> |
| <i>Internal Trip Reduction</i>       |                  | 10%          | -39 | -25 | <b>-64</b>   | 10%  | -95  | -99                | <b>-194</b> | 10%   | -128 | -122 | <b>-250</b> |
| <b>Net Trip Generation</b>           |                  |              | 330 | 247 | <b>577</b>   |      | 859  | 894                | <b>1753</b> |       | 1125 | 1128 | <b>2253</b> |
| <i>Big Box Retail Pass-by Trips</i>  |                  | -            | -64 | -64 | <b>-128</b>  | -    | -104 | -104               | <b>-208</b> | -     | -125 | -125 | <b>-250</b> |
| <i>Big Box Retail Diverted Trips</i> |                  | -            | -70 | -70 | <b>-140</b>  | -    | -176 | -176               | <b>-352</b> | -     | -185 | -185 | <b>-370</b> |
| <i>Supermarket Pass-by Trips</i>     |                  | 0%           | 0   | 0   | <b>0</b>     | 24%  | -81  | -81                | <b>-162</b> | 19%   | -75  | -75  | <b>-150</b> |
| <b>Net Additional Trips</b>          |                  |              | 196 | 113 | <b>309</b>   |      | 498  | 533                | <b>1031</b> |       | 740  | 743  | <b>1483</b> |

LUC 850 | PM:  $\ln(T) = 0.81 \ln(X) + 2.92$  | Saturday:  $\ln(T) = 0.74 \ln(X) + 3.41$

Trip Distribution and Assignment

As noted in the above TIS for Block 3, the main directional distribution for the development of Block 3 lands were determined using the spatial distribution of population based on the geographical location and population of each electoral ward of the City that is included in the Windsor 2016 census data. The same methodology is used for the future Business Park and Commercial land uses included in the Transportation Analysis.

**Figure 4.1** (attached) illustrates the City’s Municipal Ward Map.

**Table 4.2** summarizes the City of Windsor population information, broken down by each ward.

**TABLE 4.2: CITY OF WINDSOR WARD POPULATION**

| Ward No.     | Population    | Population % |
|--------------|---------------|--------------|
| Ward 1       | 21879         | 10%          |
| Ward 2       | 20789         | 10%          |
| Ward 3       | 22096         | 10%          |
| Ward 4       | 24670         | 11%          |
| Ward 5       | 18487         | 9%           |
| Ward 6       | 23575         | 11%          |
| Ward 7       | 24313         | 11%          |
| Ward 8       | 19071         | 9%           |
| Ward 9       | 20714         | 10%          |
| Ward 10      | 20893         | 10%          |
| <b>Total</b> | <b>216487</b> | <b>100%</b>  |

Based on the above distribution of the City’s population by electoral wards and their locations, as well as a review of the road connections and route convenience to the subject development from directional grouping of municipal wards, the following routes for (origin/destination) trip assignment were identified:



- ▶ Ward 1, 2, 3, 9, and 10: Trips from these more westerly wards have a more convenient route via E.C. Row Expressway and accessing the subject development via Jefferson Boulevard/Rose-Ville Garden Drive, and Lauzon Parkway. A relatively minor portion of the trips will use Tecumseh Road to/from the study area; as well as Riverside Drive to the north and accessing the study area via Jefferson Boulevard.
- ▶ Ward 4 & 5: Trips from these wards are most conveniently routed via Tecumseh Road, and to a lesser extent via Riverside Dr/Jefferson Boulevard.
- ▶ Ward 6: Located to the north of the study area – trips are routed via Jefferson Boulevard and Lauzon Parkway.
- ▶ Ward 7: Located to the north & east of the study area – trips are routed via Lauzon Parkway and Tecumseh Road (to/from east).
- ▶ Ward 8: Encompasses the study area- trips routed via study area roads.

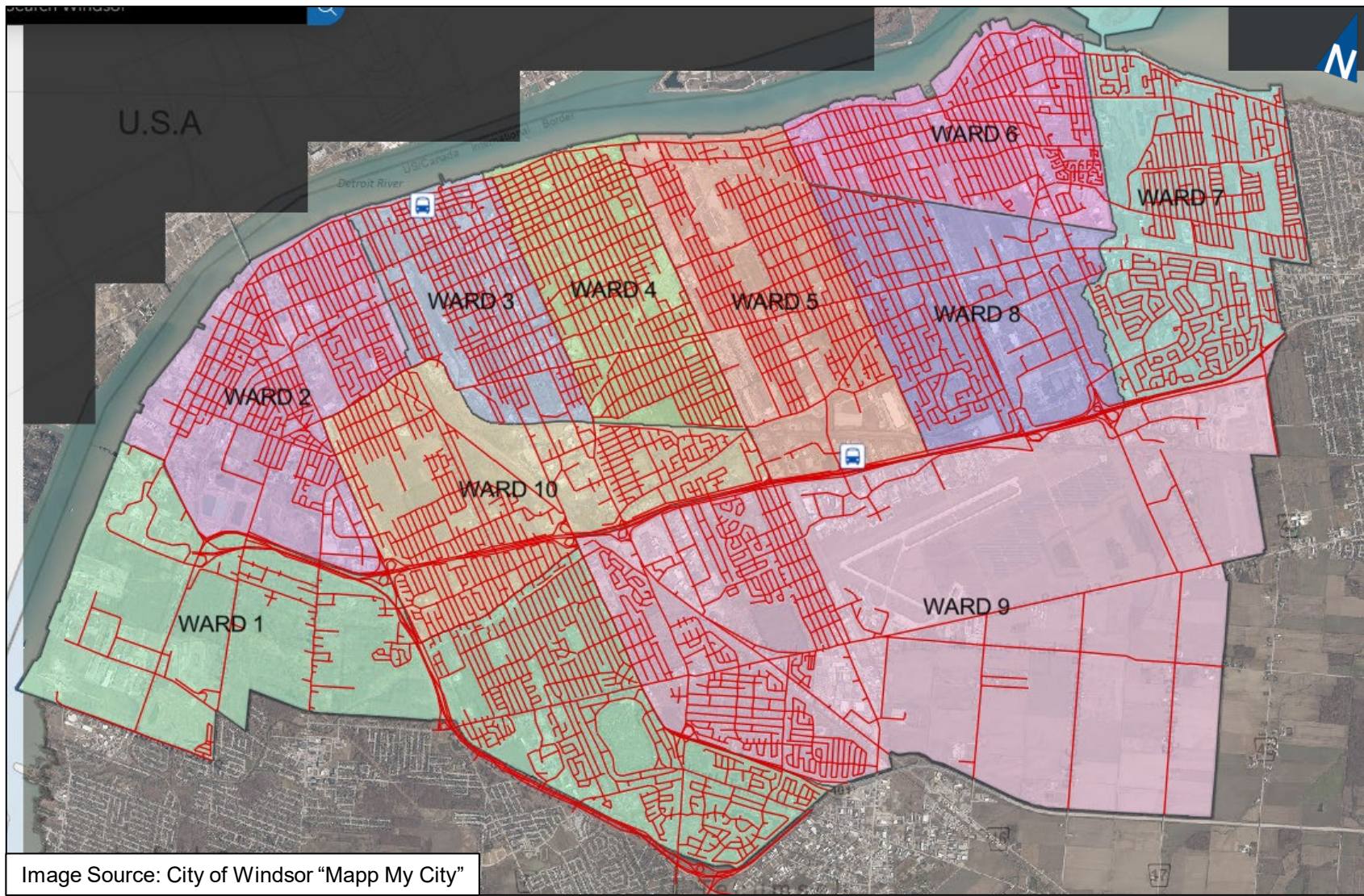
**Table 4.3** summarizes the subject development trip assignment.

**TABLE 4.3: DEVELOPMENT TRAFFIC ASSIGNMENT**

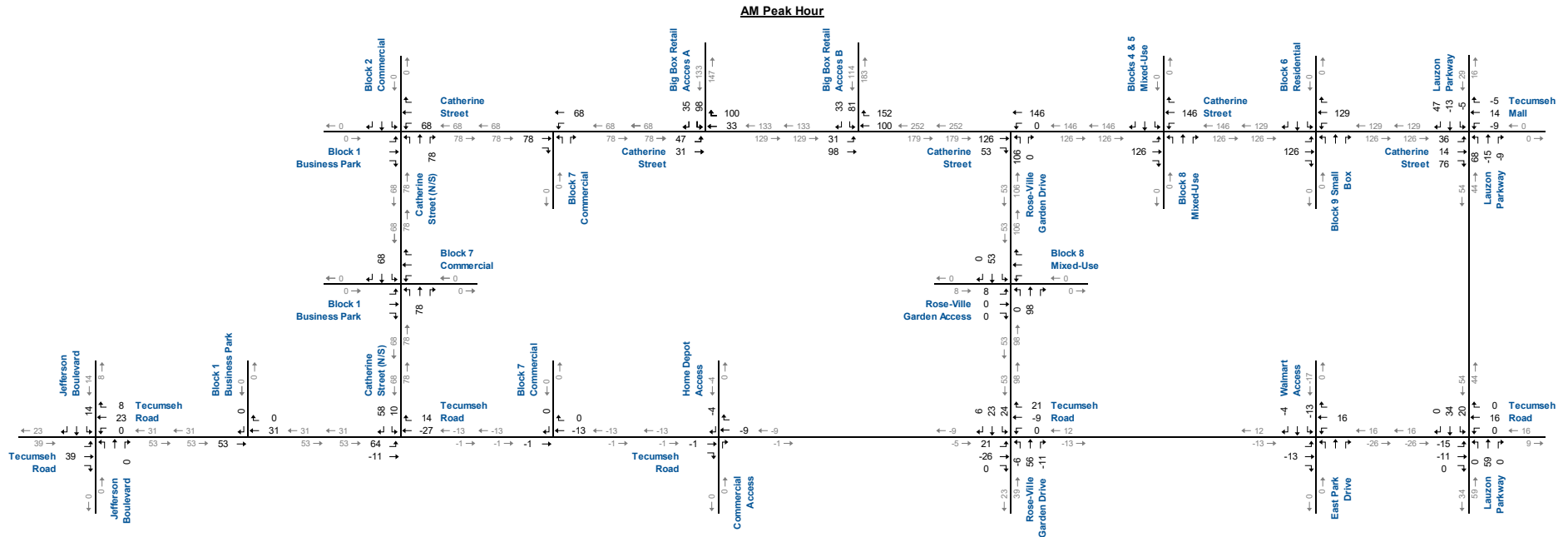
| Ward Groups (O/D)        | Route Assignment                                       | Distribution |
|--------------------------|--|--------------|
| Wards 1, 2, 3, 8, 9 & 10 | To/from West & South via ECR / Lauzon Parkway          | 30%          |
| Wards 1, 2, 3, 8, 9 & 10 | South via Jefferson Blvd/Rose-Ville Garden Dr          | 20%          |
| Wards 2, 3, 4 & 5        | West via Tecumseh Road                                 | 20%          |
| Wards 2, 3, 4, 5 & 6     | To/from West & North via Riverside Dr / Jefferson Blvd | 7%           |
| Wards 6 & 7              | To/from North via Lauzon Parkway                       | 15%          |
| Ward 7                   | East via Tecumseh Road                                 | 8%           |
| <b>Total</b>             |  | <b>100%</b>  |

**Figure 4.2a** and **Figure 4.2b** respectively illustrate Big Box Retail and Supermarket development traffic volumes.





## City of Windsor Municipal Ward Map

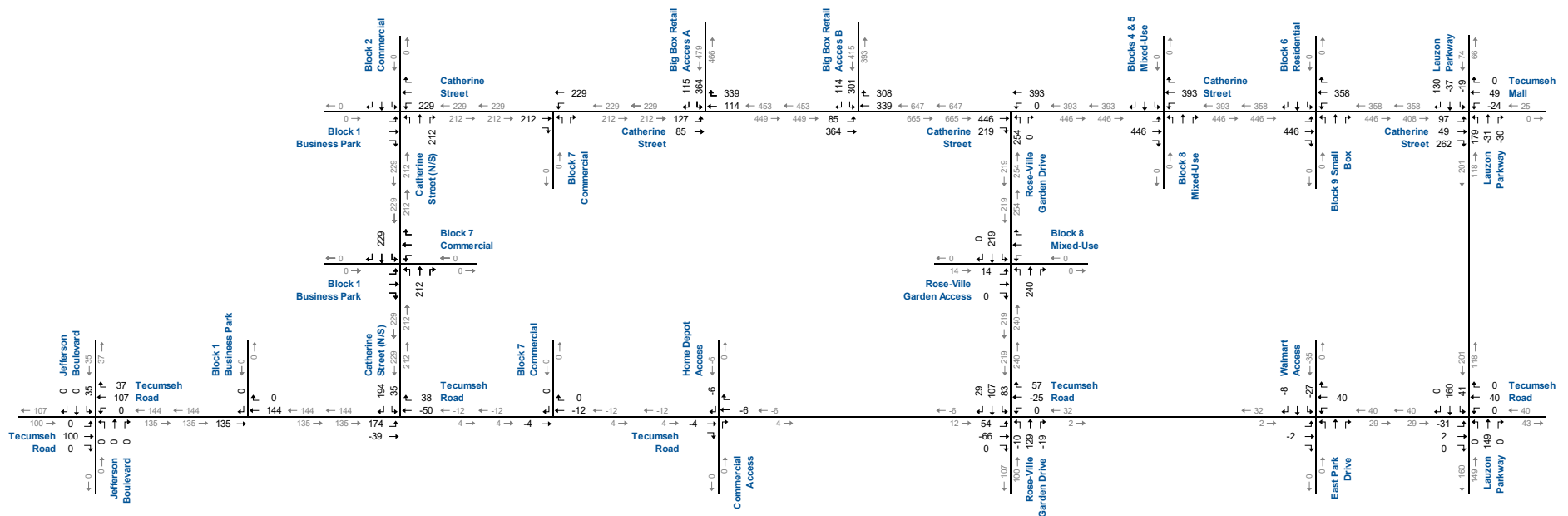


## Bix Box Retail and Supermarket Development Traffic Volumes AM Peak Hour





**PM Peak Hour**



## Bix Box Retail and Supermarket Development Traffic Volumes PM Peak Hour



Figure 4.2b

## 4.2 Residential, Mixed-Use, & Small Commercial Development (Blocks 4, 5, 6, 8 & 9)

Blocks 4, 5, 6, 8 & 9 are generally located in the easterly parts of the Planning Area and have been grouped for the purpose of trip generation, distribution and assignment.

The Mixed-Use developments are located on Blocks 4, 5, and 8; the Residential development is located on Block 6; and the Small Commercial development is located on Block 9.

The Trip Generation Estimates for the Residential, Mixed-Use, and Small Commercial developments are summarized in **Table 4.4**.

As shown in **Table 4.4**, the commercial uses are estimated to generate a total of 119 trips in the AM peak hour and 425 trips in the PM peak hour, respectively accounting for 20% and 40% of the total AM/PM peak hour trips. Given their mixed-use location and potential for internal trip capture and pass-by trips, it is reasonable to assume that these trips will not be significant new additions to trips impacting the study area. These trips will have impacts on future driveways and that should be analysed as part of future development specific traffic impact studies.

The residential development trips for the AM/PM peak hour shown in **Table 4.4** primarily correspond to home-work employment trips. Given the future employment potential in the area, including the Business Park uses, 15% of the residential trips have been assumed to be internal and added to the internal road system (i.e., Catherine Street) only. This assumption is conservative in that internal trips in the study area are unlikely to be auto-trips.

85% of the residential trips are trip interchanges with the City's employment areas and have been assigned to the study area road network based on the existing traffic distribution at the study intersections.

**Table 4.5** summarizes the trip assignment for the residential trips.

**Figure 4.3a** and **Figure 4.3b** respectively illustrate Mixed-Use/Easterly Development Block traffic volumes.



**TABLE 4.4: BLOCKS 4, 5, 6, 8, & 9 TRIP GENERATION ESTIMATES**

| Block                        | Land Use Code                               | Units/GFA      | AM Peak Hour |            |            |            | PM Peak Hour |            |            |             |
|------------------------------|---|----------------|--------------|------------|------------|------------|--------------|------------|------------|-------------|
|                              |   |                | Rate         | In         | Out        | Total      | Rate         | In         | Out        | Total       |
| 4                            | <b>221: Multifamily Housing (Mid-Rise)</b>  | 200 Units      | Eq           | 20         | 65         | <b>85</b>  | Eq           | 47         | 31         | <b>78</b>   |
|                              | <b>Commercial Uses</b>                      | 50,000 sq. ft. | 0.70         | 22         | 13         | <b>35</b>  | 2.50         | 60         | 65         | <b>125</b>  |
| 5                            | <b>221: Multifamily Housing (Mid-Rise)</b>  | 280 Units      | Eq           | 27         | 92         | <b>119</b> | Eq           | 67         | 43         | <b>110</b>  |
|                              | <b>Commercial Uses</b>                      | 70,000 sq. ft. | 0.70         | 30         | 19         | <b>49</b>  | 2.50         | 84         | 91         | <b>175</b>  |
| 6                            | <b>222: Multifamily Housing (High-Rise)</b> | 600 Units      | Eq           | 39         | 112        | <b>151</b> | Eq           | 111        | 68         | <b>179</b>  |
| 8                            | <b>221: Multifamily Housing (Mid-Rise)</b>  | 200 Units      | Eq           | 19         | 65         | <b>84</b>  | Eq           | 48         | 30         | <b>78</b>   |
|                              | <b>Commercial Uses</b>                      | 50,000 sq. ft. | 0.70         | 22         | 13         | <b>35</b>  | 2.50         | 60         | 65         | <b>125</b>  |
| 9                            | <b>822: Strip Retail Plaza (&lt;40k)</b>    | 25,000 sq. ft. | 2.36         | 35         | 24         | <b>59</b>  | Eq           | 75         | 74         | <b>149</b>  |
| <b>Total Trip Generation</b> |   |                |              | <b>214</b> | <b>403</b> | <b>617</b> |              | <b>552</b> | <b>467</b> | <b>1019</b> |

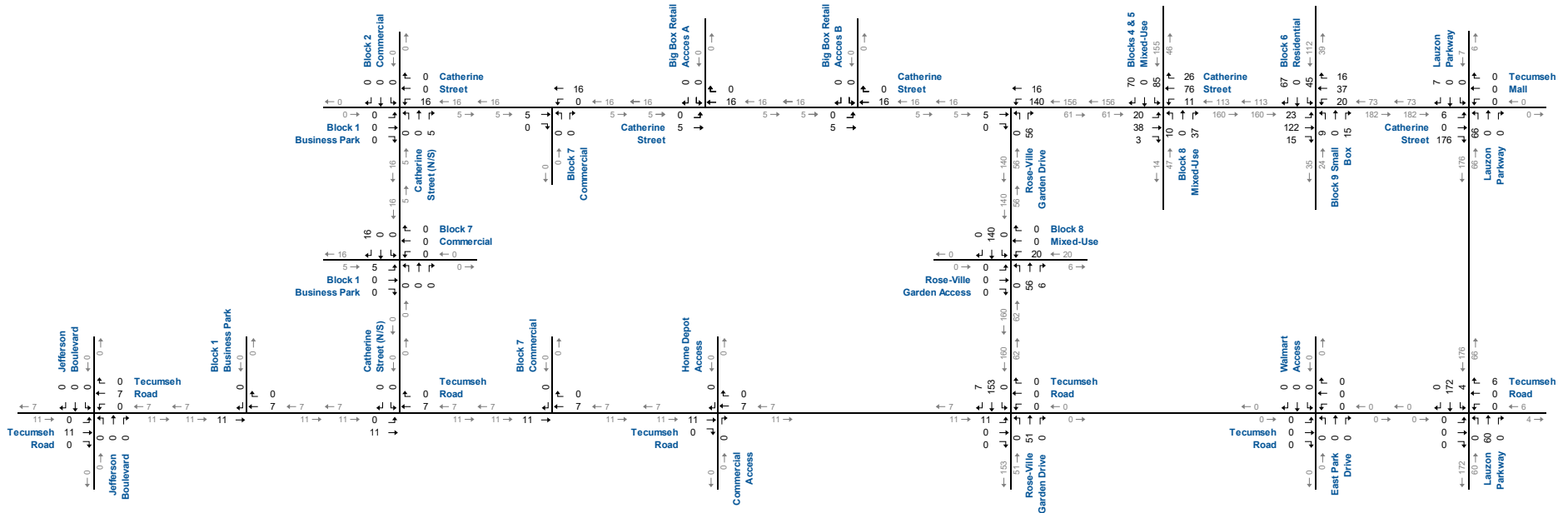
**TABLE 4.5: RESIDENTIAL TRIP ASSIGNMENT**

| Origin/Destination                 | AM Peak Hour |             | PM Peak Hour |             |
|------------------------------------|--------------|-------------|--------------|-------------|
|                                    | In           | Out         | In           | Out         |
| Business Park via Catherine Street | 15%          | 15%         | 15%          | 15%         |
| South on Lauzon Parkway            | 35%          | 50%         | 50%          | 35%         |
| South on Rose-Ville Garden Drive   | 50%          | 35%         | 35%          | 50%         |
| <b>Total</b>                       | <b>100%</b>  | <b>100%</b> | <b>100%</b>  | <b>100%</b> |



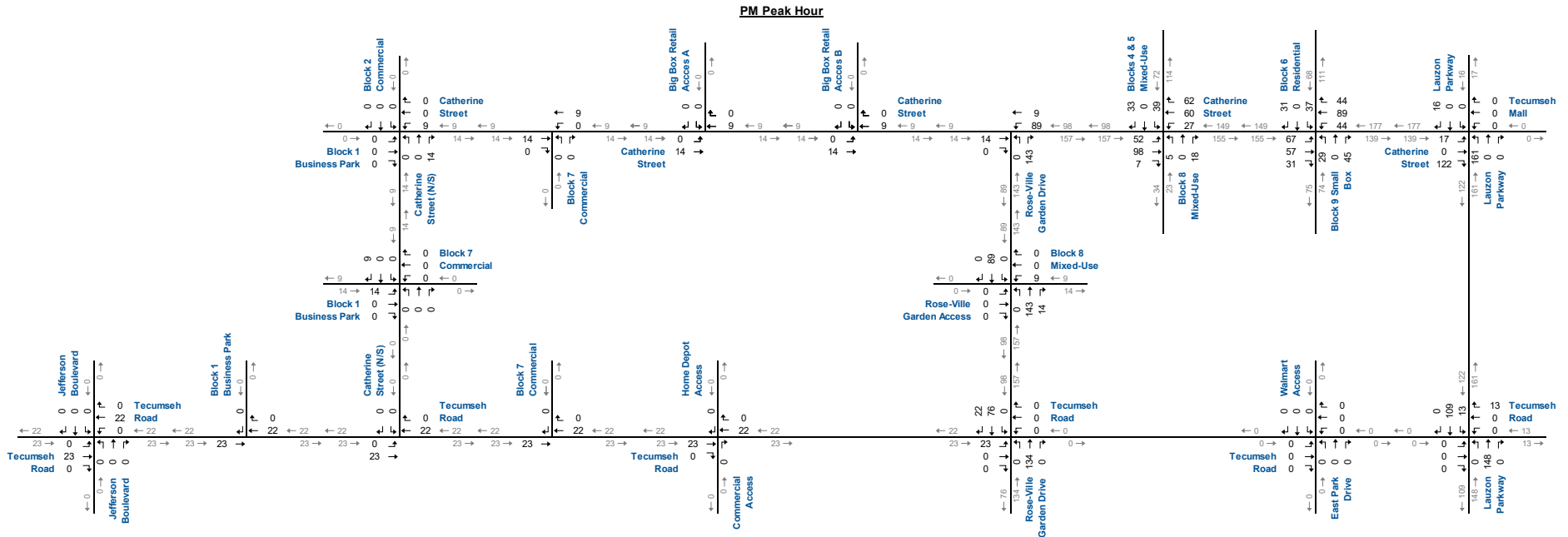


AM Peak Hour



# Development Traffic Volumes – Blocks 4, 5, 6, 8, & 9 AM Peak Hour

Figure 4.3a



# Development Traffic Volumes – Blocks 4, 5, 6, 8, & 9 PM Peak Hour

Figure 4.3b

### 4.3 Business Park (Block 1) & Commercial Developments (Blocks 2 & 7)

As noted, Business Park uses are located on Block 1, and the Commercial land uses are located on Blocks 2 & 7. The Trip Generation Estimates for the Business Park and Commercial developments are summarized in **Table 4.6**.

It is noted that the trip generation rates for the commercial uses are based on average rates reflecting the range of permissible uses and existing commercial land use traffic in the study area.

As noted, the business park and commercial trips are assigned to the road network using the same methodology applied to development traffic generated in Block 3.

**Figure 4.4a** and **Figure 4.4b** respectively illustrate Business Park and Commercial use traffic volumes.



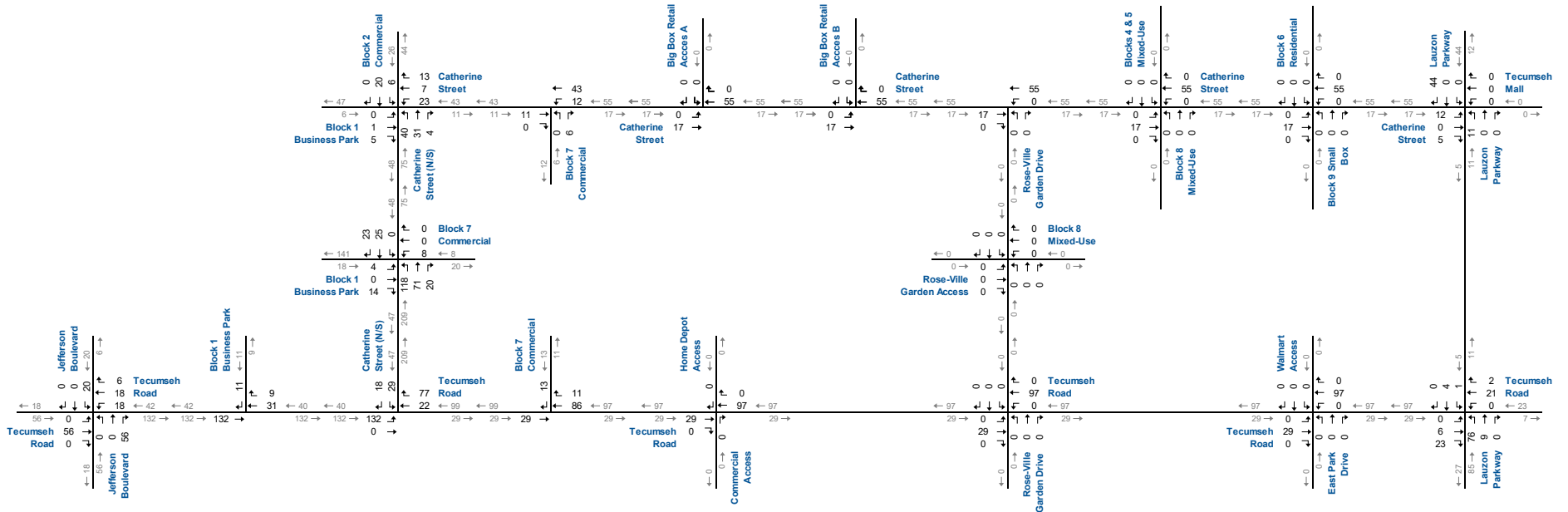
**TABLE 4.6: BLOCKS 1, 2, AND 7 TRIP GENERATION ESTIMATES**

| Block                        | Land Use Code             | GFA             | AM Peak Hour |            |           |            | PM Peak Hour |            |            |            |
|------------------------------|---------------------------|-----------------|--------------|------------|-----------|------------|--------------|------------|------------|------------|
|                              |                           |                 | Rate         | In         | Out       | Total      | Rate         | In         | Out        | Total      |
| 1                            | <b>770: Business Park</b> | 175,000 sq. ft. | Eq           | 197        | 35        | <b>232</b> | Eq           | 62         | 177        | <b>239</b> |
| 2                            | <b>Commercial Use</b>     | 100,000 sq. ft. | 0.70         | 43         | 27        | <b>70</b>  | 2.50         | 120        | 130        | <b>250</b> |
| 7                            | <b>Commercial Use</b>     | 100,000 sq. ft. | 0.70         | 44         | 26        | <b>70</b>  | 2.50         | 120        | 130        | <b>250</b> |
| <b>Total Trip Generation</b> |                           |                 |              | <b>284</b> | <b>88</b> | <b>372</b> |              | <b>302</b> | <b>437</b> | <b>739</b> |



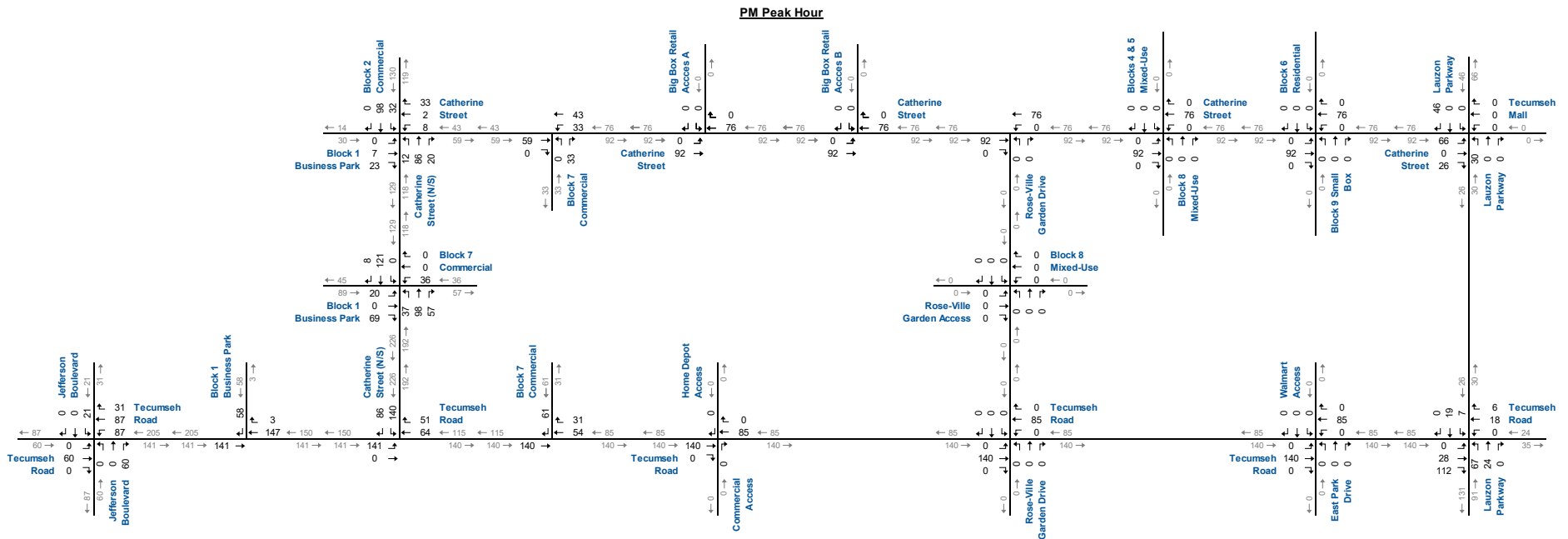


AM Peak Hour



## Business Park (Block 1) and Commercial (Blocks 2 & 7) Development Traffic Volumes AM Peak Hour





## Business Park (Block 1) and Commercial (Blocks 2 & 7) Development Traffic Volumes PM Peak Hour

## 4.4 Net Total Development Traffic Volumes

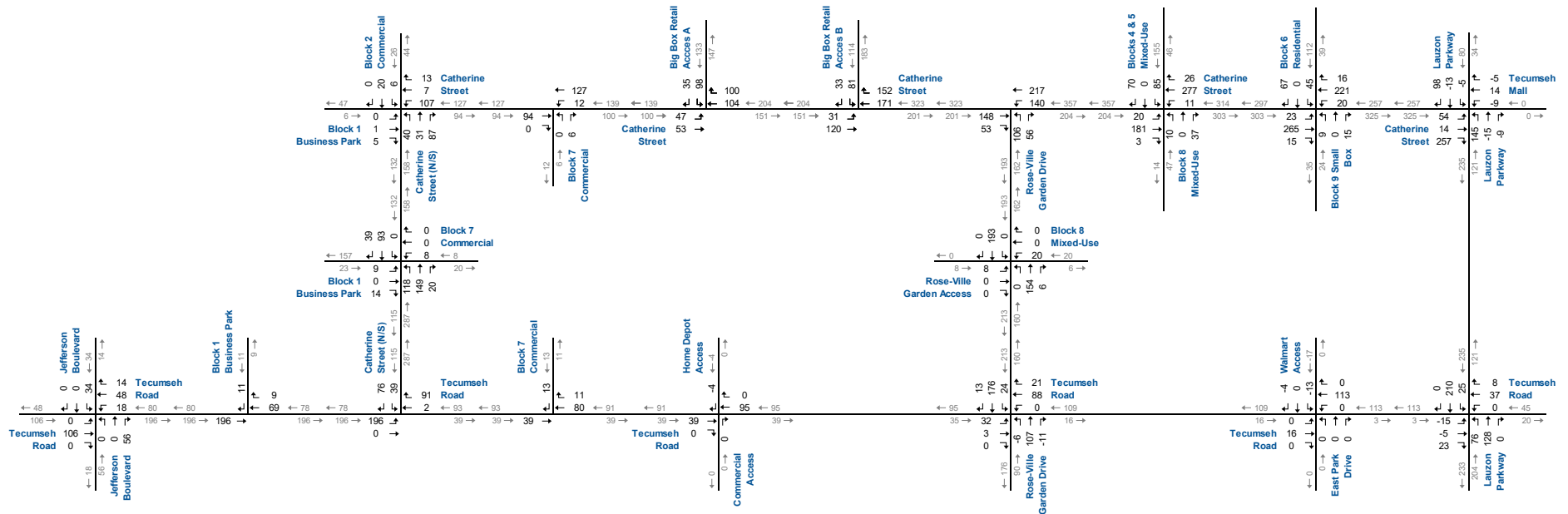
The net development traffic volumes comprise the development traffic of each of the aforementioned development blocks of the Forest Glade North Planning Area.

**Figure 4.5a** and **Figure 4.5b** respectively illustrate the net development traffic volumes of the FGN Planning Area.





**AM Peak Hour**

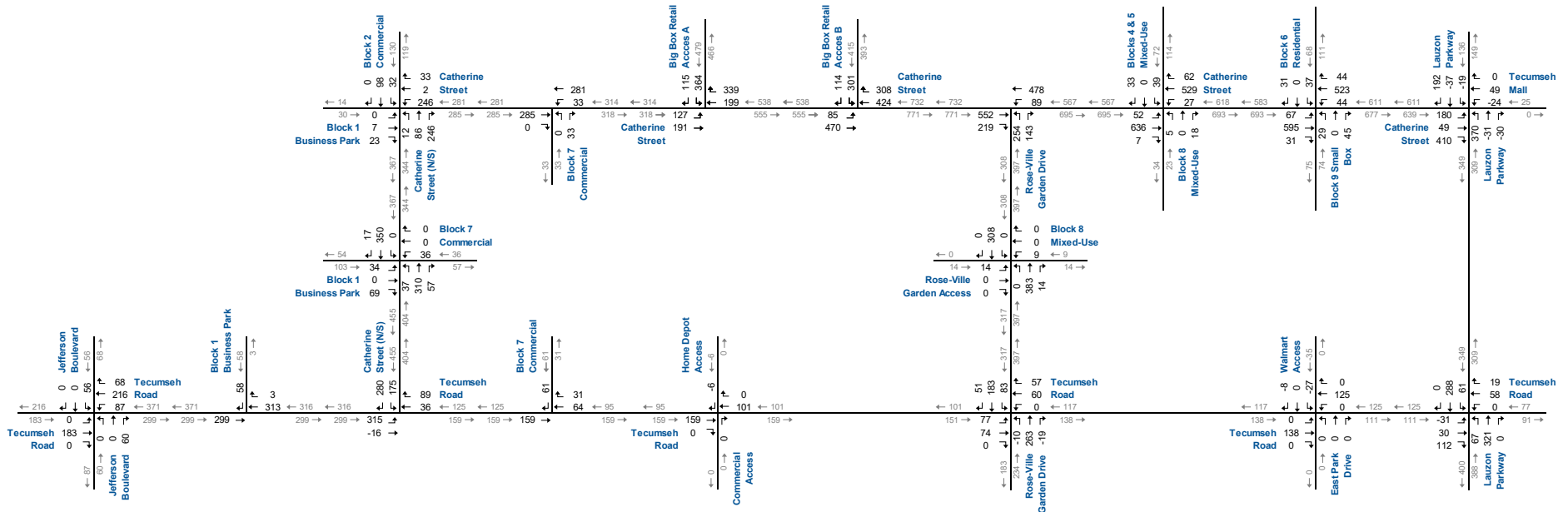


# Net Development Traffic Volumes AM Peak Hour

**Figure 4.5a**



PM Peak Hour



# Net Development Traffic Volumes PM Peak Hour

Figure 4.5b

## 5 2045 Total Traffic Conditions

The 2045 total traffic volumes, comprising 2045 background traffic volumes and FGN Planning area development traffic volumes, were used in the operational analysis for the study area intersections as outlined below.

### 5.1 Study Area Intersections

The following existing and future intersections were included in the analysis.

#### Existing Intersections:

- ▶ Catherine Street (E/W) & Lauzon Parkway;
- ▶ Lauzon Parkway & Tecumseh Road;
- ▶ Tecumseh Road & Rose-Ville Garden Drive; and
- ▶ Tecumseh Road & Jefferson Boulevard.

The above existing intersections are operating under traffic signal control.

#### New Intersections:

- ▶ Catherine Street & Rose-Ville Garden Drive; and
- ▶ Tecumseh Road & Catherine Street (N/S).

The two new intersections are assumed to be under traffic signal control.

Traffic signal control for the Tecumseh Road and Catherine Street intersection was confirmed as part of the EA study for Tecumseh Road improvements.

Signal warrant assessment was undertaken for the intersection of Catherine Street and Rose-Ville Garden Drive, and the results indicate that traffic signal control is not warranted. However, we recommend considering traffic signal control for this intersection as it involves two new road extensions and the projection of significant traffic volumes and turning movements.

**Appendix D** contains the signal warrants.

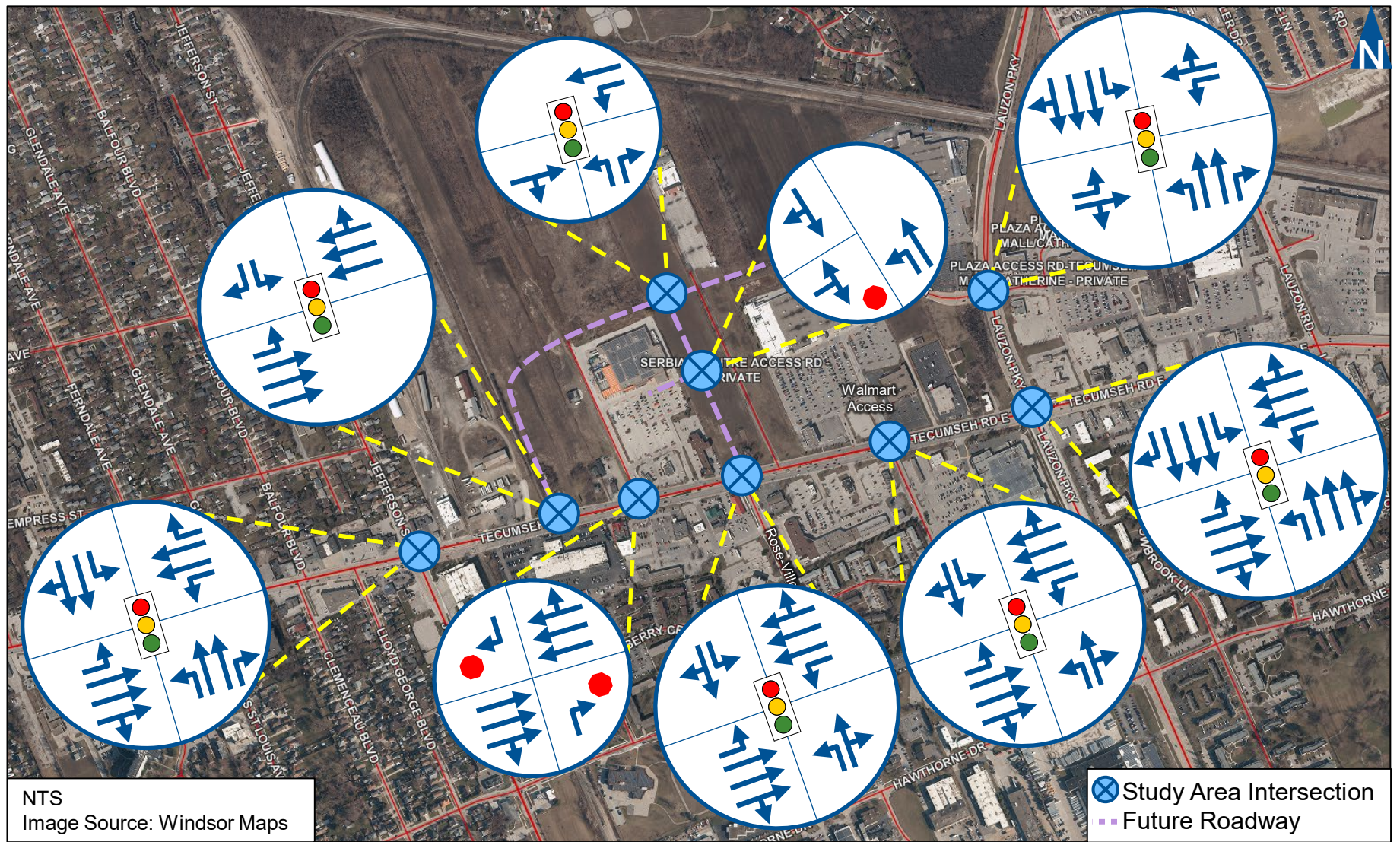
The following access arrangements are noted:



- ▶ The existing signalized Home Depot access is modified to an unsignalized RIRO access, and a new connection to Rose-Ville Garden Drive extension is identified.
- ▶ Access points to all development blocks are identified on Catherine Street and Rose-Ville Garden Drive.
- ▶ RIRO access points on Tecumseh Road are identified for Block 1 and Block 7.

**Figure 5.1** illustrates the study area intersections including lane configurations and traffic controls.





## Future Lane Configuration and Traffic Controls

## 5.2 2045 Total Traffic Operations

The Net Total Development Traffic Volumes (**Figure 4.5a/b**) and the Future (2045) Background Traffic Volumes were added to obtain the 2045 Total Traffic volumes.

**Figure 5.2a** and **Figure 5.2b** respectively illustrate the 2045 total AM and PM peak hour traffic volumes.

The 2045 total weekday AM/PM peak hour traffic volumes were analyzed using Synchro 11. The intersections were analyzed with the existing cycle length and optimized signal timing splits.

**Table 5.1a/b** and **Table 5.2a/b** summarize the results of the 2045 total traffic operations during the AM and PM peak hours at the unsignalized and signalized intersections, respectively. The results indicate that the study area intersections are forecast to operate at acceptable levels of service, except for the following critical movements at the existing study area intersections during the PM peak hour:

- ▶ Jefferson Boulevard and Tecumseh Road
  - Westbound left-turn and through movements;
  - Southbound left-turn;
- ▶ Rose-Ville Garden Drive and Tecumseh Road
  - Eastbound shared through/right-turn;
  - Westbound left-turn;
  - Northbound shared through/right-turn;
  - Southbound left-turn;
- ▶ Lauzon Parkway and Tecumseh Road
  - Eastbound shared through/right-turn;
  - Westbound left-turn;
  - Northbound left-turn and shared through/right-turn movements;
  - Southbound left-turn;
- ▶ Lauzon Parkway and Catherine Street
  - Eastbound left-turn and shared through/right-turn movements;
  - Northbound left-turn movement; and
  - Southbound shared through/right-turn.



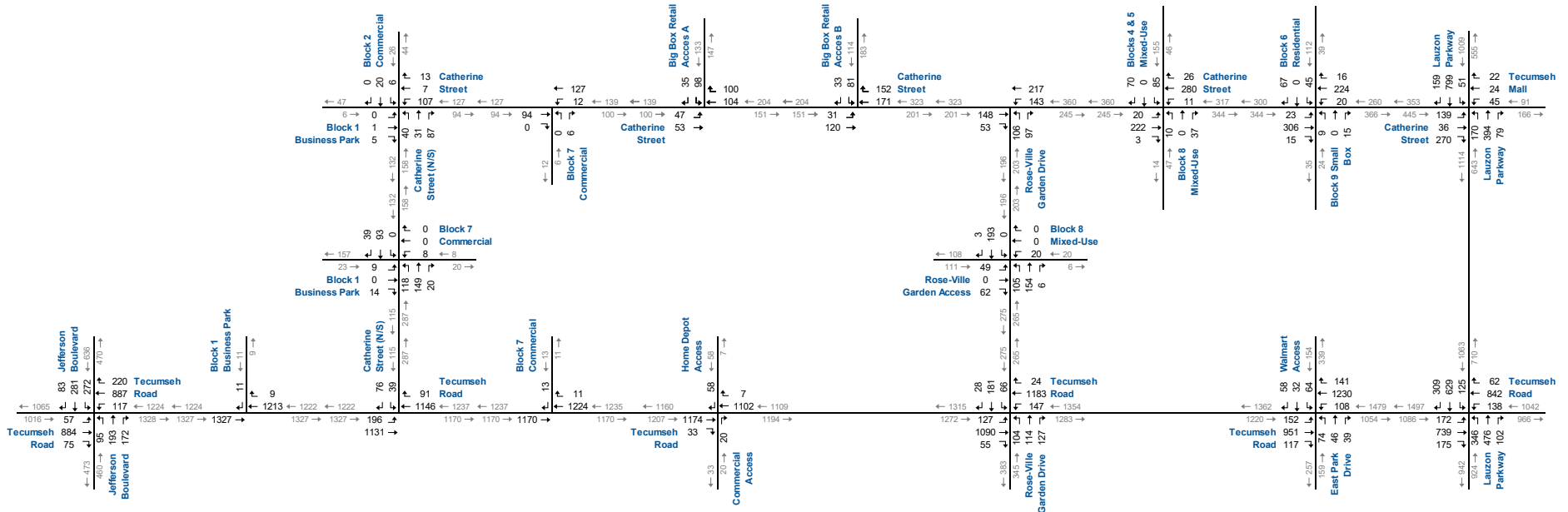


**Appendix E** summarizes the results of the 2045 AM/PM peak hour intersection operational analysis.





AM Peak Hour

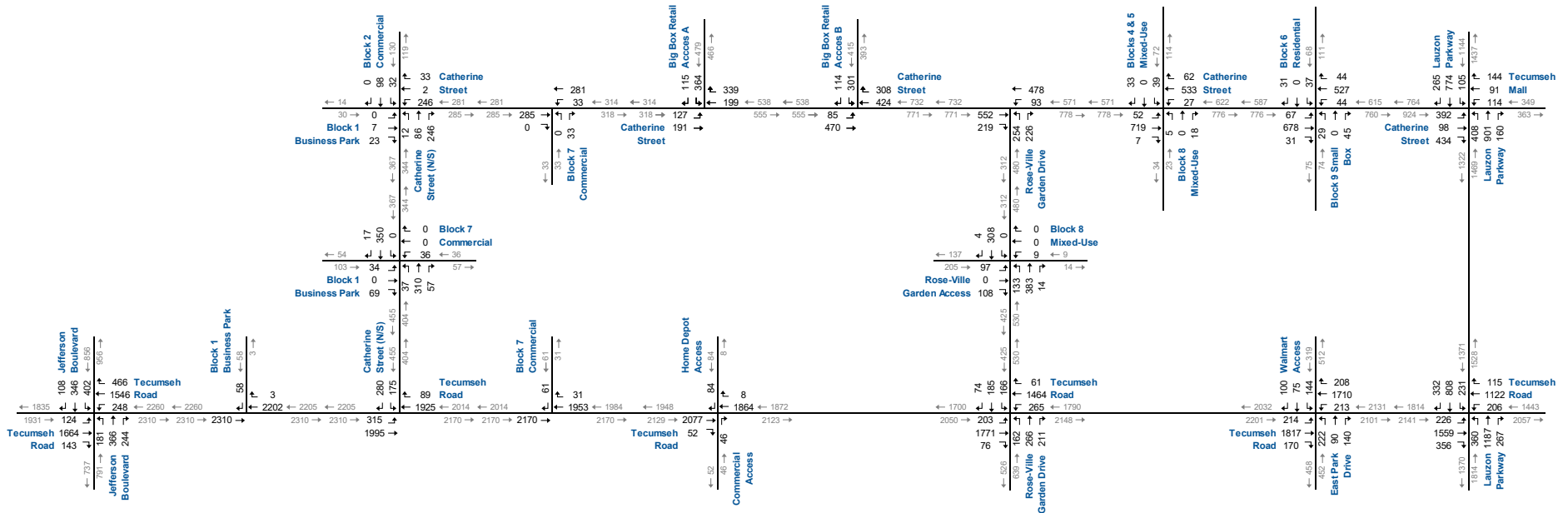


2045 Total Traffic Volumes  
AM Peak Hour





PM Peak Hour



# 2045 Total Traffic Volumes PM Peak Hour



Figure 5.2b

**TABLE 5.1A: 2045 TOTAL TRAFFIC OPERATIONS – AM PEAK HOUR, UNSIGNALIZED INTERSECTIONS**

| Analysis Period                    | Intersection   | Control Type    | MOE                          | Direction/Movement/Approach |         |       |          |           |         |       |          |            |                  |       |                  |                 |                 |            |          | Overall |
|------------------------------------|--|-----------------|------------------------------|-----------------------------|---------|-------|----------|-----------|---------|-------|----------|------------|------------------|-------|------------------|-----------------|-----------------|------------|----------|---------|
|                                    |  |                 |                              | Eastbound                   |         |       |          | Westbound |         |       |          | Northbound |                  |       |                  | Southbound      |                 |            |          |         |
|                                    |  |                 |                              | Left                        | Through | Right | Approach | Left      | Through | Right | Approach | Left       | Through          | Right | Approach         | Left            | Through         | Right      | Approach |         |
| AM Peak Hour                       | Commercial Access/Home Depot Access & Tecumseh Road                  | TWSC            | LOS Delay V/C Q              | < 0.00 0                    | A > 0   | > 0   | A 0      | > 0       | A 0     | > 0   | > 0      | > 0        | > 0              | > 0   | > 0              | C 17            | > 0.07 2        | > 0.19 5   | C 17     |         |
|                                    | Block 2 Commercial & Block 1 Business Park/Catherine Street          | AWSC            | LOS Delay V/C Q              | < 0.01 0                    | A > 8   | > 8   | A 8      | > 8       | A 8     | > 8   | A 9      | > 9        | A 9              | > 8   | A 8              | > 8             | > 0.04 1        | > 0.04 1   | A 8      | A 9     |
|                                    | Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial    | TWSC            | LOS Delay V/C Q Stor. Avail. | < 0.04 1 - -                | B > 11  | > 11  | B 11     | > 11      | B 14    | > 14  | B 14     | > 14       | A 8              | A 0   | A 3              | > 0             | 0.00 0          | 0.00 0     | A 0      |         |
|                                    | Block 7 Commercial & Catherine Street                                | TWSC            | LOS Delay V/C Q Stor. Avail. | < 0.00 0 - -                | A > 0   | > 0   | A 0      | > 0       | A 1     | > 1   | A 1      | > 1        | A 9              | > 0   | A 9              | > 0             | > 0             | > 0        |          |         |
|                                    | Catherine Street & Big Box Retail Access A                           | TWSC            | LOS Delay V/C Q Stor. Avail. | 0.04 1 15 14                | A > 0   | > 0   | A 4      | > 0       | A 0     | > 0   | A 0      | > 0        |                  |       |                  | B 11            | 0.16 4 - -      | A 9 1 - -  | B 11     |         |
|                                    | Catherine Street & Big Box Retail Access B                           | TWSC            | LOS Delay V/C Q Stor. Avail. | 0.03 1 15 14                | A > 0   | > 0   | A 2      | > 0       | A 0     | > 0   | A 0      | > 0        |                  |       |                  | B 12            | 0.15 4 - -      | A 10 1 - - | B 11     |         |
|                                    | Block 8 Mixed-Use/Blocks 4 & 5 Mixed-Use & Catherine Street          | TWSC            | LOS Delay V/C Q Stor. Avail. | 0.02 1 15 14                | A > 0   | > 0   | A 1      | > 0       | A 0     | > 0   | A 0      | > 0        | < 0.08 2 - -     | B 12  | < 0.36 12 - -    | C 17            | > 0.36 12 - -   | C 17       |          |         |
|                                    | Block 9 Small Box Commercial/Block 6 Residential & Catherine Street  | TWSC            | LOS Delay V/C Q Stor. Avail. | 0.02 1 15 14                | A > 0   | > 0   | A 0      | > 0       | A 1     | > 1   | A 1      | > 1        | < 0.06 2 - -     | B 13  | < 0.24 7 - -     | B 14            | > 0.24 7 - -    | B 14       |          |         |
|                                    | Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 8 Mixed-Use | TWSC            | LOS Delay V/C Q Stor. Avail. | < 0.22 6 - -                | B > 14  | > 14  | B 14     | > 14      | C 17    | > 17  | C 17     | > 17       | A 8 0.08 2 15 13 | A 3   | A 0 0.00 0 15 15 | A 0 0.00 0 15 - | A 0 0.00 0 15 - | A 0        |          |         |
|                                    | Tecumseh Road & Block 1 Business Park                                | TWSC            | LOS Delay V/C Q              | < 0.00 0                    | A > 0   | > 0   | A 0      | > 0       | A 0     | > 0   | A 0      | > 0        |                  |       |                  |                 |                 | C 16       | 0.04 1   | C 16    |
| Tecumseh Road & Block 7 Commercial | TWSC   | LOS Delay V/C Q | < 0.00 0                     | A > 0                       | > 0     | A 0   | > 0      | A 0       | > 0     | A 0   | > 0      |            |                  |       |                  |                 | C 16            | 0.04 1     | C 16     |         |

MOE - Measure of Effectiveness  
 LOS - Level of Service  
 Delay - Average Delay per Vehicle in Seconds  
 V/C - Volume to Capacity Ratio  
 Q - 95th Percentile Queue Length (m)  
 Stor. - Existing Storage (m)  
 Avail. - Available Storage (m)  
 TWSC - Two-Way Stop Control  
 AWSC - All-Way Stop Control  
 </> - Shared with through movement



**TABLE 5.1B: 2045 TOTAL TRAFFIC OPERATIONS – PM PEAK HOUR, UNSIGNALIZED INTERSECTIONS**

| Analysis Period                    | Intersection   | Control Type    | MOE                          | Direction/Movement/Approach |                |                  |                 |                  |                  |                  |                  |              |                  |                |                    |                 |              |       |          | Overall |
|------------------------------------|--|-----------------|------------------------------|-----------------------------|----------------|------------------|-----------------|------------------|------------------|------------------|------------------|--------------|------------------|----------------|--------------------|-----------------|--------------|-------|----------|---------|
|                                    |  |                 |                              | Eastbound                   |                |                  |                 | Westbound        |                  |                  |                  | Northbound   |                  |                |                    | Southbound      |              |       |          |         |
|                                    |  |                 |                              | Left                        | Through        | Right            | Approach        | Left             | Through          | Right            | Approach         | Left         | Through          | Right          | Approach           | Left            | Through      | Right | Approach |         |
| PM Peak Hour                       | Commercial Access/Home Depot Access & Tecumseh Road                  | TWSC            | LOS Delay V/C Q              | A 0 0.00 0                  | > > >          | A 0 0.00 0       | > > >           | A 0 0.00 0       | > > >            |                  |                  |              |                  | E 39 0.33 10   | > > >              | E 48 0.60 26    | > > >        | E 48  |          |         |
|                                    | Block 2 Commercial & Block 1 Business Park/Catherine Street          | AWSC            | LOS Delay V/C Q              | < 10 0.49 2                 | > > >          | A 15 0.49 20     | > > >           | C 8 0.06 2       | > > >            | C 14             | A 9 0.02 1       | B 14 0.54 24 | > > >            | B 14           | < 11 0.25 8        | > > >           | B 11         | B 14  |          |         |
|                                    | Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial    | TWSC            | LOS Delay V/C Q Stor. Avail. | < 16 0.25 8 - -             | > > >          | C 20 0.17 4 - -  | > > >           | C 24             | A 8 0.04 1 15 14 | > > >            | A 0 0.00 0 - -   | > > >        | A 1              | A 0 0.00 15 15 | > > >              | A 0             | > > >        | A 0   |          |         |
|                                    | Block 7 Commercial & Catherine Street                                | TWSC            | LOS Delay V/C Q Stor. Avail. | A 0 0.00 - -                | > > >          | A 8 0.03 1 15 14 | > > >           | A 1              | B 10 0.05 2 - -  | > > >            |                  |              | > > >            | B 10           |                    |                 |              |       |          |         |
|                                    | Catherine Street & Big Box Retail Access A                           | TWSC            | LOS Delay V/C Q Stor. Avail. | A 9 0.14 4 15 11            | A 0 0.00 0 - - | > > >            | A 4             | A 0 0.00 0 - -   | > > >            | A 0              |                  |              |                  |                | D 30 0.67 35 - -   | B 12 0.22 6 - - | > > >        | C 23  |          |         |
|                                    | Catherine Street & Big Box Retail Access B                           | TWSC            | LOS Delay V/C Q Stor. Avail. | A 10 0.11 3 15 12           | A 0 0.00 0 - - | > > >            | A 2             | A 0 0.00 0 - -   | > > >            | A 0              |                  |              |                  |                | F 188 1.30 147 - - | B 14 0.21 6 - - | > > >        | F 154 |          |         |
|                                    | Block 8 Mixed-Use/Blocks 4 & 5 Mixed-Use & Catherine Street          | TWSC            | LOS Delay V/C Q Stor. Avail. | A 9 0.06 2 15 13            | A 0 0.00 0 - - | > > >            | A 1             | A 9 0.03 1 15 14 | > > >            | A 0              | < 24 0.12 3 - -  | C 24         | < 64 0.58 22 - - | > > >          | F 64               | > > >           | F 64         |       |          |         |
|                                    | Block 9 Small Box Commercial/Block 6 Residential & Catherine Street  | TWSC            | LOS Delay V/C Q Stor. Avail. | A 9 0.08 2 15 13            | A 0 0.00 0 - - | > > >            | A 1             | A 9 0.06 2 15 13 | > > >            | A 1              | < 53 0.53 20 - - | F 53         | < 78 0.63 24 - - | > > >          | F 78               | > > >           | F 78         |       |          |         |
|                                    | Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 8 Mixed-Use | TWSC            | LOS Delay V/C Q Stor. Avail. | < 43 0.70 36 - -            | > > >          | E 43             | < 30 0.07 2 - - | > > >            | D 30             | A 8 0.12 3 15 12 | A 0 0.00 0 - -   | > > >        | A 2              | A 0 0.00 15 15 | > > >              | A 0             | > > >        | A 0   |          |         |
|                                    | Tecumseh Road & Block 1 Business Park                                | TWSC            | LOS Delay V/C Q              | A 0 0.00 0                  | > > >          | A 0 0.00 0       | > > >           | A 0              |                  |                  |                  |              |                  |                |                    |                 | E 44 0.41 14 | > > > | E 44     |         |
| Tecumseh Road & Block 7 Commercial | TWSC   | LOS Delay V/C Q | A 0 0.00 0                   | > > >                       | A 0 0.00 0     | > > >            | A 0             |                  |                  |                  |                  |              |                  |                |                    | E 35 0.36 11    | > > >        | E 35  |          |         |

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 LOS - Level of Service  
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 Q - 95th Percentile Queue Length (m)  
 Stor. - Existing Storage (m)  
 Avail. - Available Storage (m)  
 TWSC - Two-Way Stop Control  
 AWSC - All-Way Stop Control  
 </> - Shared with through movement



**TABLE 5.2A: 2045 TOTAL TRAFFIC OPERATIONS – AM PEAK HOUR, SIGNALIZED INTERSECTIONS**

| Analysis Period | Intersection                                    | Control Type | MOE                                      | Direction/Movement/Approach       |                                   |                  |          |                                    |                                   |                                   |          |                                   |                                   |                                   |          |                                    |                                    |                                    |          | Overall |         |
|-----------------|---|--------------|--|-----------------------------------|-----------------------------------|------------------|----------|------------------------------------|-----------------------------------|-----------------------------------|----------|-----------------------------------|-----------------------------------|-----------------------------------|----------|------------------------------------|------------------------------------|------------------------------------|----------|---------|---------|
|                 |   |              |  | Eastbound                         |                                   |                  |          | Westbound                          |                                   |                                   |          | Northbound                        |                                   |                                   |          | Southbound                         |                                    |                                    |          |         |         |
|                 |   |              |  | Left                              | Through                           | Right            | Approach | Left                               | Through                           | Right                             | Approach | Left                              | Through                           | Right                             | Approach | Left                               | Through                            | Right                              | Approach |         |         |
| AM Peak Hour    | Jefferson Boulevard & Tecumseh Road             | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | B<br>14<br>0.22<br>8<br>55<br>47  | B<br>18<br>0.44<br>61<br>-><br>-> | ><br>><br>><br>> | B<br>18  | B<br>13<br>0.39<br>16<br>95<br>79  | B<br>20<br>0.59<br>86<br>-><br>-> | B<br>16<br>0.32<br>44<br>-><br>-> | B<br>18  | C<br>32<br>0.40<br>28<br>65<br>37 | D<br>38<br>0.38<br>32<br>-><br>-> | D<br>45<br>0.76<br>62<br>60<br>-2 | D<br>39  | E<br>60<br>0.89<br>61<br>45<br>-16 | D<br>41<br>0.65<br>62<br>-><br>->  | ><br>><br>><br>>                   | D<br>49  | C<br>27 |         |
|                 | Tecumseh Road & Catherine Street (N/S)          | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | C<br>26<br>0.73<br>37<br>45<br>8  | B<br>18<br>0.50<br>68<br>-><br>-> | ><br>><br>><br>> | B<br>19  | C<br>32<br>0.76<br>98<br>-><br>->  | ><br>><br>><br>>                  | C<br>32                           |          |                                   |                                   |                                   |          | B<br>18<br>0.06<br>8<br>50<br>42   | B<br>18<br>0.13<br>53<br>-><br>->  | ><br>><br>><br>>                   | B<br>18  | C<br>25 |         |
|                 | Rose-Ville Garden Drive & Tecumseh Road         | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | B<br>18<br>0.41<br>23<br>25<br>2  | B<br>14<br>0.41<br>58<br>-><br>-> | ><br>><br>><br>> | B<br>14  | A<br>9<br>0.41<br>11<br>50<br>39   | A<br>0<br>0.36<br>2<br>-><br>->   | ><br>><br>><br>>                  | A<br>1   | D<br>45<br>0.50<br>34<br>50<br>16 | D<br>37<br>0.64<br>68<br>-><br>-> | ><br>><br>><br>>                  | D<br>40  | D<br>45<br>0.38<br>22<br>120<br>98 | D<br>35<br>0.52<br>58<br>-><br>->  | ><br>><br>><br>>                   | D<br>38  | B<br>13 |         |
|                 | East Park Drive/Walmart Access & Tecumseh Road  | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | A<br>6<br>0.41<br>10<br>65<br>55  | B<br>17<br>0.38<br>70<br>-><br>-> | ><br>><br>><br>> | B<br>15  | A<br>6<br>0.29<br>6<br>40<br>34    | A<br>1<br>0.48<br>2<br>-><br>->   | ><br>><br>><br>>                  | A<br>1   | D<br>44<br>0.40<br>26<br>25<br>-1 | D<br>38<br>0.33<br>27<br>-><br>-> | ><br>><br>><br>>                  | D<br>41  | D<br>43<br>0.32<br>22<br>20<br>-2  | D<br>38<br>0.36<br>28<br>-><br>->  | ><br>><br>><br>>                   | D<br>40  | B<br>11 |         |
|                 | Lauzon Parkway & Tecumseh Road                  | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | C<br>30<br>0.66<br>41<br>90<br>49 | D<br>41<br>0.58<br>98<br>-><br>-> | ><br>><br>><br>> | D<br>40  | C<br>25<br>0.55<br>28<br>120<br>92 | C<br>30<br>0.57<br>73<br>-><br>-> | ><br>><br>><br>>                  | C<br>30  | D<br>37<br>0.85<br>84<br>90<br>6  | C<br>26<br>0.36<br>44<br>-><br>-> | ><br>><br>><br>>                  | C<br>30  | C<br>28<br>0.40<br>30<br>70<br>40  | D<br>35<br>0.58<br>58<br>70<br>-44 | E<br>70<br>0.94<br>114<br>70<br>-> | D<br>44  | D<br>36 |         |
|                 | Rose-Ville Garden Drive & Catherine Street      | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. |                                   | B<br>13<br>0.41<br>15<br>-><br>-> | ><br>><br>><br>> | B<br>13  | B<br>17<br>0.39<br>14<br>15<br>1   | B<br>13<br>0.42<br>16<br>-><br>-> | ><br>><br>><br>>                  | B<br>14  | A<br>8<br>0.15<br>5<br>100<br>95  | A<br>8<br>0.15<br>5<br>-><br>->   | ><br>><br>><br>>                  | A<br>8   |                                    |                                    |                                    |          |         | B<br>12 |
|                 | Lauzon Parkway & Catherine Street/Tecumseh Mall | TCS          | LOS Delay<br>V/C<br>Q<br>Stor.<br>Avail. | C<br>32<br>0.36<br>40<br>-><br>-> | D<br>38<br>0.74<br>89<br>-><br>-> | ><br>><br>><br>> | D<br>36  | D<br>47<br>0.37<br>16<br>80<br>64  | C<br>27<br>0.10<br>11<br>-><br>-> | ><br>><br>><br>>                  | D<br>37  | B<br>14<br>0.51<br>23<br>20<br>-3 | C<br>26<br>0.25<br>56<br>-><br>-> | C<br>23<br>0.11<br>20<br>-><br>-> | C<br>22  | B<br>12<br>0.12<br>7<br>115<br>108 | B<br>18<br>0.44<br>60<br>-><br>->  | ><br>><br>><br>>                   | B<br>18  | C<br>24 |         |

MOE - Measure of Effectiveness      Q - 95th Percentile Queue Length (m)      </> - Shared with through movement  
 LOS - Level of Service      Stor. - Existing Storage (m)  
 Delay - Average Delay per Vehicle in Seconds      Avail. - Available Storage (m)  
 V/C - Volume to Capacity Ratio      TCS - Traffic Control Signal

**TABLE 5.2B: 2045 TOTAL TRAFFIC OPERATIONS – PM PEAK HOUR, SIGNALIZED INTERSECTIONS**

| Analysis Period | Intersection                                    | Control Type | MOE   | Direction/Movement/Approach         |                                     |                       |                        |                                     |                                    |                                   |                       |                                      |                                     |                                   |                        |                                       |  |                                   |                        | Overall               |                       |
|-----------------|---|--------------|---|-------------------------------------|-------------------------------------|-----------------------|------------------------|-------------------------------------|------------------------------------|-----------------------------------|-----------------------|--------------------------------------|-------------------------------------|-----------------------------------|------------------------|---------------------------------------|--|-----------------------------------|------------------------|-----------------------|-----------------------|
|                 |   |              |   | Eastbound                           |                                     |                       |                        | Westbound                           |                                    |                                   |                       | Northbound                           |                                     |                                   |                        | Southbound                            |  |                                   |                        |                       |                       |
|                 |   |              |   | Left                                | Through                             | Right                 | Approach               | Left                                | Through                            | Right                             | Approach              | Left                                 | Through                             | Right                             | Approach               | Left                                  | Through                                  | Right                             | Approach               |                       |                       |
| PM Peak Hour    | Jefferson Boulevard & Tecumseh Road             | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>47<br>0.80<br>24<br>55<br>31   | D<br>47<br>0.95<br>117<br>-><br>->  | ><br>><br>><br>><br>> | <b>D</b><br><b>50</b>  | F<br>109<br>1.07<br>96<br>95<br>-1  | E<br>73<br>1.07<br>194<br>-><br>-> | C<br>30<br>0.72<br>74<br>-><br>-> | <b>E</b><br><b>68</b> | D<br>39<br>0.70<br>40<br>65<br>25    | D<br>37<br>0.50<br>42<br>-><br>->   | D<br>49<br>0.79<br>68<br>60<br>-8 | <b>D</b><br><b>41</b>  | F<br>269<br>1.47<br>270<br>45<br>-225 | D<br>41<br>0.63<br>57<br>-><br>->        | ><br>><br>><br>><br>>             | <b>F</b><br><b>148</b> | <b>E</b><br><b>70</b> |                       |
|                 | Tecumseh Road & Catherine Street (N/S)          | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | E<br>64<br>0.93<br>80<br>45<br>-35  | B<br>12<br>0.64<br>2<br>-><br>->    | ><br>><br>><br>><br>> | <b>B</b><br><b>19</b>  | D<br>36<br>0.91<br>105<br>-><br>->  | ><br>><br>><br>><br>>              | ><br>><br>><br>><br>>             | <b>D</b><br><b>38</b> |                                      |                                     |                                   |                        | D<br>38<br>0.43<br>40<br>50<br>10     | E<br>56<br>0.81<br>197<br>-><br>->       | <b>D</b><br><b>49</b>             | <b>C</b><br><b>30</b>  |                       |                       |
|                 | Rose-Ville Garden Drive & Tecumseh Road         | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>43<br>0.85<br>34<br>50<br>16   | F<br>80<br>1.05<br>190<br>-><br>->  | ><br>><br>><br>><br>> | <b>E</b><br><b>71</b>  | F<br>84<br>1.04<br>77<br>50<br>-27  | D<br>45<br>0.80<br>111<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br><b>52</b> | D<br>37<br>0.51<br>38<br>50<br>12    | F<br>135<br>1.16<br>217<br>-><br>-> | ><br>><br>><br>><br>>             | <b>F</b><br><b>110</b> | F<br>102<br>1.01<br>68<br>120<br>52   | C<br>26<br>0.39<br>37<br>-><br>->        | ><br>><br>><br>><br>>             | <b>E</b><br><b>58</b>  | <b>E</b><br><b>68</b> |                       |
|                 | East Park Drive/Walmart Access & Tecumseh Road  | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>36<br>0.87<br>19<br>65<br>46   | C<br>31<br>0.79<br>64<br>-><br>->   | ><br>><br>><br>><br>> | <b>C</b><br><b>31</b>  | C<br>34<br>0.84<br>15<br>40<br>25   | D<br>43<br>0.83<br>146<br>-><br>-> | ><br>><br>><br>><br>>             | <b>D</b><br><b>43</b> | D<br>55<br>0.73<br>57<br>25<br>-32   | C<br>35<br>0.49<br>44<br>-><br>->   | ><br>><br>><br>><br>>             | <b>D</b><br><b>44</b>  | D<br>51<br>0.64<br>44<br>20<br>-24    | C<br>34<br>0.42<br>36<br>-><br>->        | ><br>><br>><br>><br>>             | <b>D</b><br><b>42</b>  | <b>D</b><br><b>38</b> |                       |
|                 | Lauzon Parkway & Tecumseh Road                  | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | D<br>44<br>0.89<br>38<br>90<br>52   | F<br>105<br>1.11<br>242<br>-><br>-> | ><br>><br>><br>><br>> | <b>F</b><br><b>103</b> | F<br>180<br>1.25<br>112<br>120<br>8 | D<br>39<br>0.79<br>80<br>-><br>->  | ><br>><br>><br>><br>>             | <b>E</b><br><b>61</b> | F<br>153<br>1.22<br>164<br>90<br>-74 | F<br>91<br>1.08<br>161<br>-><br>->  | ><br>><br>><br>><br>>             | <b>F</b><br><b>106</b> | F<br>94<br>1.09<br>70<br>70<br>0      | D<br>45<br>0.63<br>56<br>81<br>70<br>-11 | E<br>56<br>0.87<br>81<br>70<br>-> | <b>E</b><br><b>56</b>  | <b>F</b><br><b>85</b> |                       |
|                 | Rose-Ville Garden Drive & Catherine Street      | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. |                                     | C<br>22<br>0.87<br>32<br>-><br>->   | ><br>><br>><br>><br>> | <b>C</b><br><b>22</b>  | C<br>32<br>0.52<br>10<br>15<br>5    | A<br>10<br>0.52<br>2<br>-><br>->   | ><br>><br>><br>><br>>             | <b>B</b><br><b>14</b> | C<br>25<br>0.56<br>20<br>100<br>80   | C<br>25<br>0.56<br>18<br>-><br>->   | ><br>><br>><br>><br>>             | <b>C</b><br><b>25</b>  |                                       |  |                                   |                        |                       | <b>C</b><br><b>20</b> |
|                 | Lauzon Parkway & Catherine Street/Tecumseh Mall | TCS          | LOS<br>Delay<br>V/C<br>Q<br>Stor.<br>Avail. | F<br>82<br>1.01<br>113*<br>-><br>-> | F<br>101<br>1.09<br>193<br>-><br>-> | ><br>><br>><br>><br>> | <b>F</b><br><b>93</b>  | E<br>60<br>0.82<br>34<br>80<br>46   | D<br>36<br>0.56<br>51<br>-><br>->  | ><br>><br>><br>><br>>             | <b>D</b><br><b>44</b> | E<br>70<br>1.06<br>84<br>20<br>-64   | D<br>37<br>0.74<br>63<br>-><br>->   | C<br>30<br>0.32<br>22<br>-><br>-> | <b>D</b><br><b>45</b>  | C<br>32<br>0.49<br>19<br>115<br>96    | E<br>72<br>0.99<br>107<br>-><br>->       | ><br>><br>><br>><br>>             | <b>E</b><br><b>73</b>  | <b>E</b><br><b>65</b> |                       |

MOE - Measure of Effectiveness      Q - 95th Percentile Queue Length (m)      </> - Shared with through movement  
 LOS - Level of Service      Stor. - Existing Storage (m)      \*- Extends to two-way centre turn-lane  
 Delay - Average Delay per Vehicle in Seconds      Avail. - Available Storage (m)  
 V/C - Volume to Capacity Ratio      TCS - Traffic Control Signal

### 5.3 2045 Roadway Traffic Volumes (PM Peak Hour)

The projected 2045 roadway traffic volumes in the study area include future background road traffic volumes and the FGN Planning Area development traffic volumes.

**Table 5.3** provides a comparison of the background-growth and development components of the 2045 PM peak hour directional traffic volumes relative to the existing traffic conditions for different road sections in the study area. The following components are included:

- ▶ Existing Traffic Volumes;
- ▶ Background (BG) Growth Traffic Volumes;
- ▶ Development Traffic Volumes;
- ▶ 2045 Total Traffic Volumes without BG Growth; and
- ▶ 2045 Total Traffic with Growth.

The comparison of 2045 PM peak hour traffic volumes with and without growth indicates that the total traffic volumes including growth that are included in the analysis are reasonably conservative for the two main roadways in the study area, viz., Tecumseh Road and Lauzon Parkway. Also, for the two roads the projected through traffic volumes for the 2045 Horizon Year are within their current directional capacities for three lanes in each direction.

For the two new road extensions, Catherine Street and Rose-Ville Garden Drive, the projected 2045 total traffic volumes (including background traffic growth) in either direction are within one-lane directional capacity.

A noted exception is at the intersection of Catherine Street at Lauzon Parkway, where the eastbound traffic on Catherine Street exceeds 900 vph. However, the eastbound traffic at this location includes 392 vph eastbound left-turn traffic, 98 vph eastbound through traffic, and 434 vph eastbound right-turn traffic.

The eastbound left-turn traffic volume can be accommodated in the two-way centre-turn lane which will function as eastbound left-turn lane at the intersection. The projected 95<sup>th</sup> percentile queue length is 113 metres and can be accommodated.

The eastbound through and eastbound right-turn volumes totalling 532 (98+434) vph can be accommodated as shared through/right-turn traffic in the single approach lane.





**TABLE 5.3: WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES**

| Location  | Existing |       | BG Growth Component <sup>1</sup> |       | Development Traffic Component |       | 2045 Total     |       |             |       |
|---|----------|-------|----------------------------------|-------|-------------------------------|-------|----------------|-------|-------------|-------|
|   | EB/NB    | WB/SB | EB/NB                            | WB/SB | EB/NB                         | WB/SB | Without Growth |       | With Growth |       |
|   |          |       |                                  |       |                               |       | EB/NB          | WB/SB | EB/NB       | WB/SB |
| <b>Catherine Street (East-West)<sup>2</sup></b> |          |       |                                  |       |                               |       |                |       |             |       |
| West of Lauzon Parkway                          | 202      | 149   | 83                               | 4     | 639                           | 611   | 841            | 760   | 924         | 764   |
| East of RV Garden Drive                         | 0        | 0     | 83                               | 4     | 695                           | 567   | 695            | 567   | 778         | 571   |
| West of RV Garden Drive                         | 0        | 0     | 0                                | 0     | 771                           | 732   | 771            | 732   | 771         | 732   |
| East of Catherine Street (N/S)                  | 0        | 0     | 0                                | 0     | 285                           | 281   | 285            | 281   | 285         | 281   |
| <b>Catherine Street (North-South)</b>           |          |       |                                  |       |                               |       |                |       |             |       |
| South of Catherine Street                       | 0        | 0     | 0                                | 0     | 344                           | 367   | 344            | 367   | 344         | 367   |
| North of Tecumseh Road                          | 0        | 0     | 0                                | 0     | 404                           | 455   | 404            | 455   | 404         | 455   |
| <b>Rose-Ville Gardens Drive<sup>2</sup></b>     |          |       |                                  |       |                               |       |                |       |             |       |
| South of Catherine Street                       | 0        | 0     | 83                               | 4     | 397                           | 308   | 397            | 308   | 480         | 312   |
| North of Tecumseh Road                          | 0        | 0     | 133                              | 108   | 308                           | 317   | 397            | 317   | 530         | 425   |
| <b>Lauzon Parkway</b>                           |          |       |                                  |       |                               |       |                |       |             |       |
| North of Catherine Street                       | 1097     | 854   | 191                              | 154   | 149                           | 136   | 1246           | 990   | 1437        | 1144  |
| South of Catherine Street                       | 1052     | 823   | 108                              | 150   | 309                           | 349   | 1361           | 1172  | 1469        | 1322  |
| North of Tecumseh Road                          | 1057     | 833   | 162                              | 189   | 309                           | 349   | 1366           | 1182  | 1528        | 1371  |
| <b>Tecumseh Road</b>                            |          |       |                                  |       |                               |       |                |       |             |       |
| West of Lauzon Parkway                          | 1715     | 1374  | 315                              | 315   | 111                           | 125   | 1826           | 1499  | 2141        | 1814  |
| East of RV Garden Drive                         | 1699     | 1361  | 311                              | 312   | 138                           | 117   | 1837           | 1478  | 2148        | 1790  |
| West of RV Garden Drive                         | 1574     | 1263  | 325                              | 336   | 151                           | 101   | 1725           | 1364  | 2050        | 1700  |
| East of Catherine Street (N/S)                  | 1632     | 1533  | 379                              | 356   | 159                           | 125   | 1791           | 1658  | 2170        | 2014  |

<sup>1</sup>Growth rate of 1.0%

<sup>2</sup>Background traffic on Catherine Street (East-West) and on Rose-Ville Garden Drive are diverted traffic volumes from Home Depot



## 5.4 Projected Queue Lengths

As noted in the LOS Tables (**5.1a/b** and **5.2a/b**), a number of left-turn movements are projected to have 95<sup>th</sup> percentile queue lengths exceeding the existing storage lengths.

**Table 5.4** provides a summary comparison of the existing storage lengths and projected queue lengths under existing and future traffic conditions and includes recommendations for potential storage modification subject to future monitoring as appropriate.



**TABLE 5.4: PROJECTED QUEUE LENGTHS (2045)**

| Intersection                               | Movement | Existing/Proposed Storage (m) <sup>1</sup> | Queue Length (m) <sup>2</sup> | Future Storage                                  |
|--|----------|--|-------------------------------|---|
| Tecumseh Road & Catherine Street (N/S)     | EBL      | 45   | 37 <b>(80)</b>                | No immediate change required                    |
|  | SBL      | -  | 8 <b>(40)</b>                 | Centre-turn lane                                |
|  | SBR      | -  | 53 <b>(197)</b>               | n/a   |
| Rose-Ville Garden Drive & Tecumseh Road    | EBL      | 25   | 23 <b>(34)</b>                | No change required                              |
|  | SBL      | -  | 22 <b>(68)</b>                | Centre-turn lane                                |
|  | SBTR     | -  | 58 <b>(37)</b>                | n/a   |
| Rose-Ville Garden Drive & Catherine Street | WBL      | -  | 3 <b>(3)</b>                  | Centre-turn lane                                |
|  | NBL      | -  | 8 <b>(79)</b>                 | Centre turn lane                                |
| Lauzon Parkway & Catherine Street          | EBL      | -  | 40 <b>(113)</b>               | Centre turn-lane                                |
|  | NBL      | 20   | 23 <b>(84)</b>                | Consider Storage increase similar to SBLT lane. |
| Jefferson Boulevard & Tecumseh Road        | SBL      | 45   | 61 <b>(270)</b>               | To be monitored for future modifications        |
|  | NBR      | 60   | 62 <b>(68)</b>                | No change                                       |
| East Park Drive & Tecumseh Road            | NBL      | 25   | 26 <b>(57)</b>                | 60 metres, subject to future monitoring         |
| Lauzon Parkway & Tecumseh Road             | WBL      | 120  | 28 <b>(112)</b>               | No change                                       |
|  | NBL      | 90   | 84 <b>(164)</b>               | No change                                       |
|  | SBR      | 70   | 114 <b>(81)</b>               | No change                                       |

<sup>1</sup>Existing **Proposed**

<sup>2</sup>AM **(PM)**



## 6 Conclusions and Recommendations

### 6.1 Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Existing Traffic Conditions:** The study area intersections are operating at acceptable levels of service.
- ▶ **Trip Generation Estimates:** The Weekday AM/PM peak hour trip generation estimates for the different land uses are as follows:
  - Big Box Retail and Supermarket: 641 AM peak hour trips and 1947 PM peak hour trips.
  - Residential Development: 439 AM peak hour trips and 445 PM peak hour trips.
  - Commercial Development: 199 AM peak hour trips and 649 PM peak hour trips.
  - Business Park Development: 232 AM peak hour trips and 239 PM peak hour trips.
- ▶ **2045 Total Traffic Conditions:** The study area road system can accommodate the future traffic increases assessed over the 20-year timeframe analysed in this study. The proposed extensions of Catherine Street and Rose-Ville Garden Drive are conducive to dispersing development traffic to multiple intersections in the study area and minimising their impacts overall. Specific critical movements and queuing/storage issues have been identified.

### 6.2 Recommendations

Based on the findings and conclusions of this analysis, the proposed extensions of Catherine Street and of Rose-Ville Garden Drive satisfy the need and justification requirement for the Municipal Class EA process, as they are needed to accommodate the anticipated development of the lands in the Forest Glade North Planning Area.

The following road cross-section elements are recommended for the extension of Catherine Street and the extension of Rose-Ville Garden Drive:



| <b>Cross-Section Element</b>   | <b>Width (m)</b> |
|--------------------------------|------------------|
| Travel Lanes (2 x 3.5m)        | 7.0              |
| Two-way Centre-Turn Lane       | 3.5              |
| Road Curbs (2 x 0.5m)          | 1.0              |
| <b>South Side/East Side</b>    |                  |
| Boulevard                      | 2.0              |
| MUT/AAA Trail (1 x 3.0 m)      | 3.0              |
| Property Line to Back of Trail | 0.25             |
| <b>North Side/West Side</b>    |                  |
| Boulevard                      | 2.0              |
| Sidewalk                       | 1.8              |
| Property Line to S/W           | 1.45             |
| <b>Total</b>                   | <b>22.0</b>      |



# Appendix A

## Existing Traffic Data





Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Catherine  
Street - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 1

### Turning Movement Data

| Start Time           | Catherine Street Eastbound |       |       |        |      |            | Plaza Driveway Westbound |      |       |        |      |            | Lauzon Parkway Northbound |      |       |        |      |            | Lauzon Parkway Southbound |      |       |        |      |            | Int. Total |
|----------------------|----------------------------|-------|-------|--------|------|------------|--------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|                      | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 23                         | 20    | 1     | 0      | 2    | 44         | 33                       | 15   | 23    | 0      | 0    | 71         | 13                        | 117  | 49    | 1      | 0    | 180        | 41                        | 148  | 29    | 0      | 1    | 218        | 513        |
| 11:15 AM             | 38                         | 6     | 7     | 0      | 1    | 51         | 28                       | 10   | 32    | 0      | 0    | 70         | 13                        | 134  | 50    | 0      | 0    | 197        | 25                        | 182  | 20    | 0      | 1    | 227        | 545        |
| 11:30 AM             | 35                         | 13    | 4     | 0      | 0    | 52         | 30                       | 8    | 24    | 0      | 0    | 62         | 15                        | 145  | 54    | 0      | 0    | 214        | 37                        | 185  | 22    | 0      | 0    | 244        | 572        |
| 11:45 AM             | 28                         | 13    | 9     | 0      | 1    | 50         | 33                       | 14   | 34    | 0      | 1    | 81         | 8                         | 142  | 47    | 0      | 1    | 197        | 34                        | 178  | 23    | 0      | 3    | 235        | 563        |
| Hourly Total         | 124                        | 52    | 21    | 0      | 4    | 197        | 124                      | 47   | 113   | 0      | 1    | 284        | 49                        | 538  | 200   | 1      | 1    | 788        | 137                       | 693  | 94    | 0      | 5    | 924        | 2193       |
| 12:00 PM             | 23                         | 15    | 8     | 0      | 2    | 46         | 35                       | 17   | 44    | 0      | 1    | 96         | 15                        | 137  | 56    | 0      | 1    | 208        | 36                        | 187  | 24    | 0      | 0    | 247        | 597        |
| 12:15 PM             | 34                         | 9     | 7     | 0      | 0    | 50         | 43                       | 6    | 40    | 0      | 0    | 89         | 13                        | 127  | 60    | 0      | 0    | 200        | 32                        | 191  | 29    | 0      | 3    | 252        | 591        |
| 12:30 PM             | 33                         | 11    | 6     | 0      | 1    | 50         | 31                       | 18   | 36    | 0      | 0    | 85         | 17                        | 168  | 45    | 1      | 1    | 231        | 47                        | 177  | 24    | 0      | 1    | 248        | 614        |
| 12:45 PM             | 41                         | 18    | 10    | 0      | 2    | 69         | 48                       | 16   | 34    | 0      | 0    | 98         | 15                        | 130  | 50    | 2      | 0    | 197        | 35                        | 171  | 36    | 0      | 0    | 242        | 606        |
| Hourly Total         | 131                        | 53    | 31    | 0      | 5    | 215        | 157                      | 57   | 154   | 0      | 1    | 368        | 60                        | 562  | 211   | 3      | 2    | 836        | 150                       | 726  | 113   | 0      | 4    | 989        | 2408       |
| 1:00 PM              | 27                         | 14    | 6     | 0      | 0    | 47         | 55                       | 11   | 33    | 0      | 0    | 99         | 13                        | 105  | 31    | 1      | 0    | 150        | 28                        | 177  | 22    | 0      | 1    | 227        | 523        |
| 1:15 PM              | 27                         | 14    | 6     | 0      | 0    | 47         | 49                       | 6    | 24    | 0      | 1    | 79         | 15                        | 128  | 39    | 2      | 0    | 184        | 50                        | 193  | 33    | 1      | 2    | 277        | 587        |
| 1:30 PM              | 32                         | 19    | 7     | 0      | 0    | 58         | 40                       | 12   | 41    | 0      | 0    | 93         | 7                         | 120  | 43    | 3      | 0    | 173        | 31                        | 160  | 23    | 0      | 0    | 214        | 538        |
| 1:45 PM              | 35                         | 8     | 7     | 0      | 0    | 50         | 37                       | 12   | 40    | 0      | 0    | 89         | 15                        | 120  | 40    | 1      | 0    | 176        | 23                        | 166  | 22    | 0      | 2    | 211        | 526        |
| Hourly Total         | 121                        | 55    | 26    | 0      | 0    | 202        | 181                      | 41   | 138   | 0      | 1    | 360        | 50                        | 473  | 153   | 7      | 0    | 683        | 132                       | 696  | 100   | 1      | 5    | 929        | 2174       |
| 2:00 PM              | 32                         | 11    | 10    | 1      | 0    | 54         | 52                       | 21   | 35    | 0      | 1    | 108        | 21                        | 127  | 42    | 1      | 0    | 191        | 31                        | 158  | 17    | 1      | 1    | 207        | 560        |
| 2:15 PM              | 31                         | 17    | 7     | 0      | 1    | 55         | 46                       | 11   | 40    | 0      | 1    | 97         | 8                         | 126  | 52    | 0      | 2    | 186        | 23                        | 172  | 20    | 0      | 3    | 215        | 553        |
| 2:30 PM              | 31                         | 25    | 4     | 0      | 0    | 60         | 35                       | 10   | 46    | 0      | 0    | 91         | 8                         | 124  | 49    | 0      | 2    | 181        | 34                        | 185  | 30    | 0      | 2    | 249        | 581        |
| 2:45 PM              | 43                         | 16    | 6     | 0      | 1    | 65         | 31                       | 9    | 43    | 0      | 2    | 83         | 17                        | 124  | 50    | 0      | 1    | 191        | 27                        | 176  | 23    | 0      | 1    | 226        | 565        |
| Hourly Total         | 137                        | 69    | 27    | 1      | 2    | 234        | 164                      | 51   | 164   | 0      | 4    | 379        | 54                        | 501  | 193   | 1      | 5    | 749        | 115                       | 691  | 90    | 1      | 7    | 897        | 2259       |
| Grand Total          | 513                        | 229   | 105   | 1      | 11   | 848        | 626                      | 196  | 569   | 0      | 7    | 1391       | 213                       | 2074 | 757   | 12     | 8    | 3056       | 534                       | 2806 | 397   | 2      | 21   | 3739       | 9034       |
| Approach %           | 60.5                       | 27.0  | 12.4  | 0.1    | -    | -          | 45.0                     | 14.1 | 40.9  | 0.0    | -    | -          | 7.0                       | 67.9 | 24.8  | 0.4    | -    | -          | 14.3                      | 75.0 | 10.6  | 0.1    | -    | -          | -          |
| Total %              | 5.7                        | 2.5   | 1.2   | 0.0    | -    | 9.4        | 6.9                      | 2.2  | 6.3   | 0.0    | -    | 15.4       | 2.4                       | 23.0 | 8.4   | 0.1    | -    | 33.8       | 5.9                       | 31.1 | 4.4   | 0.0    | -    | 41.4       | -          |
| Motorcycles          | 0                          | 0     | 0     | 0      | 0    | 0          | 1                        | 1    | 0     | 0      | -    | 2          | 0                         | 1    | 1     | 0      | -    | 2          | 0                         | 0    | 1     | 0      | -    | 1          | 5          |
| % Motorcycles        | 0.0                        | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.2                      | 0.5  | 0.0   | -      | -    | 0.1        | 0.0                       | 0.0  | 0.1   | 0.0    | -    | 0.1        | 0.0                       | 0.0  | 0.3   | 0.0    | -    | 0.0        | 0.1        |
| Cars & Light Goods   | 512                        | 229   | 105   | 1      | -    | 847        | 575                      | 194  | 552   | 0      | -    | 1321       | 213                       | 2056 | 703   | 12     | -    | 2984       | 519                       | 2794 | 396   | 2      | -    | 3711       | 8863       |
| % Cars & Light Goods | 99.8                       | 100.0 | 100.0 | 100.0  | -    | 99.9       | 91.9                     | 99.0 | 97.0  | -      | -    | 95.0       | 100.0                     | 99.1 | 92.9  | 100.0  | -    | 97.6       | 97.2                      | 99.6 | 99.7  | 100.0  | -    | 99.3       | 98.1       |
| Buses                | 1                          | 0     | 0     | 0      | -    | 1          | 48                       | 0    | 14    | 0      | -    | 62         | 0                         | 1    | 48    | 0      | -    | 49         | 15                        | 0    | 0     | 0      | -    | 15         | 127        |
| % Buses              | 0.2                        | 0.0   | 0.0   | 0.0    | -    | 0.1        | 7.7                      | 0.0  | 2.5   | -      | -    | 4.5        | 0.0                       | 0.0  | 6.3   | 0.0    | -    | 1.6        | 2.8                       | 0.0  | 0.0   | 0.0    | -    | 0.4        | 1.4        |
| Single-Unit Trucks   | 0                          | 0     | 0     | 0      | -    | 0          | 2                        | 1    | 2     | 0      | -    | 5          | 0                         | 14   | 4     | 0      | -    | 18         | 0                         | 9    | 0     | 0      | -    | 9          | 32         |
| % Single-Unit Trucks | 0.0                        | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.3                      | 0.5  | 0.4   | -      | -    | 0.4        | 0.0                       | 0.7  | 0.5   | 0.0    | -    | 0.6        | 0.0                       | 0.3  | 0.0   | 0.0    | -    | 0.2        | 0.4        |
| Articulated Trucks   | 0                          | 0     | 0     | 0      | -    | 0          | 0                        | 0    | 1     | 0      | -    | 1          | 0                         | 2    | 0     | 0      | -    | 2          | 0                         | 3    | 0     | 0      | -    | 3          | 6          |
| % Articulated Trucks | 0.0                        | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0                      | 0.0  | 0.2   | -      | -    | 0.1        | 0.0                       | 0.1  | 0.0   | 0.0    | -    | 0.1        | 0.0                       | 0.1  | 0.0   | 0.0    | -    | 0.1        | 0.1        |

|                         |     |     |     |     |      |     |     |     |     |   |      |     |     |     |     |     |      |     |     |     |     |     |       |     |     |
|-------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|---|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-------|-----|-----|
| Bicycles on Road        | 0   | 0   | 0   | 0   | -    | 0   | 0   | 0   | 0   | 0 | -    | 0   | 0   | 0   | 1   | 0   | -    | 1   | 0   | 0   | 0   | 0   | -     | 0   | 1   |
| % Bicycles on Road      | 0.0 | 0.0 | 0.0 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | - | -    | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -     | 0.0 | 0.0 |
| Bicycles on Crosswalk   | -   | -   | -   | -   | 4    | -   | -   | -   | -   | - | 3    | -   | -   | -   | -   | -   | 3    | -   | -   | -   | -   | -   | 0     | -   | -   |
| % Bicycles on Crosswalk | -   | -   | -   | -   | 36.4 | -   | -   | -   | -   | - | 42.9 | -   | -   | -   | -   | -   | 37.5 | -   | -   | -   | -   | -   | 0.0   | -   | -   |
| Pedestrians             | -   | -   | -   | -   | 7    | -   | -   | -   | -   | - | 4    | -   | -   | -   | -   | -   | 5    | -   | -   | -   | -   | -   | 21    | -   | -   |
| % Pedestrians           | -   | -   | -   | -   | 63.6 | -   | -   | -   | -   | - | 57.1 | -   | -   | -   | -   | -   | 62.5 | -   | -   | -   | -   | -   | 100.0 | -   | -   |

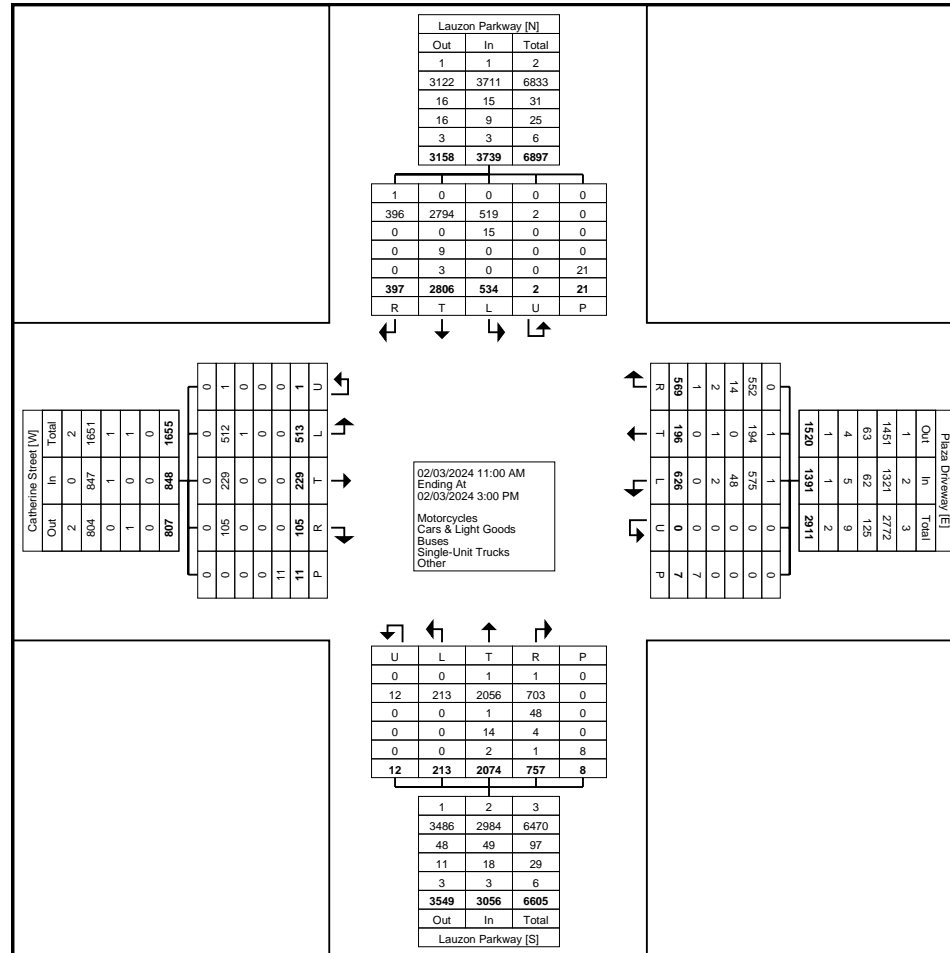




Paradigm Transportation Solutions Limited  
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Count Name: Lauzon Parkway & Catherine  
Street - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
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Cambridge, Ontario, Canada N1R 8J8  
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Count Name: Lauzon Parkway & Catherine  
Street - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 4

### Turning Movement Peak Hour Data (12:00 PM)

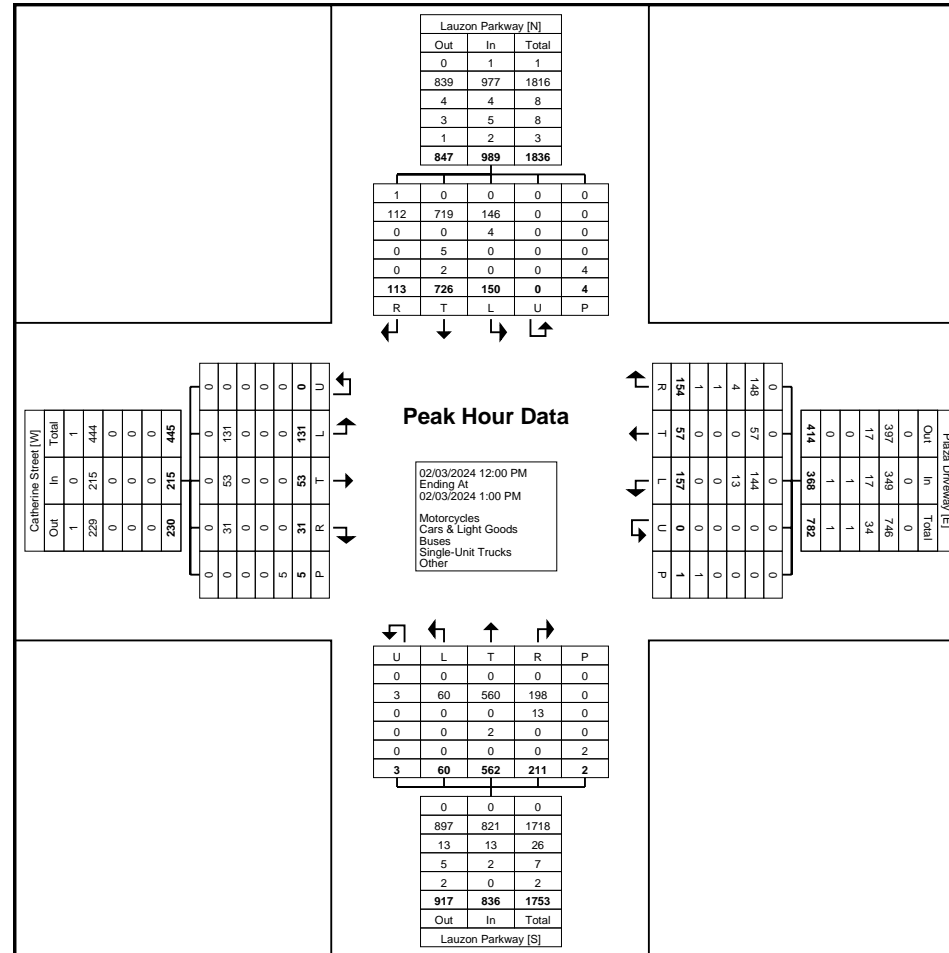
| Start Time              | Catherine Street Eastbound |       |       |        |      |            | Plaza Driveway Westbound |       |       |        |       |            | Lauzon Parkway Northbound |       |       |        |       |            | Lauzon Parkway Southbound |       |       |        |       |            | Int. Total |
|-------------------------|----------------------------|-------|-------|--------|------|------------|--------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|-------|------------|------------|
|                         | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                     | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total |            |
| 12:00 PM                | 23                         | 15    | 8     | 0      | 2    | 46         | 35                       | 17    | 44    | 0      | 1     | 96         | 15                        | 137   | 56    | 0      | 1     | 208        | 36                        | 187   | 24    | 0      | 0     | 247        | 597        |
| 12:15 PM                | 34                         | 9     | 7     | 0      | 0    | 50         | 43                       | 6     | 40    | 0      | 0     | 89         | 13                        | 127   | 60    | 0      | 0     | 200        | 32                        | 191   | 29    | 0      | 3     | 252        | 591        |
| 12:30 PM                | 33                         | 11    | 6     | 0      | 1    | 50         | 31                       | 18    | 36    | 0      | 0     | 85         | 17                        | 168   | 45    | 1      | 1     | 231        | 47                        | 177   | 24    | 0      | 1     | 248        | 614        |
| 12:45 PM                | 41                         | 18    | 10    | 0      | 2    | 69         | 48                       | 16    | 34    | 0      | 0     | 98         | 15                        | 130   | 50    | 2      | 0     | 197        | 35                        | 171   | 36    | 0      | 0     | 242        | 606        |
| Total                   | 131                        | 53    | 31    | 0      | 5    | 215        | 157                      | 57    | 154   | 0      | 1     | 368        | 60                        | 562   | 211   | 3      | 2     | 836        | 150                       | 726   | 113   | 0      | 4     | 989        | 2408       |
| Approach %              | 60.9                       | 24.7  | 14.4  | 0.0    | -    | -          | 42.7                     | 15.5  | 41.8  | 0.0    | -     | -          | 7.2                       | 67.2  | 25.2  | 0.4    | -     | -          | 15.2                      | 73.4  | 11.4  | 0.0    | -     | -          | -          |
| Total %                 | 5.4                        | 2.2   | 1.3   | 0.0    | -    | 8.9        | 6.5                      | 2.4   | 6.4   | 0.0    | -     | 15.3       | 2.5                       | 23.3  | 8.8   | 0.1    | -     | 34.7       | 6.2                       | 30.1  | 4.7   | 0.0    | -     | 41.1       | -          |
| PHF                     | 0.799                      | 0.736 | 0.775 | 0.000  | -    | 0.779      | 0.818                    | 0.792 | 0.875 | 0.000  | -     | 0.939      | 0.882                     | 0.836 | 0.879 | 0.375  | -     | 0.905      | 0.798                     | 0.950 | 0.785 | 0.000  | -     | 0.981      | 0.980      |
| Motorcycles             | 0                          | 0     | 0     | 0      | -    | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 1     | 0      | -     | 1          | 1          |
| % Motorcycles           | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                       | 0.0   | 0.9   | -      | -     | 0.1        | 0.0        |
| Cars & Light Goods      | 131                        | 53    | 31    | 0      | -    | 215        | 144                      | 57    | 148   | 0      | -     | 349        | 60                        | 560   | 198   | 3      | -     | 821        | 146                       | 719   | 112   | 0      | -     | 977        | 2362       |
| % Cars & Light Goods    | 100.0                      | 100.0 | 100.0 | -      | -    | 100.0      | 91.7                     | 100.0 | 96.1  | -      | -     | 94.8       | 100.0                     | 99.6  | 93.8  | 100.0  | -     | 98.2       | 97.3                      | 99.0  | 99.1  | -      | -     | 98.8       | 98.1       |
| Buses                   | 0                          | 0     | 0     | 0      | -    | 0          | 13                       | 0     | 4     | 0      | -     | 17         | 0                         | 0     | 13    | 0      | -     | 13         | 4                         | 0     | 0     | 0      | -     | 4          | 34         |
| % Buses                 | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 8.3                      | 0.0   | 2.6   | -      | -     | 4.6        | 0.0                       | 0.0   | 6.2   | 0.0    | -     | 1.6        | 2.7                       | 0.0   | 0.0   | -      | -     | 0.4        | 1.4        |
| Single-Unit Trucks      | 0                          | 0     | 0     | 0      | -    | 0          | 0                        | 0     | 1     | 0      | -     | 1          | 0                         | 2     | 0     | 0      | -     | 2          | 0                         | 5     | 0     | 0      | -     | 5          | 8          |
| % Single-Unit Trucks    | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                      | 0.0   | 0.6   | -      | -     | 0.3        | 0.0                       | 0.4   | 0.0   | 0.0    | -     | 0.2        | 0.0                       | 0.7   | 0.0   | -      | -     | 0.5        | 0.3        |
| Articulated Trucks      | 0                          | 0     | 0     | 0      | -    | 0          | 0                        | 0     | 1     | 0      | -     | 1          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 2     | 0     | 0      | -     | 2          | 3          |
| % Articulated Trucks    | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                      | 0.0   | 0.6   | -      | -     | 0.3        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                       | 0.3   | 0.0   | -      | -     | 0.2        | 0.1        |
| Bicycles on Road        | 0                          | 0     | 0     | 0      | -    | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                          | -     | -     | -      | 1    | -          | -                        | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                          | -     | -     | -      | 20.0 | -          | -                        | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                          | -     | -     | -      | 4    | -          | -                        | -     | -     | -      | 1     | -          | -                         | -     | -     | -      | 2     | -          | -                         | -     | -     | -      | 4     | -          | -          |
| % Pedestrians           | -                          | -     | -     | -      | 80.0 | -          | -                        | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 100.0 | -          | -          |



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Count Name: Lauzon Parkway & Catherine  
Street - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (12:00 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Tecumseh  
Road - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 1

### Turning Movement Data

| Start Time           | Tecumseh Road Eastbound |      |       |        |      |            | Tecumseh Road Westbound |      |       |        |      |            | Lauzon Parkway Northbound |      |       |        |      |            | Lauzon Parkway Southbound |      |       |        |      |            | Int. Total |
|----------------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|                      | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 64                      | 199  | 33    | 2      | 2    | 298        | 42                      | 219  | 23    | 3      | 0    | 287        | 52                        | 84   | 38    | 0      | 5    | 174        | 32                        | 104  | 75    | 0      | 0    | 211        | 970        |
| 11:15 AM             | 91                      | 247  | 41    | 0      | 3    | 379        | 57                      | 234  | 18    | 2      | 5    | 311        | 57                        | 86   | 49    | 0      | 7    | 192        | 33                        | 106  | 80    | 1      | 4    | 220        | 1102       |
| 11:30 AM             | 70                      | 266  | 37    | 1      | 1    | 374        | 48                      | 241  | 13    | 1      | 0    | 303        | 60                        | 107  | 45    | 0      | 2    | 212        | 26                        | 105  | 74    | 0      | 0    | 205        | 1094       |
| 11:45 AM             | 72                      | 221  | 35    | 1      | 3    | 329        | 42                      | 245  | 15    | 2      | 1    | 304        | 55                        | 109  | 40    | 0      | 3    | 204        | 31                        | 104  | 93    | 0      | 4    | 228        | 1065       |
| Hourly Total         | 297                     | 933  | 146   | 4      | 9    | 1380       | 189                     | 939  | 69    | 8      | 6    | 1205       | 224                       | 386  | 172   | 0      | 17   | 782        | 122                       | 419  | 322   | 1      | 8    | 864        | 4231       |
| 12:00 PM             | 87                      | 292  | 54    | 0      | 1    | 433        | 62                      | 253  | 15    | 4      | 0    | 334        | 60                        | 119  | 48    | 2      | 0    | 229        | 37                        | 116  | 74    | 0      | 3    | 227        | 1223       |
| 12:15 PM             | 82                      | 262  | 45    | 2      | 1    | 391        | 34                      | 245  | 10    | 6      | 0    | 295        | 49                        | 113  | 54    | 0      | 5    | 216        | 28                        | 117  | 85    | 0      | 4    | 230        | 1132       |
| 12:30 PM             | 81                      | 251  | 30    | 0      | 1    | 362        | 54                      | 217  | 10    | 0      | 3    | 281        | 67                        | 130  | 50    | 0      | 2    | 247        | 33                        | 110  | 93    | 0      | 2    | 236        | 1126       |
| 12:45 PM             | 79                      | 290  | 38    | 0      | 1    | 407        | 65                      | 247  | 17    | 5      | 4    | 334        | 59                        | 97   | 48    | 0      | 5    | 204        | 31                        | 97   | 97    | 0      | 5    | 225        | 1170       |
| Hourly Total         | 329                     | 1095 | 167   | 2      | 4    | 1593       | 215                     | 962  | 52    | 15     | 7    | 1244       | 235                       | 459  | 200   | 2      | 12   | 896        | 129                       | 440  | 349   | 0      | 14   | 918        | 4651       |
| 1:00 PM              | 65                      | 275  | 42    | 0      | 0    | 382        | 61                      | 247  | 24    | 7      | 1    | 339        | 69                        | 101  | 45    | 0      | 5    | 215        | 29                        | 109  | 103   | 0      | 1    | 241        | 1177       |
| 1:15 PM              | 68                      | 288  | 24    | 0      | 1    | 380        | 51                      | 252  | 22    | 5      | 1    | 330        | 77                        | 104  | 57    | 0      | 7    | 238        | 26                        | 154  | 92    | 0      | 4    | 272        | 1220       |
| 1:30 PM              | 96                      | 273  | 42    | 3      | 1    | 414        | 57                      | 274  | 22    | 8      | 0    | 361        | 81                        | 84   | 42    | 0      | 5    | 207        | 38                        | 107  | 85    | 0      | 4    | 230        | 1212       |
| 1:45 PM              | 72                      | 320  | 41    | 0      | 1    | 433        | 57                      | 298  | 23    | 2      | 0    | 380        | 60                        | 100  | 41    | 0      | 6    | 201        | 29                        | 101  | 94    | 1      | 3    | 225        | 1239       |
| Hourly Total         | 301                     | 1156 | 149   | 3      | 3    | 1609       | 226                     | 1071 | 91    | 22     | 2    | 1410       | 287                       | 389  | 185   | 0      | 23   | 861        | 122                       | 471  | 374   | 1      | 12   | 968        | 4848       |
| 2:00 PM              | 63                      | 267  | 42    | 1      | 5    | 373        | 53                      | 245  | 20    | 6      | 0    | 324        | 62                        | 101  | 36    | 0      | 4    | 199        | 45                        | 116  | 66    | 0      | 4    | 227        | 1123       |
| 2:15 PM              | 81                      | 281  | 40    | 2      | 3    | 404        | 48                      | 273  | 20    | 5      | 1    | 346        | 49                        | 94   | 35    | 0      | 0    | 178        | 28                        | 108  | 91    | 0      | 9    | 227        | 1155       |
| 2:30 PM              | 76                      | 259  | 51    | 3      | 2    | 389        | 52                      | 245  | 9     | 3      | 3    | 309        | 70                        | 92   | 44    | 0      | 7    | 206        | 38                        | 88   | 98    | 0      | 8    | 224        | 1128       |
| 2:45 PM              | 73                      | 226  | 43    | 0      | 1    | 342        | 51                      | 241  | 16    | 4      | 7    | 312        | 72                        | 108  | 41    | 1      | 7    | 222        | 29                        | 100  | 101   | 0      | 4    | 230        | 1106       |
| Hourly Total         | 293                     | 1033 | 176   | 6      | 11   | 1508       | 204                     | 1004 | 65    | 18     | 11   | 1291       | 253                       | 395  | 156   | 1      | 18   | 805        | 140                       | 412  | 356   | 0      | 25   | 908        | 4512       |
| Grand Total          | 1220                    | 4217 | 638   | 15     | 27   | 6090       | 834                     | 3976 | 277   | 63     | 26   | 5150       | 999                       | 1629 | 713   | 3      | 70   | 3344       | 513                       | 1742 | 1401  | 2      | 59   | 3658       | 18242      |
| Approach %           | 20.0                    | 69.2 | 10.5  | 0.2    | -    | -          | 16.2                    | 77.2 | 5.4   | 1.2    | -    | -          | 29.9                      | 48.7 | 21.3  | 0.1    | -    | -          | 14.0                      | 47.6 | 38.3  | 0.1    | -    | -          | -          |
| Total %              | 6.7                     | 23.1 | 3.5   | 0.1    | -    | 33.4       | 4.6                     | 21.8 | 1.5   | 0.3    | -    | 28.2       | 5.5                       | 8.9  | 3.9   | 0.0    | -    | 18.3       | 2.8                       | 9.5  | 7.7   | 0.0    | -    | 20.1       | -          |
| Motorcycles          | 1                       | 0    | 0     | 0      | -    | 1          | 0                       | 1    | 0     | 0      | -    | 1          | 0                         | 1    | 0     | 0      | -    | 1          | 0                         | 0    | 1     | 0      | -    | 1          | 4          |
| % Motorcycles        | 0.1                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.1  | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0  | 0.1   | 0.0    | -    | 0.0        | 0.0        |
| Cars & Light Goods   | 1196                    | 4199 | 633   | 15     | -    | 6043       | 829                     | 3963 | 255   | 63     | -    | 5110       | 991                       | 1605 | 707   | 3      | -    | 3306       | 488                       | 1726 | 1376  | 2      | -    | 3592       | 18051      |
| % Cars & Light Goods | 98.0                    | 99.6 | 99.2  | 100.0  | -    | 99.2       | 99.4                    | 99.7 | 92.1  | 100.0  | -    | 99.2       | 99.2                      | 98.5 | 99.2  | 100.0  | -    | 98.9       | 95.1                      | 99.1 | 98.2  | 100.0  | -    | 98.2       | 99.0       |
| Buses                | 19                      | 1    | 0     | 0      | -    | 20         | 0                       | 2    | 21    | 0      | -    | 23         | 1                         | 9    | 0     | 0      | -    | 10         | 22                        | 10   | 20    | 0      | -    | 52         | 105        |
| % Buses              | 1.6                     | 0.0  | 0.0   | 0.0    | -    | 0.3        | 0.0                     | 0.1  | 7.6   | 0.0    | -    | 0.4        | 0.1                       | 0.6  | 0.0   | 0.0    | -    | 0.3        | 4.3                       | 0.6  | 1.4   | 0.0    | -    | 1.4        | 0.6        |
| Single-Unit Trucks   | 3                       | 13   | 2     | 0      | -    | 18         | 4                       | 8    | 1     | 0      | -    | 13         | 2                         | 12   | 5     | 0      | -    | 19         | 2                         | 3    | 4     | 0      | -    | 9          | 59         |
| % Single-Unit Trucks | 0.2                     | 0.3  | 0.3   | 0.0    | -    | 0.3        | 0.5                     | 0.2  | 0.4   | 0.0    | -    | 0.3        | 0.2                       | 0.7  | 0.7   | 0.0    | -    | 0.6        | 0.4                       | 0.2  | 0.3   | 0.0    | -    | 0.2        | 0.3        |
| Articulated Trucks   | 1                       | 3    | 3     | 0      | -    | 7          | 1                       | 0    | 0     | 0      | -    | 1          | 5                         | 2    | 0     | 0      | -    | 7          | 1                         | 3    | 0     | 0      | -    | 4          | 19         |
| % Articulated Trucks | 0.1                     | 0.1  | 0.5   | 0.0    | -    | 0.1        | 0.1                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.5                       | 0.1  | 0.0   | 0.0    | -    | 0.2        | 0.2                       | 0.2  | 0.0   | 0.0    | -    | 0.1        | 0.1        |

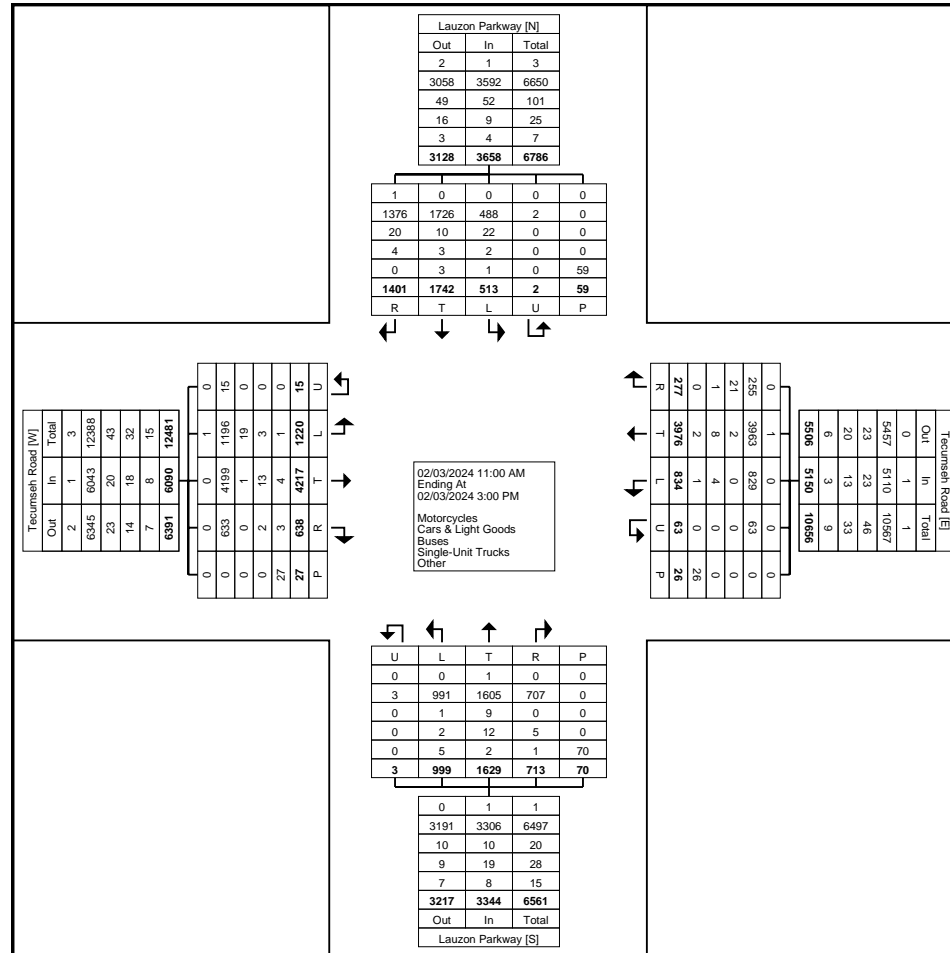
|                         |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |     |     |     |      |     |     |
|-------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|-----|
| Bicycles on Road        | 0   | 1   | 0   | 0   | -    | 1   | 0   | 2   | 0   | 0   | -    | 2   | 0   | 0   | 1   | 0   | -    | 1   | 0   | 0   | 0   | 0   | -    | 0   | 4   |
| % Bicycles on Road      | 0.0 | 0.0 | 0.0 | 0.0 | -    | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -    | 0.0 | 0.0 |
| Bicycles on Crosswalk   | -   | -   | -   | -   | 3    | -   | -   | -   | -   | -   | 4    | -   | -   | -   | -   | -   | 8    | -   | -   | -   | -   | -   | 10   | -   | -   |
| % Bicycles on Crosswalk | -   | -   | -   | -   | 11.1 | -   | -   | -   | -   | -   | 15.4 | -   | -   | -   | -   | -   | 11.4 | -   | -   | -   | -   | -   | 16.9 | -   | -   |
| Pedestrians             | -   | -   | -   | -   | 24   | -   | -   | -   | -   | -   | 22   | -   | -   | -   | -   | -   | 62   | -   | -   | -   | -   | -   | 49   | -   | -   |
| % Pedestrians           | -   | -   | -   | -   | 88.9 | -   | -   | -   | -   | -   | 84.6 | -   | -   | -   | -   | -   | 88.6 | -   | -   | -   | -   | -   | 83.1 | -   | -   |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Tecumseh Road - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Tecumseh  
Road - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 4

### Turning Movement Peak Hour Data (1:00 PM)

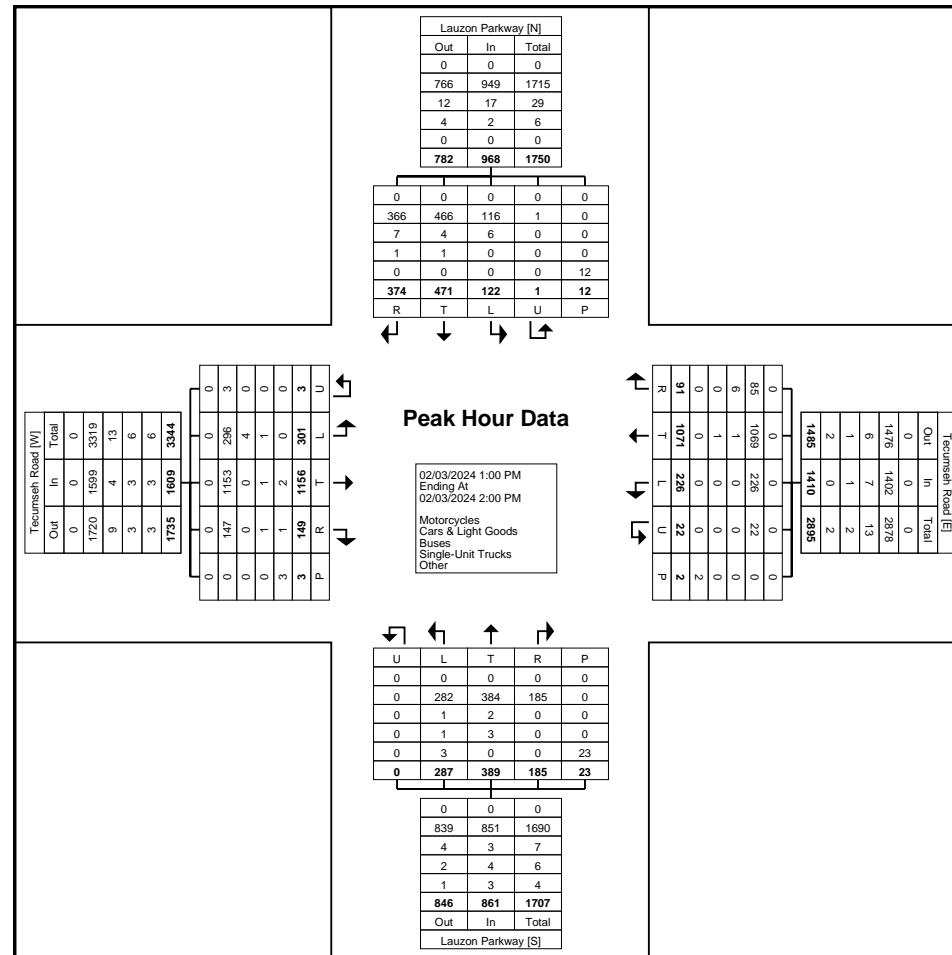
| Start Time              | Tecumseh Road Eastbound |             |            |          |          |             | Tecumseh Road Westbound |             |           |           |          |             | Lauzon Parkway Northbound |            |            |          |           |            | Lauzon Parkway Southbound |            |            |          |           |            | Int. Total  |
|-------------------------|-------------------------|-------------|------------|----------|----------|-------------|-------------------------|-------------|-----------|-----------|----------|-------------|---------------------------|------------|------------|----------|-----------|------------|---------------------------|------------|------------|----------|-----------|------------|-------------|
|                         | Left                    | Thru        | Right      | U-Turn   | Peds     | App. Total  | Left                    | Thru        | Right     | U-Turn    | Peds     | App. Total  | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total |             |
| 1:00 PM                 | 65                      | 275         | 42         | 0        | 0        | 382         | 61                      | 247         | 24        | 7         | 1        | 339         | 69                        | 101        | 45         | 0        | 5         | 215        | 29                        | 109        | 103        | 0        | 1         | 241        | 1177        |
| 1:15 PM                 | 68                      | 288         | 24         | 0        | 1        | 380         | 51                      | 252         | 22        | 5         | 1        | 330         | 77                        | 104        | 57         | 0        | 7         | 238        | 26                        | 154        | 92         | 0        | 4         | 272        | 1220        |
| 1:30 PM                 | 96                      | 273         | 42         | 3        | 1        | 414         | 57                      | 274         | 22        | 8         | 0        | 361         | 81                        | 84         | 42         | 0        | 5         | 207        | 38                        | 107        | 85         | 0        | 4         | 230        | 1212        |
| 1:45 PM                 | 72                      | 320         | 41         | 0        | 1        | 433         | 57                      | 298         | 23        | 2         | 0        | 380         | 60                        | 100        | 41         | 0        | 6         | 201        | 29                        | 101        | 94         | 1        | 3         | 225        | 1239        |
| <b>Total</b>            | <b>301</b>              | <b>1156</b> | <b>149</b> | <b>3</b> | <b>3</b> | <b>1609</b> | <b>226</b>              | <b>1071</b> | <b>91</b> | <b>22</b> | <b>2</b> | <b>1410</b> | <b>287</b>                | <b>389</b> | <b>185</b> | <b>0</b> | <b>23</b> | <b>861</b> | <b>122</b>                | <b>471</b> | <b>374</b> | <b>1</b> | <b>12</b> | <b>968</b> | <b>4848</b> |
| Approach %              | 18.7                    | 71.8        | 9.3        | 0.2      | -        | -           | 16.0                    | 76.0        | 6.5       | 1.6       | -        | -           | 33.3                      | 45.2       | 21.5       | 0.0      | -         | -          | 12.6                      | 48.7       | 38.6       | 0.1      | -         | -          | -           |
| Total %                 | 6.2                     | 23.8        | 3.1        | 0.1      | -        | 33.2        | 4.7                     | 22.1        | 1.9       | 0.5       | -        | 29.1        | 5.9                       | 8.0        | 3.8        | 0.0      | -         | 17.8       | 2.5                       | 9.7        | 7.7        | 0.0      | -         | 20.0       | -           |
| PHF                     | 0.784                   | 0.903       | 0.887      | 0.250    | -        | 0.929       | 0.926                   | 0.898       | 0.948     | 0.688     | -        | 0.928       | 0.886                     | 0.935      | 0.811      | 0.000    | -         | 0.904      | 0.803                     | 0.765      | 0.908      | 0.250    | -         | 0.890      | 0.978       |
| Motorcycles             | 0                       | 0           | 0          | 0        | -        | 0           | 0                       | 0           | 0         | 0         | -        | 0           | 0                         | 0          | 0          | 0        | -         | 0          | 0                         | 0          | 0          | 0        | -         | 0          | 0           |
| % Motorcycles           | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                     | 0.0         | 0.0       | 0.0       | -        | 0.0         | 0.0                       | 0.0        | 0.0        | -        | -         | 0.0        | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0        | 0.0         |
| Cars & Light Goods      | 296                     | 1153        | 147        | 3        | -        | 1599        | 226                     | 1069        | 85        | 22        | -        | 1402        | 282                       | 384        | 185        | 0        | -         | 851        | 116                       | 466        | 366        | 1        | -         | 949        | 4801        |
| % Cars & Light Goods    | 98.3                    | 99.7        | 98.7       | 100.0    | -        | 99.4        | 100.0                   | 99.8        | 93.4      | 100.0     | -        | 99.4        | 98.3                      | 98.7       | 100.0      | -        | -         | 98.8       | 95.1                      | 98.9       | 97.9       | 100.0    | -         | 98.0       | 99.0        |
| Buses                   | 4                       | 0           | 0          | 0        | -        | 4           | 0                       | 1           | 6         | 0         | -        | 7           | 1                         | 2          | 0          | 0        | -         | 3          | 6                         | 4          | 7          | 0        | -         | 17         | 31          |
| % Buses                 | 1.3                     | 0.0         | 0.0        | 0.0      | -        | 0.2         | 0.0                     | 0.1         | 6.6       | 0.0       | -        | 0.5         | 0.3                       | 0.5        | 0.0        | -        | -         | 0.3        | 4.9                       | 0.8        | 1.9        | 0.0      | -         | 1.8        | 0.6         |
| Single-Unit Trucks      | 1                       | 1           | 1          | 0        | -        | 3           | 0                       | 1           | 0         | 0         | -        | 1           | 1                         | 3          | 0          | 0        | -         | 4          | 0                         | 1          | 1          | 0        | -         | 2          | 10          |
| % Single-Unit Trucks    | 0.3                     | 0.1         | 0.7        | 0.0      | -        | 0.2         | 0.0                     | 0.1         | 0.0       | 0.0       | -        | 0.1         | 0.3                       | 0.8        | 0.0        | -        | -         | 0.5        | 0.0                       | 0.2        | 0.3        | 0.0      | -         | 0.2        | 0.2         |
| Articulated Trucks      | 0                       | 1           | 1          | 0        | -        | 2           | 0                       | 0           | 0         | 0         | -        | 0           | 3                         | 0          | 0          | 0        | -         | 3          | 0                         | 0          | 0          | 0        | -         | 0          | 5           |
| % Articulated Trucks    | 0.0                     | 0.1         | 0.7        | 0.0      | -        | 0.1         | 0.0                     | 0.0         | 0.0       | 0.0       | -        | 0.0         | 1.0                       | 0.0        | 0.0        | -        | -         | 0.3        | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0        | 0.1         |
| Bicycles on Road        | 0                       | 1           | 0          | 0        | -        | 1           | 0                       | 0           | 0         | 0         | -        | 0           | 0                         | 0          | 0          | 0        | -         | 0          | 0                         | 0          | 0          | 0        | -         | 0          | 1           |
| % Bicycles on Road      | 0.0                     | 0.1         | 0.0        | 0.0      | -        | 0.1         | 0.0                     | 0.0         | 0.0       | 0.0       | -        | 0.0         | 0.0                       | 0.0        | 0.0        | -        | -         | 0.0        | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0        | 0.0         |
| Bicycles on Crosswalk   | -                       | -           | -          | -        | 0        | -           | -                       | -           | -         | -         | 0        | -           | -                         | -          | -          | -        | 2         | -          | -                         | -          | -          | -        | 3         | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -          | -        | 0.0      | -           | -                       | -           | -         | -         | 0.0      | -           | -                         | -          | -          | -        | 8.7       | -          | -                         | -          | -          | -        | 25.0      | -          | -           |
| Pedestrians             | -                       | -           | -          | -        | 3        | -           | -                       | -           | -         | -         | 2        | -           | -                         | -          | -          | -        | 21        | -          | -                         | -          | -          | -        | 9         | -          | -           |
| % Pedestrians           | -                       | -           | -          | -        | 100.0    | -           | -                       | -           | -         | -         | 100.0    | -           | -                         | -          | -          | -        | 91.3      | -          | -                         | -          | -          | -        | 75.0      | -          | -           |



Paradigm Transportation Solutions Limited  
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Count Name: Lauzon Parkway & Tecumseh Road - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (1:00 PM)





Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts.com

Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 1

### Turning Movement Data

| Start Time    | Catherine Street Eastbound |      |       |        |      |            | Plaza Driveway Westbound |      |       |        |      |            | Lauzon Parkway Northbound |      |       |        |      |            | Lauzon Parkway Southbound |      |       |        |      |            | Int. Total |
|---------------|----------------------------|------|-------|--------|------|------------|--------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|               | Left                       | Thru | Right | U-Turn | Peds | App. Total | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 1                          | 0    | 2     | 0      | 0    | 3          | 7                        | 1    | 8     | 0      | 0    | 16         | 0                         | 55   | 15    | 1      | 0    | 71         | 6                         | 122  | 10    | 0      | 1    | 138        | 228        |
| 7:15 AM       | 8                          | 2    | 2     | 0      | 0    | 12         | 10                       | 1    | 3     | 0      | 1    | 14         | 3                         | 64   | 13    | 0      | 1    | 80         | 4                         | 135  | 8     | 0      | 0    | 147        | 253        |
| 7:30 AM       | 5                          | 2    | 0     | 0      | 2    | 7          | 7                        | 1    | 6     | 0      | 0    | 14         | 4                         | 75   | 12    | 0      | 0    | 91         | 8                         | 199  | 8     | 0      | 1    | 215        | 327        |
| 7:45 AM       | 10                         | 0    | 2     | 0      | 0    | 12         | 12                       | 1    | 3     | 0      | 0    | 16         | 4                         | 88   | 19    | 2      | 0    | 113        | 10                        | 208  | 10    | 0      | 0    | 228        | 369        |
| Hourly Total  | 24                         | 4    | 6     | 0      | 2    | 34         | 36                       | 4    | 20    | 0      | 1    | 60         | 11                        | 282  | 59    | 3      | 1    | 355        | 28                        | 664  | 36    | 0      | 2    | 728        | 1177       |
| 8:00 AM       | 6                          | 0    | 3     | 0      | 3    | 9          | 9                        | 1    | 3     | 0      | 0    | 13         | 3                         | 68   | 15    | 0      | 0    | 86         | 13                        | 193  | 7     | 0      | 0    | 213        | 321        |
| 8:15 AM       | 6                          | 1    | 3     | 0      | 1    | 10         | 12                       | 4    | 8     | 0      | 0    | 24         | 3                         | 75   | 10    | 0      | 0    | 88         | 6                         | 180  | 9     | 0      | 0    | 195        | 317        |
| 8:30 AM       | 10                         | 3    | 4     | 0      | 1    | 17         | 8                        | 0    | 6     | 0      | 0    | 14         | 8                         | 78   | 12    | 0      | 0    | 98         | 13                        | 217  | 11    | 0      | 0    | 241        | 370        |
| 8:45 AM       | 11                         | 4    | 1     | 0      | 0    | 16         | 16                       | 3    | 8     | 0      | 0    | 27         | 9                         | 103  | 24    | 1      | 0    | 137        | 10                        | 193  | 15    | 0      | 0    | 218        | 398        |
| Hourly Total  | 33                         | 8    | 11    | 0      | 5    | 52         | 45                       | 8    | 25    | 0      | 0    | 78         | 23                        | 324  | 61    | 1      | 0    | 409        | 42                        | 783  | 42    | 0      | 0    | 867        | 1406       |
| 9:00 AM       | 7                          | 6    | 4     | 0      | 0    | 17         | 16                       | 1    | 7     | 0      | 0    | 24         | 3                         | 91   | 23    | 1      | 0    | 118        | 18                        | 141  | 17    | 0      | 0    | 176        | 335        |
| 9:15 AM       | 16                         | 9    | 4     | 0      | 2    | 29         | 14                       | 6    | 6     | 0      | 1    | 26         | 5                         | 93   | 29    | 0      | 4    | 127        | 15                        | 110  | 15    | 0      | 0    | 140        | 322        |
| 9:30 AM       | 13                         | 2    | 5     | 0      | 0    | 20         | 11                       | 3    | 11    | 0      | 1    | 25         | 4                         | 91   | 28    | 2      | 0    | 125        | 16                        | 154  | 22    | 1      | 0    | 193        | 363        |
| 9:45 AM       | 20                         | 6    | 1     | 0      | 1    | 27         | 13                       | 9    | 7     | 0      | 0    | 29         | 2                         | 82   | 38    | 0      | 0    | 122        | 22                        | 131  | 20    | 1      | 0    | 174        | 352        |
| Hourly Total  | 56                         | 23   | 14    | 0      | 3    | 93         | 54                       | 19   | 31    | 0      | 2    | 104        | 14                        | 357  | 118   | 3      | 4    | 492        | 71                        | 536  | 74    | 2      | 0    | 683        | 1372       |
| *** BREAK *** | -                          | -    | -     | -      | -    | -          | -                        | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -          |
| 11:30 AM      | 21                         | 17   | 3     | 0      | 0    | 41         | 28                       | 6    | 29    | 0      | 1    | 63         | 8                         | 126  | 42    | 0      | 0    | 176        | 26                        | 145  | 14    | 0      | 0    | 185        | 465        |
| 11:45 AM      | 22                         | 14   | 4     | 0      | 0    | 40         | 28                       | 9    | 37    | 0      | 2    | 74         | 12                        | 129  | 55    | 1      | 2    | 197        | 29                        | 156  | 21    | 0      | 1    | 206        | 517        |
| Hourly Total  | 43                         | 31   | 7     | 0      | 0    | 81         | 56                       | 15   | 66    | 0      | 3    | 137        | 20                        | 255  | 97    | 1      | 2    | 373        | 55                        | 301  | 35    | 0      | 1    | 391        | 982        |
| 12:00 PM      | 19                         | 11   | 7     | 0      | 1    | 37         | 32                       | 7    | 31    | 0      | 0    | 70         | 7                         | 144  | 45    | 1      | 1    | 197        | 24                        | 189  | 22    | 0      | 1    | 235        | 539        |
| 12:15 PM      | 28                         | 16   | 3     | 0      | 0    | 47         | 30                       | 14   | 27    | 0      | 1    | 71         | 12                        | 107  | 44    | 1      | 2    | 164        | 29                        | 165  | 23    | 0      | 0    | 217        | 499        |
| 12:30 PM      | 22                         | 14   | 8     | 0      | 0    | 44         | 32                       | 9    | 27    | 0      | 0    | 68         | 8                         | 109  | 35    | 2      | 0    | 154        | 22                        | 158  | 14    | 0      | 2    | 194        | 460        |
| 12:45 PM      | 38                         | 13   | 9     | 0      | 0    | 60         | 38                       | 13   | 41    | 0      | 0    | 92         | 5                         | 123  | 56    | 0      | 1    | 184        | 21                        | 159  | 17    | 0      | 1    | 197        | 533        |
| Hourly Total  | 107                        | 54   | 27    | 0      | 1    | 188        | 132                      | 43   | 126   | 0      | 1    | 301        | 32                        | 483  | 180   | 4      | 4    | 699        | 96                        | 671  | 76    | 0      | 4    | 843        | 2031       |
| 1:00 PM       | 37                         | 7    | 4     | 0      | 0    | 48         | 34                       | 10   | 22    | 0      | 0    | 66         | 6                         | 117  | 27    | 4      | 0    | 154        | 17                        | 183  | 17    | 0      | 1    | 217        | 485        |
| 1:15 PM       | 25                         | 10   | 3     | 0      | 2    | 38         | 32                       | 8    | 25    | 0      | 2    | 65         | 5                         | 120  | 45    | 0      | 1    | 170        | 28                        | 179  | 20    | 0      | 1    | 227        | 500        |
| *** BREAK *** | -                          | -    | -     | -      | -    | -          | -                        | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 62                         | 17   | 7     | 0      | 2    | 86         | 66                       | 18   | 47    | 0      | 2    | 131        | 11                        | 237  | 72    | 4      | 1    | 324        | 45                        | 362  | 37    | 0      | 2    | 444        | 985        |
| 4:00 PM       | 41                         | 11   | 1     | 0      | 0    | 53         | 34                       | 10   | 37    | 0      | 1    | 81         | 6                         | 196  | 52    | 1      | 1    | 255        | 27                        | 192  | 20    | 0      | 1    | 239        | 628        |
| 4:15 PM       | 31                         | 14   | 3     | 0      | 0    | 48         | 27                       | 7    | 45    | 0      | 0    | 79         | 12                        | 220  | 50    | 1      | 0    | 283        | 24                        | 167  | 19    | 0      | 0    | 210        | 620        |
| 4:30 PM       | 30                         | 8    | 3     | 0      | 2    | 41         | 36                       | 11   | 34    | 0      | 0    | 81         | 4                         | 192  | 45    | 0      | 2    | 241        | 30                        | 151  | 20    | 0      | 2    | 201        | 564        |
| 4:45 PM       | 30                         | 12   | 6     | 0      | 0    | 48         | 23                       | 7    | 36    | 0      | 0    | 66         | 11                        | 202  | 47    | 2      | 0    | 262        | 29                        | 138  | 21    | 0      | 3    | 188        | 564        |
| Hourly Total  | 132                        | 45   | 13    | 0      | 2    | 190        | 120                      | 35   | 152   | 0      | 1    | 307        | 33                        | 810  | 194   | 4      | 3    | 1041       | 110                       | 648  | 80    | 0      | 6    | 838        | 2376       |
| 5:00 PM       | 35                         | 14   | 5     | 1      | 0    | 55         | 37                       | 8    | 37    | 0      | 1    | 82         | 10                        | 217  | 53    | 1      | 5    | 281        | 38                        | 198  | 16    | 0      | 1    | 252        | 670        |
| 5:15 PM       | 32                         | 13   | 7     | 0      | 1    | 52         | 41                       | 16   | 39    | 0      | 0    | 96         | 10                        | 198  | 39    | 2      | 2    | 249        | 35                        | 167  | 15    | 1      | 0    | 218        | 615        |

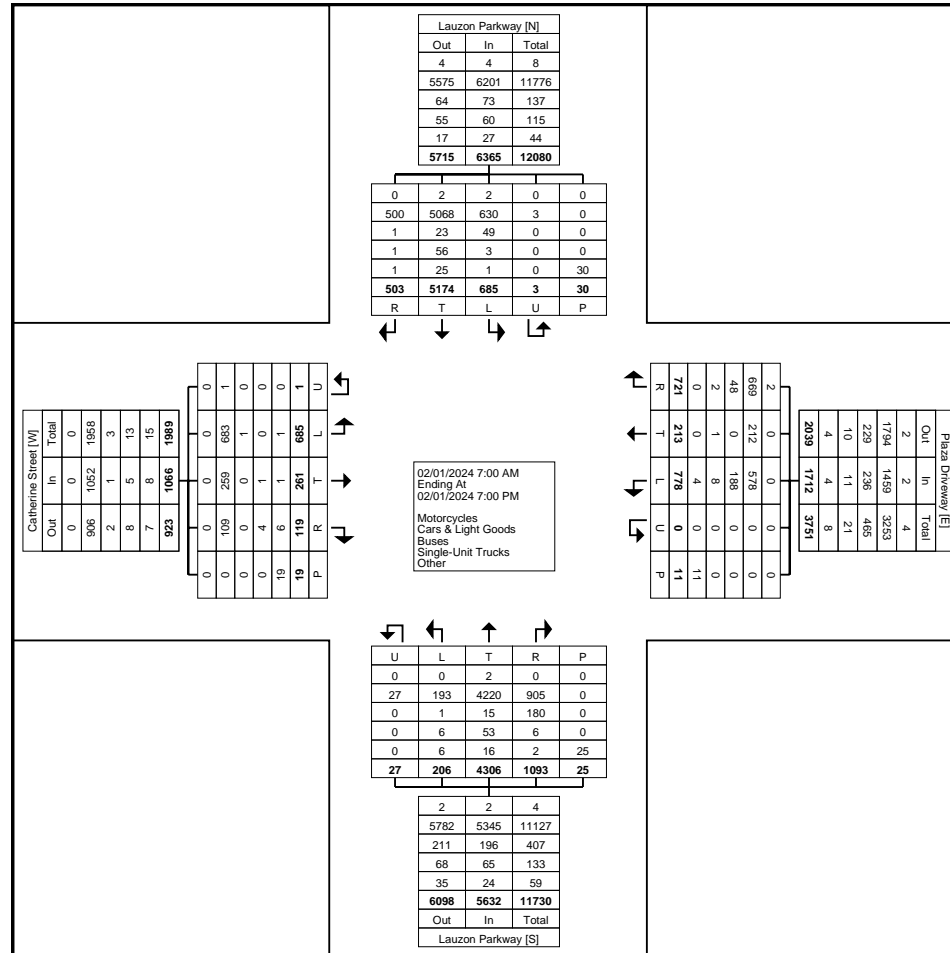
|                         |      |      |      |       |      |      |      |      |      |     |      |      |      |      |      |       |      |      |      |      |      |       |      |      |       |
|-------------------------|------|------|------|-------|------|------|------|------|------|-----|------|------|------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| 5:30 PM                 | 32   | 10   | 6    | 0     | 0    | 48   | 37   | 11   | 32   | 0   | 0    | 80   | 7    | 207  | 51   | 0     | 1    | 265  | 22   | 158  | 17   | 0     | 3    | 197  | 590   |
| 5:45 PM                 | 33   | 10   | 4    | 0     | 1    | 47   | 31   | 10   | 31   | 0   | 0    | 72   | 8    | 189  | 39   | 2     | 2    | 238  | 22   | 101  | 11   | 0     | 3    | 134  | 491   |
| Hourly Total            | 132  | 47   | 22   | 1     | 2    | 202  | 146  | 45   | 139  | 0   | 1    | 330  | 35   | 811  | 182  | 5     | 10   | 1033 | 117  | 624  | 59   | 1     | 7    | 801  | 2366  |
| 6:00 PM                 | 25   | 13   | 4    | 0     | 0    | 42   | 30   | 5    | 35   | 0   | 0    | 70   | 9    | 180  | 34   | 0     | 0    | 223  | 39   | 174  | 22   | 0     | 3    | 235  | 570   |
| 6:15 PM                 | 27   | 7    | 4    | 0     | 1    | 38   | 31   | 8    | 34   | 0   | 0    | 73   | 4    | 208  | 30   | 0     | 0    | 242  | 23   | 140  | 11   | 0     | 1    | 174  | 527   |
| 6:30 PM                 | 22   | 4    | 1    | 0     | 1    | 27   | 36   | 8    | 38   | 0   | 0    | 82   | 10   | 184  | 35   | 1     | 0    | 230  | 32   | 145  | 15   | 0     | 1    | 192  | 531   |
| 6:45 PM                 | 22   | 8    | 3    | 0     | 0    | 33   | 26   | 5    | 8    | 0   | 0    | 39   | 4    | 175  | 31   | 1     | 0    | 211  | 27   | 126  | 16   | 0     | 3    | 169  | 452   |
| Hourly Total            | 96   | 32   | 12   | 0     | 2    | 140  | 123  | 26   | 115  | 0   | 0    | 264  | 27   | 747  | 130  | 2     | 0    | 906  | 121  | 585  | 64   | 0     | 8    | 770  | 2080  |
| Grand Total             | 685  | 261  | 119  | 1     | 19   | 1066 | 778  | 213  | 721  | 0   | 11   | 1712 | 206  | 4306 | 1093 | 27    | 25   | 5632 | 685  | 5174 | 503  | 3     | 30   | 6365 | 14775 |
| Approach %              | 64.3 | 24.5 | 11.2 | 0.1   | -    | -    | 45.4 | 12.4 | 42.1 | 0.0 | -    | -    | 3.7  | 76.5 | 19.4 | 0.5   | -    | -    | 10.8 | 81.3 | 7.9  | 0.0   | -    | -    | -     |
| Total %                 | 4.6  | 1.8  | 0.8  | 0.0   | -    | 7.2  | 5.3  | 1.4  | 4.9  | 0.0 | -    | 11.6 | 1.4  | 29.1 | 7.4  | 0.2   | -    | 38.1 | 4.6  | 35.0 | 3.4  | 0.0   | -    | 43.1 | -     |
| Motorcycles             | 0    | 0    | 0    | 0     | -    | 0    | 0    | 0    | 2    | 0   | -    | 2    | 0    | 2    | 0    | 0     | -    | 2    | 2    | 2    | 0    | 0     | -    | 4    | 8     |
| % Motorcycles           | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.3  | -   | -    | 0.1  | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.3  | 0.0  | 0.0  | 0.0   | -    | 0.1  | 0.1   |
| Cars & Light Goods      | 683  | 259  | 109  | 1     | -    | 1052 | 578  | 212  | 669  | 0   | -    | 1459 | 193  | 4220 | 905  | 27    | -    | 5345 | 630  | 5068 | 500  | 3     | -    | 6201 | 14057 |
| % Cars & Light Goods    | 99.7 | 99.2 | 91.6 | 100.0 | -    | 98.7 | 74.3 | 99.5 | 92.8 | -   | -    | 85.2 | 93.7 | 98.0 | 82.8 | 100.0 | -    | 94.9 | 92.0 | 98.0 | 99.4 | 100.0 | -    | 97.4 | 95.1  |
| Buses                   | 1    | 0    | 0    | 0     | -    | 1    | 188  | 0    | 48   | 0   | -    | 236  | 1    | 15   | 180  | 0     | -    | 196  | 49   | 23   | 1    | 0     | -    | 73   | 506   |
| % Buses                 | 0.1  | 0.0  | 0.0  | 0.0   | -    | 0.1  | 24.2 | 0.0  | 6.7  | -   | -    | 13.8 | 0.5  | 0.3  | 16.5 | 0.0   | -    | 3.5  | 7.2  | 0.4  | 0.2  | 0.0   | -    | 1.1  | 3.4   |
| Single-Unit Trucks      | 0    | 1    | 4    | 0     | -    | 5    | 8    | 1    | 2    | 0   | -    | 11   | 6    | 53   | 6    | 0     | -    | 65   | 3    | 56   | 1    | 0     | -    | 60   | 141   |
| % Single-Unit Trucks    | 0.0  | 0.4  | 3.4  | 0.0   | -    | 0.5  | 1.0  | 0.5  | 0.3  | -   | -    | 0.6  | 2.9  | 1.2  | 0.5  | 0.0   | -    | 1.2  | 0.4  | 1.1  | 0.2  | 0.0   | -    | 0.9  | 1.0   |
| Articulated Trucks      | 1    | 0    | 6    | 0     | -    | 7    | 3    | 0    | 0    | 0   | -    | 3    | 6    | 16   | 1    | 0     | -    | 23   | 1    | 24   | 1    | 0     | -    | 26   | 59    |
| % Articulated Trucks    | 0.1  | 0.0  | 5.0  | 0.0   | -    | 0.7  | 0.4  | 0.0  | 0.0  | -   | -    | 0.2  | 2.9  | 0.4  | 0.1  | 0.0   | -    | 0.4  | 0.1  | 0.5  | 0.2  | 0.0   | -    | 0.4  | 0.4   |
| Bicycles on Road        | 0    | 1    | 0    | 0     | -    | 1    | 1    | 0    | 0    | 0   | -    | 1    | 0    | 0    | 1    | 0     | -    | 1    | 0    | 1    | 0    | 0     | -    | 1    | 4     |
| % Bicycles on Road      | 0.0  | 0.4  | 0.0  | 0.0   | -    | 0.1  | 0.1  | 0.0  | 0.0  | -   | -    | 0.1  | 0.0  | 0.0  | 0.1  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -    | -     | 3    | -    | -    | -    | -    | -   | 2    | -    | -    | -    | -    | -     | 3    | -    | -    | -    | -    | -     | 1    | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -     | 15.8 | -    | -    | -    | -    | -   | 18.2 | -    | -    | -    | -    | -     | 12.0 | -    | -    | -    | -    | -     | 3.3  | -    | -     |
| Pedestrians             | -    | -    | -    | -     | 16   | -    | -    | -    | -    | -   | 9    | -    | -    | -    | -    | -     | 22   | -    | -    | -    | -    | -     | 29   | -    | -     |
| % Pedestrians           | -    | -    | -    | -     | 84.2 | -    | -    | -    | -    | -   | 81.8 | -    | -    | -    | -    | -     | 88.0 | -    | -    | -    | -    | -     | 96.7 | -    | -     |



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Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
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Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts1.com

Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 4

### Turning Movement Peak Hour Data (8:30 AM)

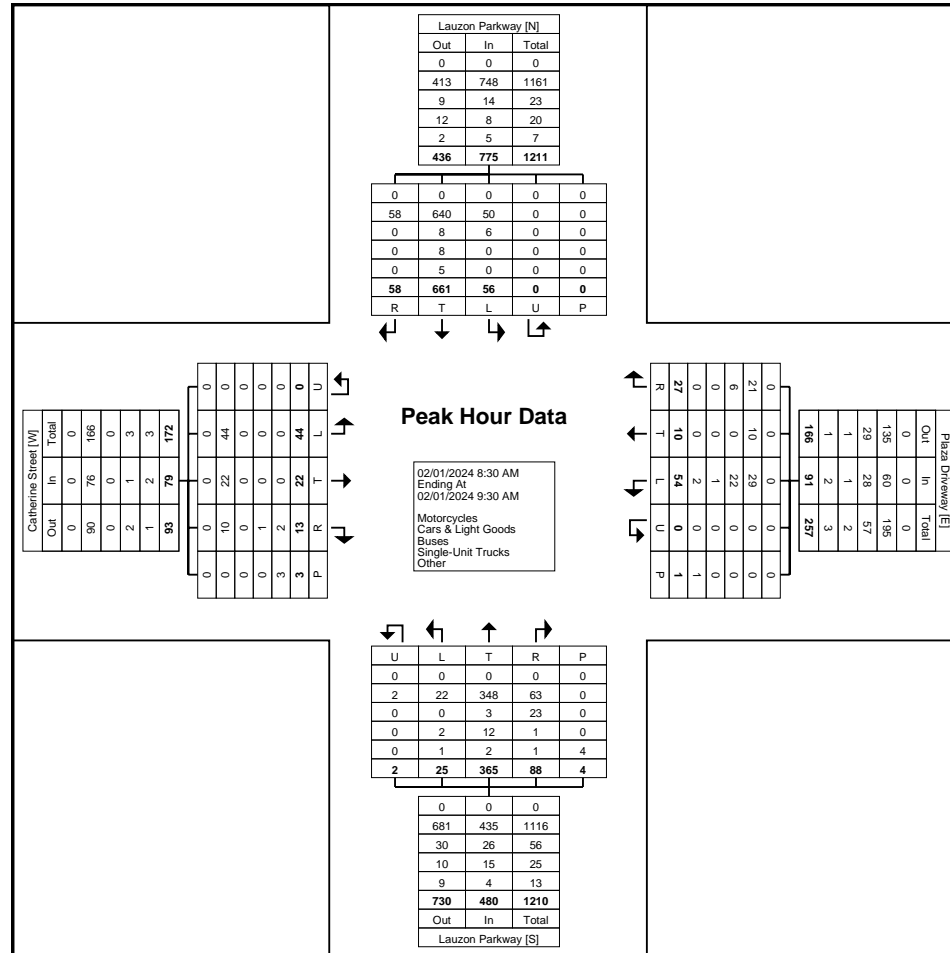
| Start Time              | Catherine Street Eastbound |       |       |        |       |            | Plaza Driveway Westbound |       |       |        |       |            | Lauzon Parkway Northbound |       |       |        |       |            | Lauzon Parkway Southbound |       |       |        |      |            | Int. Total |
|-------------------------|----------------------------|-------|-------|--------|-------|------------|--------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|------|------------|------------|
|                         | Left                       | Thru  | Right | U-Turn | Peds  | App. Total | Left                     | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds | App. Total |            |
| 8:30 AM                 | 10                         | 3     | 4     | 0      | 1     | 17         | 8                        | 0     | 6     | 0      | 0     | 14         | 8                         | 78    | 12    | 0      | 0     | 98         | 13                        | 217   | 11    | 0      | 0    | 241        | 370        |
| 8:45 AM                 | 11                         | 4     | 1     | 0      | 0     | 16         | 16                       | 3     | 8     | 0      | 0     | 27         | 9                         | 103   | 24    | 1      | 0     | 137        | 10                        | 193   | 15    | 0      | 0    | 218        | 398        |
| 9:00 AM                 | 7                          | 6     | 4     | 0      | 0     | 17         | 16                       | 1     | 7     | 0      | 0     | 24         | 3                         | 91    | 23    | 1      | 0     | 118        | 18                        | 141   | 17    | 0      | 0    | 176        | 335        |
| 9:15 AM                 | 16                         | 9     | 4     | 0      | 2     | 29         | 14                       | 6     | 6     | 0      | 1     | 26         | 5                         | 93    | 29    | 0      | 4     | 127        | 15                        | 110   | 15    | 0      | 0    | 140        | 322        |
| Total                   | 44                         | 22    | 13    | 0      | 3     | 79         | 54                       | 10    | 27    | 0      | 1     | 91         | 25                        | 365   | 88    | 2      | 4     | 480        | 56                        | 661   | 58    | 0      | 0    | 775        | 1425       |
| Approach %              | 55.7                       | 27.8  | 16.5  | 0.0    | -     | -          | 59.3                     | 11.0  | 29.7  | 0.0    | -     | -          | 5.2                       | 76.0  | 18.3  | 0.4    | -     | -          | 7.2                       | 85.3  | 7.5   | 0.0    | -    | -          | -          |
| Total %                 | 3.1                        | 1.5   | 0.9   | 0.0    | -     | 5.5        | 3.8                      | 0.7   | 1.9   | 0.0    | -     | 6.4        | 1.8                       | 25.6  | 6.2   | 0.1    | -     | 33.7       | 3.9                       | 46.4  | 4.1   | 0.0    | -    | 54.4       | -          |
| PHF                     | 0.688                      | 0.611 | 0.813 | 0.000  | -     | 0.681      | 0.844                    | 0.417 | 0.844 | 0.000  | -     | 0.843      | 0.694                     | 0.886 | 0.759 | 0.500  | -     | 0.876      | 0.778                     | 0.762 | 0.853 | 0.000  | -    | 0.804      | 0.895      |
| Motorcycles             | 0                          | 0     | 0     | 0      | -     | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 0          |
| % Motorcycles           | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 44                         | 22    | 10    | 0      | -     | 76         | 29                       | 10    | 21    | 0      | -     | 60         | 22                        | 348   | 63    | 2      | -     | 435        | 50                        | 640   | 58    | 0      | -    | 748        | 1319       |
| % Cars & Light Goods    | 100.0                      | 100.0 | 76.9  | -      | -     | 96.2       | 53.7                     | 100.0 | 77.8  | -      | -     | 65.9       | 88.0                      | 95.3  | 71.6  | 100.0  | -     | 90.6       | 89.3                      | 96.8  | 100.0 | -      | -    | 96.5       | 92.6       |
| Buses                   | 0                          | 0     | 0     | 0      | -     | 0          | 22                       | 0     | 6     | 0      | -     | 28         | 0                         | 3     | 23    | 0      | -     | 26         | 6                         | 8     | 0     | 0      | -    | 14         | 68         |
| % Buses                 | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 40.7                     | 0.0   | 22.2  | -      | -     | 30.8       | 0.0                       | 0.8   | 26.1  | 0.0    | -     | 5.4        | 10.7                      | 1.2   | 0.0   | -      | -    | 1.8        | 4.8        |
| Single-Unit Trucks      | 0                          | 0     | 1     | 0      | -     | 1          | 1                        | 0     | 0     | 0      | -     | 1          | 2                         | 12    | 1     | 0      | -     | 15         | 0                         | 8     | 0     | 0      | -    | 8          | 25         |
| % Single-Unit Trucks    | 0.0                        | 0.0   | 7.7   | -      | -     | 1.3        | 1.9                      | 0.0   | 0.0   | -      | -     | 1.1        | 8.0                       | 3.3   | 1.1   | 0.0    | -     | 3.1        | 0.0                       | 1.2   | 0.0   | -      | -    | 1.0        | 1.8        |
| Articulated Trucks      | 0                          | 0     | 2     | 0      | -     | 2          | 1                        | 0     | 0     | 0      | -     | 1          | 1                         | 2     | 1     | 0      | -     | 4          | 0                         | 5     | 0     | 0      | -    | 5          | 12         |
| % Articulated Trucks    | 0.0                        | 0.0   | 15.4  | -      | -     | 2.5        | 1.9                      | 0.0   | 0.0   | -      | -     | 1.1        | 4.0                       | 0.5   | 1.1   | 0.0    | -     | 0.8        | 0.0                       | 0.8   | 0.0   | -      | -    | 0.6        | 0.8        |
| Bicycles on Road        | 0                          | 0     | 0     | 0      | -     | 0          | 1                        | 0     | 0     | 0      | -     | 1          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 1          |
| % Bicycles on Road      | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 1.9                      | 0.0   | 0.0   | -      | -     | 1.1        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Crosswalk   | -                          | -     | -     | -      | 0     | -          | -                        | -     | -     | -      | 1     | -          | -                         | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 0    | -          | -          |
| % Bicycles on Crosswalk | -                          | -     | -     | -      | 0.0   | -          | -                        | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | -    | -          | -          |
| Pedestrians             | -                          | -     | -     | -      | 3     | -          | -                        | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 4     | -          | -                         | -     | -     | -      | 0    | -          | -          |
| % Pedestrians           | -                          | -     | -     | -      | 100.0 | -          | -                        | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | -    | -          | -          |



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Turning Movement Peak Hour Data Plot (8:30 AM)



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Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 6

### Turning Movement Peak Hour Data (12:00 PM)

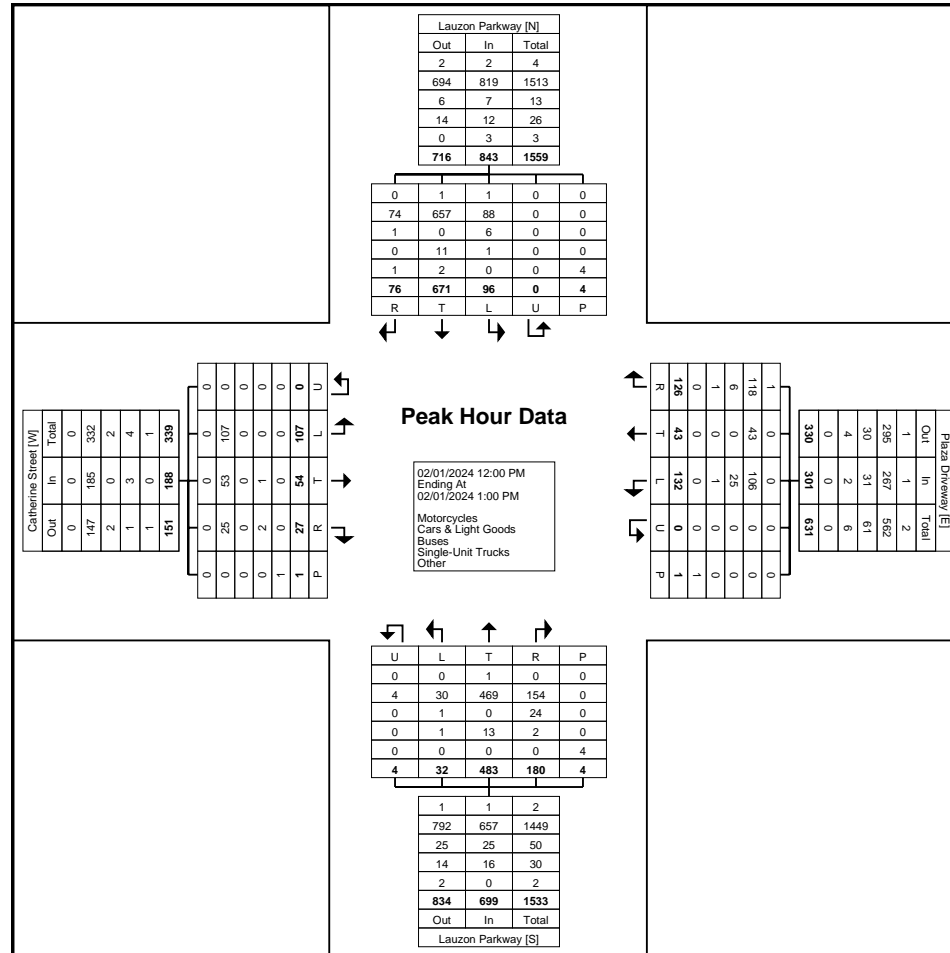
| Start Time              | Catherine Street Eastbound |           |           |          |          |            | Plaza Driveway Westbound |           |            |          |          |            | Lauzon Parkway Northbound |            |            |          |          |            | Lauzon Parkway Southbound |            |           |          |          |            | Int. Total  |
|-------------------------|----------------------------|-----------|-----------|----------|----------|------------|--------------------------|-----------|------------|----------|----------|------------|---------------------------|------------|------------|----------|----------|------------|---------------------------|------------|-----------|----------|----------|------------|-------------|
|                         | Left                       | Thru      | Right     | U-Turn   | Peds     | App. Total | Left                     | Thru      | Right      | U-Turn   | Peds     | App. Total | Left                      | Thru       | Right      | U-Turn   | Peds     | App. Total | Left                      | Thru       | Right     | U-Turn   | Peds     | App. Total |             |
| 12:00 PM                | 19                         | 11        | 7         | 0        | 1        | 37         | 32                       | 7         | 31         | 0        | 0        | 70         | 7                         | 144        | 45         | 1        | 1        | 197        | 24                        | 189        | 22        | 0        | 1        | 235        | 539         |
| 12:15 PM                | 28                         | 16        | 3         | 0        | 0        | 47         | 30                       | 14        | 27         | 0        | 1        | 71         | 12                        | 107        | 44         | 1        | 2        | 164        | 29                        | 165        | 23        | 0        | 0        | 217        | 499         |
| 12:30 PM                | 22                         | 14        | 8         | 0        | 0        | 44         | 32                       | 9         | 27         | 0        | 0        | 68         | 8                         | 109        | 35         | 2        | 0        | 154        | 22                        | 158        | 14        | 0        | 2        | 194        | 460         |
| 12:45 PM                | 38                         | 13        | 9         | 0        | 0        | 60         | 38                       | 13        | 41         | 0        | 0        | 92         | 5                         | 123        | 56         | 0        | 1        | 184        | 21                        | 159        | 17        | 0        | 1        | 197        | 533         |
| <b>Total</b>            | <b>107</b>                 | <b>54</b> | <b>27</b> | <b>0</b> | <b>1</b> | <b>188</b> | <b>132</b>               | <b>43</b> | <b>126</b> | <b>0</b> | <b>1</b> | <b>301</b> | <b>32</b>                 | <b>483</b> | <b>180</b> | <b>4</b> | <b>4</b> | <b>699</b> | <b>96</b>                 | <b>671</b> | <b>76</b> | <b>0</b> | <b>4</b> | <b>843</b> | <b>2031</b> |
| Approach %              | 56.9                       | 28.7      | 14.4      | 0.0      | -        | -          | 43.9                     | 14.3      | 41.9       | 0.0      | -        | -          | 4.6                       | 69.1       | 25.8       | 0.6      | -        | -          | 11.4                      | 79.6       | 9.0       | 0.0      | -        | -          | -           |
| Total %                 | 5.3                        | 2.7       | 1.3       | 0.0      | -        | 9.3        | 6.5                      | 2.1       | 6.2        | 0.0      | -        | 14.8       | 1.6                       | 23.8       | 8.9        | 0.2      | -        | 34.4       | 4.7                       | 33.0       | 3.7       | 0.0      | -        | 41.5       | -           |
| PHF                     | 0.704                      | 0.844     | 0.750     | 0.000    | -        | 0.783      | 0.868                    | 0.768     | 0.768      | 0.000    | -        | 0.818      | 0.667                     | 0.839      | 0.804      | 0.500    | -        | 0.887      | 0.828                     | 0.888      | 0.826     | 0.000    | -        | 0.897      | 0.942       |
| Motorcycles             | 0                          | 0         | 0         | 0        | -        | 0          | 0                        | 0         | 1          | 0        | -        | 1          | 0                         | 1          | 0          | 0        | -        | 1          | 1                         | 1          | 0         | 0        | -        | 2          | 4           |
| % Motorcycles           | 0.0                        | 0.0       | 0.0       | -        | -        | 0.0        | 0.0                      | 0.0       | 0.8        | -        | -        | 0.3        | 0.0                       | 0.2        | 0.0        | 0.0      | -        | 0.1        | 1.0                       | 0.1        | 0.0       | -        | -        | 0.2        | 0.2         |
| Cars & Light Goods      | 107                        | 53        | 25        | 0        | -        | 185        | 106                      | 43        | 118        | 0        | -        | 267        | 30                        | 469        | 154        | 4        | -        | 657        | 88                        | 657        | 74        | 0        | -        | 819        | 1928        |
| % Cars & Light Goods    | 100.0                      | 98.1      | 92.6      | -        | -        | 98.4       | 80.3                     | 100.0     | 93.7       | -        | -        | 88.7       | 93.8                      | 97.1       | 85.6       | 100.0    | -        | 94.0       | 91.7                      | 97.9       | 97.4      | -        | -        | 97.2       | 94.9        |
| Buses                   | 0                          | 0         | 0         | 0        | -        | 0          | 25                       | 0         | 6          | 0        | -        | 31         | 1                         | 0          | 24         | 0        | -        | 25         | 6                         | 0          | 1         | 0        | -        | 7          | 63          |
| % Buses                 | 0.0                        | 0.0       | 0.0       | -        | -        | 0.0        | 18.9                     | 0.0       | 4.8        | -        | -        | 10.3       | 3.1                       | 0.0        | 13.3       | 0.0      | -        | 3.6        | 6.3                       | 0.0        | 1.3       | -        | -        | 0.8        | 3.1         |
| Single-Unit Trucks      | 0                          | 1         | 2         | 0        | -        | 3          | 1                        | 0         | 1          | 0        | -        | 2          | 1                         | 13         | 2          | 0        | -        | 16         | 1                         | 11         | 0         | 0        | -        | 12         | 33          |
| % Single-Unit Trucks    | 0.0                        | 1.9       | 7.4       | -        | -        | 1.6        | 0.8                      | 0.0       | 0.8        | -        | -        | 0.7        | 3.1                       | 2.7        | 1.1        | 0.0      | -        | 2.3        | 1.0                       | 1.6        | 0.0       | -        | -        | 1.4        | 1.6         |
| Articulated Trucks      | 0                          | 0         | 0         | 0        | -        | 0          | 0                        | 0         | 0          | 0        | -        | 0          | 0                         | 0          | 0          | 0        | -        | 0          | 0                         | 2          | 1         | 0        | -        | 3          | 3           |
| % Articulated Trucks    | 0.0                        | 0.0       | 0.0       | -        | -        | 0.0        | 0.0                      | 0.0       | 0.0        | -        | -        | 0.0        | 0.0                       | 0.0        | 0.0        | 0.0      | -        | 0.0        | 0.0                       | 0.3        | 1.3       | -        | -        | 0.4        | 0.1         |
| Bicycles on Road        | 0                          | 0         | 0         | 0        | -        | 0          | 0                        | 0         | 0          | 0        | -        | 0          | 0                         | 0          | 0          | 0        | -        | 0          | 0                         | 0          | 0         | 0        | -        | 0          | 0           |
| % Bicycles on Road      | 0.0                        | 0.0       | 0.0       | -        | -        | 0.0        | 0.0                      | 0.0       | 0.0        | -        | -        | 0.0        | 0.0                       | 0.0        | 0.0        | 0.0      | -        | 0.0        | 0.0                       | 0.0        | 0.0       | -        | -        | 0.0        | 0.0         |
| Bicycles on Crosswalk   | -                          | -         | -         | -        | 0        | -          | -                        | -         | -          | -        | 0        | -          | -                         | -          | -          | -        | 0        | -          | -                         | -          | -         | -        | 1        | -          | -           |
| % Bicycles on Crosswalk | -                          | -         | -         | -        | 0.0      | -          | -                        | -         | -          | -        | 0.0      | -          | -                         | -          | -          | -        | 0.0      | -          | -                         | -          | -         | -        | 25.0     | -          | -           |
| Pedestrians             | -                          | -         | -         | -        | 1        | -          | -                        | -         | -          | -        | 1        | -          | -                         | -          | -          | -        | 4        | -          | -                         | -          | -         | -        | 3        | -          | -           |
| % Pedestrians           | -                          | -         | -         | -        | 100.0    | -          | -                        | -         | -          | -        | 100.0    | -          | -                         | -          | -          | -        | 100.0    | -          | -                         | -          | -         | -        | 75.0     | -          | -           |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Lauzon Parkway & Catherine Street  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 8

### Turning Movement Peak Hour Data (4:45 PM)

| Start Time              | Catherine Street Eastbound |       |       |        |       |            | Plaza Driveway Westbound |       |       |        |       |            | Lauzon Parkway Northbound |       |       |        |      |            | Lauzon Parkway Southbound |       |       |        |       |            | Int. Total |
|-------------------------|----------------------------|-------|-------|--------|-------|------------|--------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|------|------------|---------------------------|-------|-------|--------|-------|------------|------------|
|                         | Left                       | Thru  | Right | U-Turn | Peds  | App. Total | Left                     | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total |            |
| 4:45 PM                 | 30                         | 12    | 6     | 0      | 0     | 48         | 23                       | 7     | 36    | 0      | 0     | 66         | 11                        | 202   | 47    | 2      | 0    | 262        | 29                        | 138   | 21    | 0      | 3     | 188        | 564        |
| 5:00 PM                 | 35                         | 14    | 5     | 1      | 0     | 55         | 37                       | 8     | 37    | 0      | 1     | 82         | 10                        | 217   | 53    | 1      | 5    | 281        | 38                        | 198   | 16    | 0      | 1     | 252        | 670        |
| 5:15 PM                 | 32                         | 13    | 7     | 0      | 1     | 52         | 41                       | 16    | 39    | 0      | 0     | 96         | 10                        | 198   | 39    | 2      | 2    | 249        | 35                        | 167   | 15    | 1      | 0     | 218        | 615        |
| 5:30 PM                 | 32                         | 10    | 6     | 0      | 0     | 48         | 37                       | 11    | 32    | 0      | 0     | 80         | 7                         | 207   | 51    | 0      | 1    | 265        | 22                        | 158   | 17    | 0      | 3     | 197        | 590        |
| Total                   | 129                        | 49    | 24    | 1      | 1     | 203        | 138                      | 42    | 144   | 0      | 1     | 324        | 38                        | 824   | 190   | 5      | 8    | 1057       | 124                       | 661   | 69    | 1      | 7     | 855        | 2439       |
| Approach %              | 63.5                       | 24.1  | 11.8  | 0.5    | -     | -          | 42.6                     | 13.0  | 44.4  | 0.0    | -     | -          | 3.6                       | 78.0  | 18.0  | 0.5    | -    | -          | 14.5                      | 77.3  | 8.1   | 0.1    | -     | -          | -          |
| Total %                 | 5.3                        | 2.0   | 1.0   | 0.0    | -     | 8.3        | 5.7                      | 1.7   | 5.9   | 0.0    | -     | 13.3       | 1.6                       | 33.8  | 7.8   | 0.2    | -    | 43.3       | 5.1                       | 27.1  | 2.8   | 0.0    | -     | 35.1       | -          |
| PHF                     | 0.921                      | 0.875 | 0.857 | 0.250  | -     | 0.923      | 0.841                    | 0.656 | 0.923 | 0.000  | -     | 0.844      | 0.864                     | 0.949 | 0.896 | 0.625  | -    | 0.940      | 0.816                     | 0.835 | 0.821 | 0.250  | -     | 0.848      | 0.910      |
| Motorcycles             | 0                          | 0     | 0     | 0      | -     | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 1                         | 0     | 0     | 0      | -     | 1          | 1          |
| % Motorcycles           | 0.0                        | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.8                       | 0.0   | 0.0   | 0.0    | -     | 0.1        | 0.0        |
| Cars & Light Goods      | 129                        | 49    | 23    | 1      | -     | 202        | 117                      | 42    | 137   | 0      | -     | 296        | 35                        | 820   | 169   | 5      | -    | 1029       | 116                       | 656   | 69    | 1      | -     | 842        | 2369       |
| % Cars & Light Goods    | 100.0                      | 100.0 | 95.8  | 100.0  | -     | 99.5       | 84.8                     | 100.0 | 95.1  | -      | -     | 91.4       | 92.1                      | 99.5  | 88.9  | 100.0  | -    | 97.4       | 93.5                      | 99.2  | 100.0 | 100.0  | -     | 98.5       | 97.1       |
| Buses                   | 0                          | 0     | 0     | 0      | -     | 0          | 21                       | 0     | 7     | 0      | -     | 28         | 0                         | 1     | 21    | 0      | -    | 22         | 7                         | 1     | 0     | 0      | -     | 8          | 58         |
| % Buses                 | 0.0                        | 0.0   | 0.0   | 0.0    | -     | 0.0        | 15.2                     | 0.0   | 4.9   | -      | -     | 8.6        | 0.0                       | 0.1   | 11.1  | 0.0    | -    | 2.1        | 5.6                       | 0.2   | 0.0   | 0.0    | -     | 0.9        | 2.4        |
| Single-Unit Trucks      | 0                          | 0     | 0     | 0      | -     | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 1                         | 2     | 0     | 0      | -    | 3          | 0                         | 3     | 0     | 0      | -     | 3          | 6          |
| % Single-Unit Trucks    | 0.0                        | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 2.6                       | 0.2   | 0.0   | 0.0    | -    | 0.3        | 0.0                       | 0.5   | 0.0   | 0.0    | -     | 0.4        | 0.2        |
| Articulated Trucks      | 0                          | 0     | 1     | 0      | -     | 1          | 0                        | 0     | 0     | 0      | -     | 0          | 2                         | 1     | 0     | 0      | -    | 3          | 0                         | 1     | 0     | 0      | -     | 1          | 5          |
| % Articulated Trucks    | 0.0                        | 0.0   | 4.2   | 0.0    | -     | 0.5        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 5.3                       | 0.1   | 0.0   | 0.0    | -    | 0.3        | 0.0                       | 0.2   | 0.0   | 0.0    | -     | 0.1        | 0.2        |
| Bicycles on Road        | 0                          | 0     | 0     | 0      | -     | 0          | 0                        | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                        | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                          | -     | -     | -      | 0     | -          | -                        | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 1    | -          | -                         | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                          | -     | -     | -      | 0.0   | -          | -                        | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | 12.5 | -          | -                         | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                          | -     | -     | -      | 1     | -          | -                        | -     | -     | -      | 1     | -          | -                         | -     | -     | -      | 7    | -          | -                         | -     | -     | -      | 7     | -          | -          |
| % Pedestrians           | -                          | -     | -     | -      | 100.0 | -          | -                        | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 87.5 | -          | -                         | -     | -     | -      | 100.0 | -          | -          |







Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts.com

Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 1

### Turning Movement Data

| Start Time    | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |      |        |      |            | Rose Ville Garden Drive Northbound |       |        |      |            | Int. Total |
|---------------|-------------------------|-------|--------|------|------------|-------------------------|------|--------|------|------------|------------------------------------|-------|--------|------|------------|------------|
|               | Thru                    | Right | U-Turn | Peds | App. Total | Left                    | Thru | U-Turn | Peds | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 141                     | 3     | 1      | 0    | 145        | 8                       | 124  | 0      | 0    | 132        | 4                                  | 11    | 0      | 1    | 15         | 292        |
| 7:15 AM       | 159                     | 5     | 2      | 0    | 166        | 10                      | 151  | 0      | 0    | 161        | 3                                  | 7     | 0      | 2    | 10         | 337        |
| 7:30 AM       | 171                     | 2     | 1      | 0    | 174        | 16                      | 208  | 0      | 0    | 224        | 5                                  | 15    | 0      | 1    | 20         | 418        |
| 7:45 AM       | 213                     | 7     | 0      | 0    | 220        | 25                      | 251  | 0      | 1    | 276        | 6                                  | 11    | 0      | 3    | 17         | 513        |
| Hourly Total  | 684                     | 17    | 4      | 0    | 705        | 59                      | 734  | 0      | 1    | 793        | 18                                 | 44    | 0      | 7    | 62         | 1560       |
| 8:00 AM       | 170                     | 4     | 0      | 0    | 174        | 15                      | 241  | 0      | 1    | 256        | 9                                  | 21    | 1      | 2    | 31         | 461        |
| 8:15 AM       | 187                     | 5     | 2      | 1    | 194        | 14                      | 229  | 1      | 2    | 244        | 11                                 | 26    | 0      | 1    | 37         | 475        |
| 8:30 AM       | 221                     | 8     | 0      | 1    | 229        | 23                      | 267  | 2      | 0    | 292        | 17                                 | 19    | 0      | 0    | 36         | 557        |
| 8:45 AM       | 234                     | 18    | 4      | 0    | 256        | 24                      | 237  | 0      | 0    | 261        | 16                                 | 35    | 0      | 3    | 51         | 568        |
| Hourly Total  | 812                     | 35    | 6      | 2    | 853        | 76                      | 974  | 3      | 3    | 1053       | 53                                 | 101   | 1      | 6    | 155        | 2061       |
| 9:00 AM       | 229                     | 11    | 3      | 0    | 243        | 23                      | 215  | 0      | 1    | 238        | 12                                 | 34    | 0      | 3    | 46         | 527        |
| 9:15 AM       | 265                     | 8     | 2      | 2    | 275        | 22                      | 202  | 1      | 4    | 225        | 11                                 | 24    | 0      | 4    | 35         | 535        |
| 9:30 AM       | 225                     | 7     | 5      | 0    | 237        | 36                      | 250  | 0      | 1    | 286        | 14                                 | 19    | 0      | 2    | 33         | 556        |
| 9:45 AM       | 204                     | 13    | 1      | 0    | 218        | 24                      | 219  | 2      | 0    | 245        | 15                                 | 26    | 0      | 0    | 41         | 504        |
| Hourly Total  | 923                     | 39    | 11     | 2    | 973        | 105                     | 886  | 3      | 6    | 994        | 52                                 | 103   | 0      | 9    | 155        | 2122       |
| *** BREAK *** | -                       | -     | -      | -    | -          | -                       | -    | -      | -    | -          | -                                  | -     | -      | -    | -          | -          |
| 11:30 AM      | 276                     | 12    | 2      | 2    | 290        | 43                      | 259  | 1      | 1    | 303        | 17                                 | 45    | 0      | 8    | 62         | 655        |
| 11:45 AM      | 331                     | 15    | 3      | 3    | 349        | 48                      | 249  | 1      | 4    | 298        | 27                                 | 41    | 0      | 7    | 68         | 715        |
| Hourly Total  | 607                     | 27    | 5      | 5    | 639        | 91                      | 508  | 2      | 5    | 601        | 44                                 | 86    | 0      | 15   | 130        | 1370       |
| 12:00 PM      | 316                     | 15    | 3      | 0    | 334        | 45                      | 246  | 2      | 4    | 293        | 46                                 | 46    | 0      | 4    | 92         | 719        |
| 12:15 PM      | 345                     | 31    | 3      | 0    | 379        | 43                      | 253  | 3      | 0    | 299        | 34                                 | 48    | 0      | 3    | 82         | 760        |
| 12:30 PM      | 307                     | 15    | 3      | 2    | 325        | 30                      | 308  | 3      | 2    | 341        | 33                                 | 49    | 0      | 0    | 82         | 748        |
| 12:45 PM      | 362                     | 9     | 2      | 1    | 373        | 31                      | 258  | 1      | 4    | 290        | 29                                 | 38    | 0      | 4    | 67         | 730        |
| Hourly Total  | 1330                    | 70    | 11     | 3    | 1411       | 149                     | 1065 | 9      | 10   | 1223       | 142                                | 181   | 0      | 11   | 323        | 2957       |
| 1:00 PM       | 341                     | 19    | 0      | 2    | 360        | 53                      | 314  | 1      | 0    | 368        | 35                                 | 41    | 0      | 1    | 76         | 804        |
| 1:15 PM       | 347                     | 23    | 2      | 2    | 372        | 44                      | 320  | 2      | 1    | 366        | 36                                 | 40    | 0      | 1    | 76         | 814        |
| *** BREAK *** | -                       | -     | -      | -    | -          | -                       | -    | -      | -    | -          | -                                  | -     | -      | -    | -          | -          |
| Hourly Total  | 688                     | 42    | 2      | 4    | 732        | 97                      | 634  | 3      | 1    | 734        | 71                                 | 81    | 0      | 2    | 152        | 1618       |
| 4:00 PM       | 404                     | 26    | 0      | 2    | 430        | 34                      | 304  | 2      | 3    | 340        | 20                                 | 39    | 0      | 7    | 59         | 829        |
| 4:15 PM       | 404                     | 11    | 1      | 1    | 416        | 26                      | 255  | 1      | 1    | 282        | 31                                 | 61    | 0      | 10   | 92         | 790        |
| 4:30 PM       | 345                     | 13    | 2      | 3    | 360        | 48                      | 303  | 1      | 1    | 352        | 26                                 | 34    | 0      | 3    | 60         | 772        |
| 4:45 PM       | 271                     | 10    | 3      | 0    | 284        | 53                      | 276  | 3      | 1    | 332        | 22                                 | 45    | 0      | 4    | 67         | 683        |
| Hourly Total  | 1424                    | 60    | 6      | 6    | 1490       | 161                     | 1138 | 7      | 6    | 1306       | 99                                 | 179   | 0      | 24   | 278        | 3074       |
| 5:00 PM       | 448                     | 17    | 2      | 0    | 467        | 48                      | 312  | 1      | 0    | 361        | 28                                 | 61    | 0      | 2    | 89         | 917        |
| 5:15 PM       | 448                     | 22    | 6      | 0    | 476        | 49                      | 272  | 0      | 1    | 321        | 24                                 | 47    | 0      | 4    | 71         | 868        |
| 5:30 PM       | 352                     | 11    | 2      | 0    | 365        | 40                      | 291  | 1      | 0    | 332        | 30                                 | 40    | 0      | 1    | 70         | 767        |

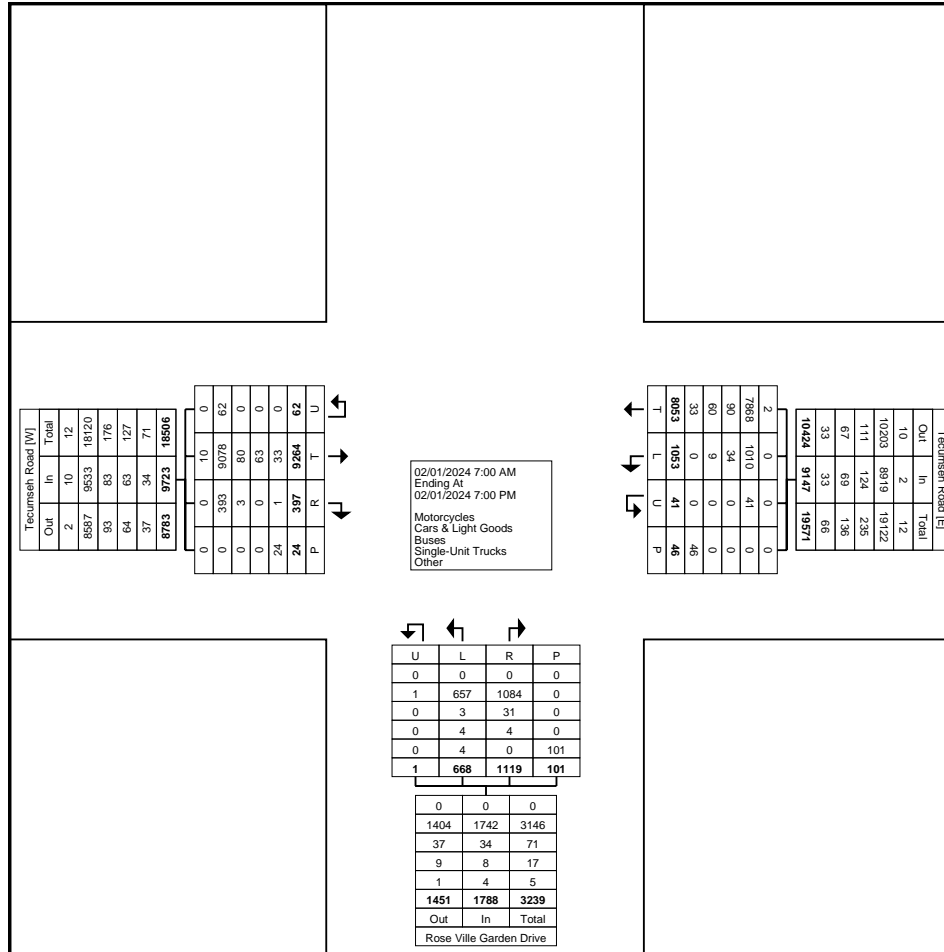
|                         |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |       |
|-------------------------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|-------|
| 5:45 PM                 | 269  | 13   | 3     | 0    | 285  | 47   | 261  | 5     | 5    | 313  | 27   | 42   | 0     | 7    | 69   | 667   |
| Hourly Total            | 1517 | 63   | 13    | 0    | 1593 | 184  | 1136 | 7     | 6    | 1327 | 109  | 190  | 0     | 14   | 299  | 3219  |
| 6:00 PM                 | 378  | 13   | 0     | 1    | 391  | 34   | 259  | 0     | 4    | 293  | 18   | 38   | 0     | 5    | 56   | 740   |
| 6:15 PM                 | 346  | 7    | 1     | 1    | 354  | 33   | 269  | 1     | 1    | 303  | 16   | 42   | 0     | 2    | 58   | 715   |
| 6:30 PM                 | 299  | 9    | 2     | 0    | 310  | 31   | 234  | 2     | 3    | 267  | 24   | 35   | 0     | 5    | 59   | 636   |
| 6:45 PM                 | 256  | 15   | 1     | 0    | 272  | 33   | 216  | 4     | 0    | 253  | 22   | 39   | 0     | 1    | 61   | 586   |
| Hourly Total            | 1279 | 44   | 4     | 2    | 1327 | 131  | 978  | 7     | 8    | 1116 | 80   | 154  | 0     | 13   | 234  | 2677  |
| Grand Total             | 9264 | 397  | 62    | 24   | 9723 | 1053 | 8053 | 41    | 46   | 9147 | 668  | 1119 | 1     | 101  | 1788 | 20658 |
| Approach %              | 95.3 | 4.1  | 0.6   | -    | -    | 11.5 | 88.0 | 0.4   | -    | -    | 37.4 | 62.6 | 0.1   | -    | -    | -     |
| Total %                 | 44.8 | 1.9  | 0.3   | -    | 47.1 | 5.1  | 39.0 | 0.2   | -    | 44.3 | 3.2  | 5.4  | 0.0   | -    | 8.7  | -     |
| Motorcycles             | 10   | 0    | 0     | -    | 10   | 0    | 2    | 0     | -    | 2    | 0    | 0    | 0     | -    | 0    | 12    |
| % Motorcycles           | 0.1  | 0.0  | 0.0   | -    | 0.1  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.1   |
| Cars & Light Goods      | 9078 | 393  | 62    | -    | 9533 | 1010 | 7868 | 41    | -    | 8919 | 657  | 1084 | 1     | -    | 1742 | 20194 |
| % Cars & Light Goods    | 98.0 | 99.0 | 100.0 | -    | 98.0 | 95.9 | 97.7 | 100.0 | -    | 97.5 | 98.4 | 96.9 | 100.0 | -    | 97.4 | 97.8  |
| Buses                   | 80   | 3    | 0     | -    | 83   | 34   | 90   | 0     | -    | 124  | 3    | 31   | 0     | -    | 34   | 241   |
| % Buses                 | 0.9  | 0.8  | 0.0   | -    | 0.9  | 3.2  | 1.1  | 0.0   | -    | 1.4  | 0.4  | 2.8  | 0.0   | -    | 1.9  | 1.2   |
| Single-Unit Trucks      | 63   | 0    | 0     | -    | 63   | 9    | 60   | 0     | -    | 69   | 4    | 4    | 0     | -    | 8    | 140   |
| % Single-Unit Trucks    | 0.7  | 0.0  | 0.0   | -    | 0.6  | 0.9  | 0.7  | 0.0   | -    | 0.8  | 0.6  | 0.4  | 0.0   | -    | 0.4  | 0.7   |
| Articulated Trucks      | 31   | 0    | 0     | -    | 31   | 0    | 31   | 0     | -    | 31   | 4    | 0    | 0     | -    | 4    | 66    |
| % Articulated Trucks    | 0.3  | 0.0  | 0.0   | -    | 0.3  | 0.0  | 0.4  | 0.0   | -    | 0.3  | 0.6  | 0.0  | 0.0   | -    | 0.2  | 0.3   |
| Bicycles on Road        | 2    | 1    | 0     | -    | 3    | 0    | 2    | 0     | -    | 2    | 0    | 0    | 0     | -    | 0    | 5     |
| % Bicycles on Road      | 0.0  | 0.3  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -     | 1    | -    | -    | -    | -     | 4    | -    | -    | -    | -     | 11   | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -     | 4.2  | -    | -    | -    | -     | 8.7  | -    | -    | -    | -     | 10.9 | -    | -     |
| Pedestrians             | -    | -    | -     | 23   | -    | -    | -    | -     | 42   | -    | -    | -    | -     | 90   | -    | -     |
| % Pedestrians           | -    | -    | -     | 95.8 | -    | -    | -    | -     | 91.3 | -    | -    | -    | -     | 89.1 | -    | -     |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 4

### Turning Movement Peak Hour Data (8:30 AM)

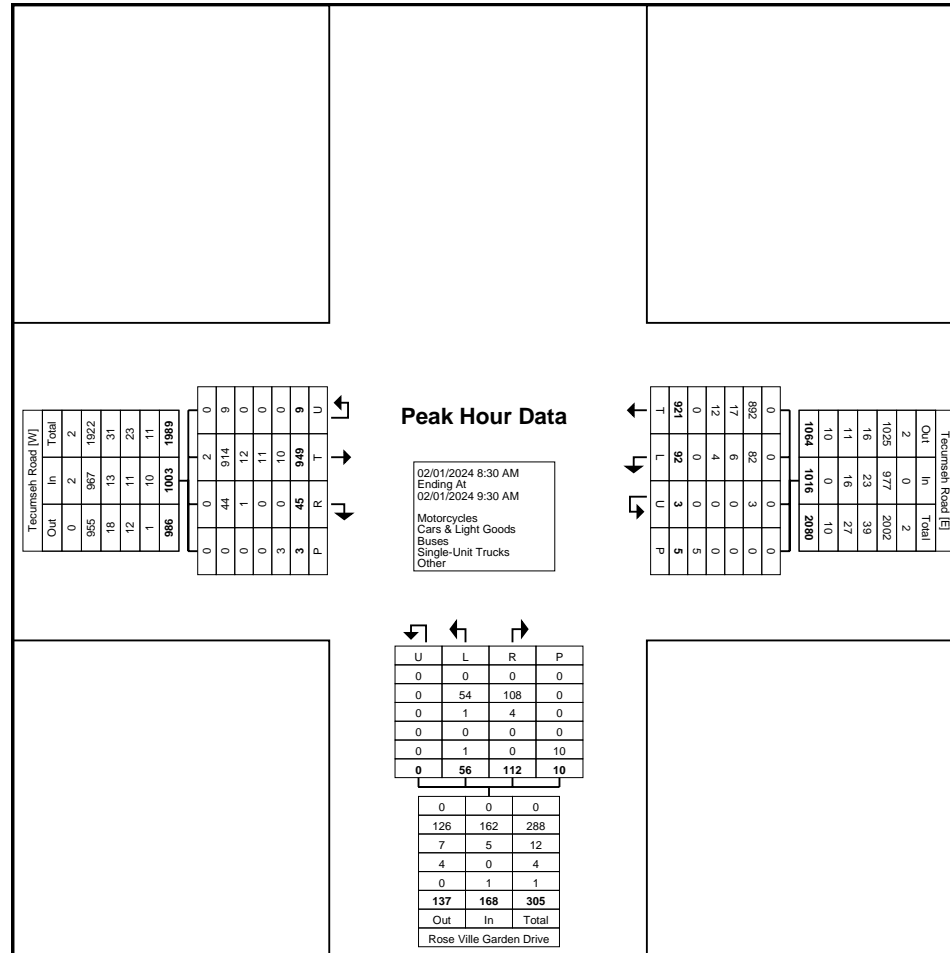
| Start Time              | Tecumseh Road Eastbound |       |        |       |            | Tecumseh Road Westbound |       |        |      |            | Rose Ville Garden Drive Northbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|-------|------------|-------------------------|-------|--------|------|------------|------------------------------------|-------|--------|------|------------|------------|
|                         | Thru                    | Right | U-Turn | Peds  | App. Total | Left                    | Thru  | U-Turn | Peds | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 8:30 AM                 | 221                     | 8     | 0      | 1     | 229        | 23                      | 267   | 2      | 0    | 292        | 17                                 | 19    | 0      | 0    | 36         | 557        |
| 8:45 AM                 | 234                     | 18    | 4      | 0     | 256        | 24                      | 237   | 0      | 0    | 261        | 16                                 | 35    | 0      | 3    | 51         | 568        |
| 9:00 AM                 | 229                     | 11    | 3      | 0     | 243        | 23                      | 215   | 0      | 1    | 238        | 12                                 | 34    | 0      | 3    | 46         | 527        |
| 9:15 AM                 | 265                     | 8     | 2      | 2     | 275        | 22                      | 202   | 1      | 4    | 225        | 11                                 | 24    | 0      | 4    | 35         | 535        |
| Total                   | 949                     | 45    | 9      | 3     | 1003       | 92                      | 921   | 3      | 5    | 1016       | 56                                 | 112   | 0      | 10   | 168        | 2187       |
| Approach %              | 94.6                    | 4.5   | 0.9    | -     | -          | 9.1                     | 90.6  | 0.3    | -    | -          | 33.3                               | 66.7  | 0.0    | -    | -          | -          |
| Total %                 | 43.4                    | 2.1   | 0.4    | -     | 45.9       | 4.2                     | 42.1  | 0.1    | -    | 46.5       | 2.6                                | 5.1   | 0.0    | -    | 7.7        | -          |
| PHF                     | 0.895                   | 0.625 | 0.563  | -     | 0.912      | 0.958                   | 0.862 | 0.375  | -    | 0.870      | 0.824                              | 0.800 | 0.000  | -    | 0.824      | 0.963      |
| Motorcycles             | 2                       | 0     | 0      | -     | 2          | 0                       | 0     | 0      | -    | 0          | 0                                  | 0     | 0      | -    | 0          | 2          |
| % Motorcycles           | 0.2                     | 0.0   | 0.0    | -     | 0.2        | 0.0                     | 0.0   | 0.0    | -    | 0.0        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.1        |
| Cars & Light Goods      | 914                     | 44    | 9      | -     | 967        | 82                      | 892   | 3      | -    | 977        | 54                                 | 108   | 0      | -    | 162        | 2106       |
| % Cars & Light Goods    | 96.3                    | 97.8  | 100.0  | -     | 96.4       | 89.1                    | 96.9  | 100.0  | -    | 96.2       | 96.4                               | 96.4  | -      | -    | 96.4       | 96.3       |
| Buses                   | 12                      | 1     | 0      | -     | 13         | 6                       | 17    | 0      | -    | 23         | 1                                  | 4     | 0      | -    | 5          | 41         |
| % Buses                 | 1.3                     | 2.2   | 0.0    | -     | 1.3        | 6.5                     | 1.8   | 0.0    | -    | 2.3        | 1.8                                | 3.6   | -      | -    | 3.0        | 1.9        |
| Single-Unit Trucks      | 11                      | 0     | 0      | -     | 11         | 4                       | 12    | 0      | -    | 16         | 0                                  | 0     | 0      | -    | 0          | 27         |
| % Single-Unit Trucks    | 1.2                     | 0.0   | 0.0    | -     | 1.1        | 4.3                     | 1.3   | 0.0    | -    | 1.6        | 0.0                                | 0.0   | -      | -    | 0.0        | 1.2        |
| Articulated Trucks      | 10                      | 0     | 0      | -     | 10         | 0                       | 0     | 0      | -    | 0          | 1                                  | 0     | 0      | -    | 1          | 11         |
| % Articulated Trucks    | 1.1                     | 0.0   | 0.0    | -     | 1.0        | 0.0                     | 0.0   | 0.0    | -    | 0.0        | 1.8                                | 0.0   | -      | -    | 0.6        | 0.5        |
| Bicycles on Road        | 0                       | 0     | 0      | -     | 0          | 0                       | 0     | 0      | -    | 0          | 0                                  | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                     | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.0   | 0.0    | -    | 0.0        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0     | -          | -                       | -     | -      | 1    | -          | -                                  | -     | -      | -    | 1          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | 0.0   | -          | -                       | -     | -      | 20.0 | -          | -                                  | -     | -      | -    | 10.0       | -          |
| Pedestrians             | -                       | -     | -      | 3     | -          | -                       | -     | -      | 4    | -          | -                                  | -     | -      | -    | 9          | -          |
| % Pedestrians           | -                       | -     | -      | 100.0 | -          | -                       | -     | -      | 80.0 | -          | -                                  | -     | -      | -    | 90.0       | -          |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (8:30 AM)



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 6

### Turning Movement Peak Hour Data (12:30 PM)

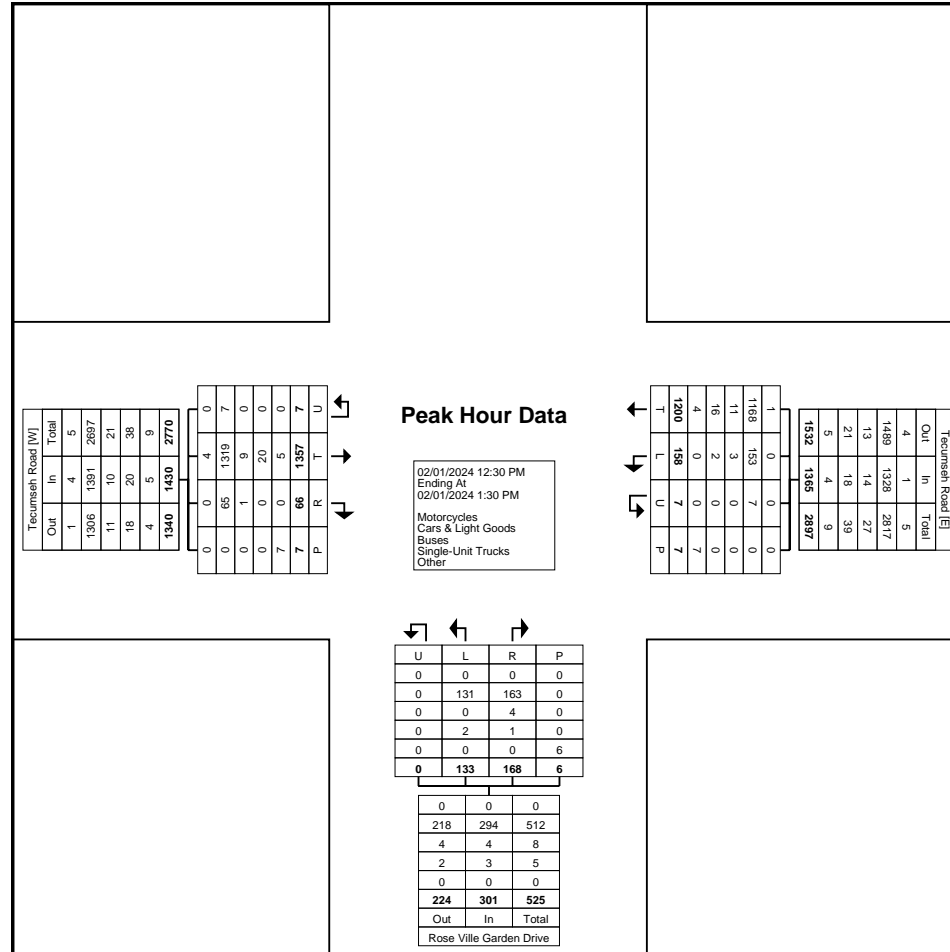
| Start Time              | Tecumseh Road Eastbound |       |        |       |            | Tecumseh Road Westbound |       |        |      |            | Rose Ville Garden Drive Northbound |       |        |       |            | Int. Total |
|-------------------------|-------------------------|-------|--------|-------|------------|-------------------------|-------|--------|------|------------|------------------------------------|-------|--------|-------|------------|------------|
|                         | Thru                    | Right | U-Turn | Peds  | App. Total | Left                    | Thru  | U-Turn | Peds | App. Total | Left                               | Right | U-Turn | Peds  | App. Total |            |
| 12:30 PM                | 307                     | 15    | 3      | 2     | 325        | 30                      | 308   | 3      | 2    | 341        | 33                                 | 49    | 0      | 0     | 82         | 748        |
| 12:45 PM                | 362                     | 9     | 2      | 1     | 373        | 31                      | 258   | 1      | 4    | 290        | 29                                 | 38    | 0      | 4     | 67         | 730        |
| 1:00 PM                 | 341                     | 19    | 0      | 2     | 360        | 53                      | 314   | 1      | 0    | 368        | 35                                 | 41    | 0      | 1     | 76         | 804        |
| 1:15 PM                 | 347                     | 23    | 2      | 2     | 372        | 44                      | 320   | 2      | 1    | 366        | 36                                 | 40    | 0      | 1     | 76         | 814        |
| Total                   | 1357                    | 66    | 7      | 7     | 1430       | 158                     | 1200  | 7      | 7    | 1365       | 133                                | 168   | 0      | 6     | 301        | 3096       |
| Approach %              | 94.9                    | 4.6   | 0.5    | -     | -          | 11.6                    | 87.9  | 0.5    | -    | -          | 44.2                               | 55.8  | 0.0    | -     | -          | -          |
| Total %                 | 43.8                    | 2.1   | 0.2    | -     | 46.2       | 5.1                     | 38.8  | 0.2    | -    | 44.1       | 4.3                                | 5.4   | 0.0    | -     | 9.7        | -          |
| PHF                     | 0.937                   | 0.717 | 0.583  | -     | 0.958      | 0.745                   | 0.938 | 0.583  | -    | 0.927      | 0.924                              | 0.857 | 0.000  | -     | 0.918      | 0.951      |
| Motorcycles             | 4                       | 0     | 0      | -     | 4          | 0                       | 1     | 0      | -    | 1          | 0                                  | 0     | 0      | -     | 0          | 5          |
| % Motorcycles           | 0.3                     | 0.0   | 0.0    | -     | 0.3        | 0.0                     | 0.1   | 0.0    | -    | 0.1        | 0.0                                | 0.0   | -      | -     | 0.0        | 0.2        |
| Cars & Light Goods      | 1319                    | 65    | 7      | -     | 1391       | 153                     | 1168  | 7      | -    | 1328       | 131                                | 163   | 0      | -     | 294        | 3013       |
| % Cars & Light Goods    | 97.2                    | 98.5  | 100.0  | -     | 97.3       | 96.8                    | 97.3  | 100.0  | -    | 97.3       | 98.5                               | 97.0  | -      | -     | 97.7       | 97.3       |
| Buses                   | 9                       | 1     | 0      | -     | 10         | 3                       | 11    | 0      | -    | 14         | 0                                  | 4     | 0      | -     | 4          | 28         |
| % Buses                 | 0.7                     | 1.5   | 0.0    | -     | 0.7        | 1.9                     | 0.9   | 0.0    | -    | 1.0        | 0.0                                | 2.4   | -      | -     | 1.3        | 0.9        |
| Single-Unit Trucks      | 20                      | 0     | 0      | -     | 20         | 2                       | 16    | 0      | -    | 18         | 2                                  | 1     | 0      | -     | 3          | 41         |
| % Single-Unit Trucks    | 1.5                     | 0.0   | 0.0    | -     | 1.4        | 1.3                     | 1.3   | 0.0    | -    | 1.3        | 1.5                                | 0.6   | -      | -     | 1.0        | 1.3        |
| Articulated Trucks      | 5                       | 0     | 0      | -     | 5          | 0                       | 3     | 0      | -    | 3          | 0                                  | 0     | 0      | -     | 0          | 8          |
| % Articulated Trucks    | 0.4                     | 0.0   | 0.0    | -     | 0.3        | 0.0                     | 0.3   | 0.0    | -    | 0.2        | 0.0                                | 0.0   | -      | -     | 0.0        | 0.3        |
| Bicycles on Road        | 0                       | 0     | 0      | -     | 0          | 0                       | 1     | 0      | -    | 1          | 0                                  | 0     | 0      | -     | 0          | 1          |
| % Bicycles on Road      | 0.0                     | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.1   | 0.0    | -    | 0.1        | 0.0                                | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0     | -          | -                       | -     | -      | 1    | -          | -                                  | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | 0.0   | -          | -                       | -     | -      | 14.3 | -          | -                                  | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                       | -     | -      | 7     | -          | -                       | -     | -      | 6    | -          | -                                  | -     | -      | 6     | -          | -          |
| % Pedestrians           | -                       | -     | -      | 100.0 | -          | -                       | -     | -      | 85.7 | -          | -                                  | -     | -      | 100.0 | -          | -          |



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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
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Turning Movement Peak Hour Data Plot (12:30 PM)





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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 8

### Turning Movement Peak Hour Data (4:30 PM)

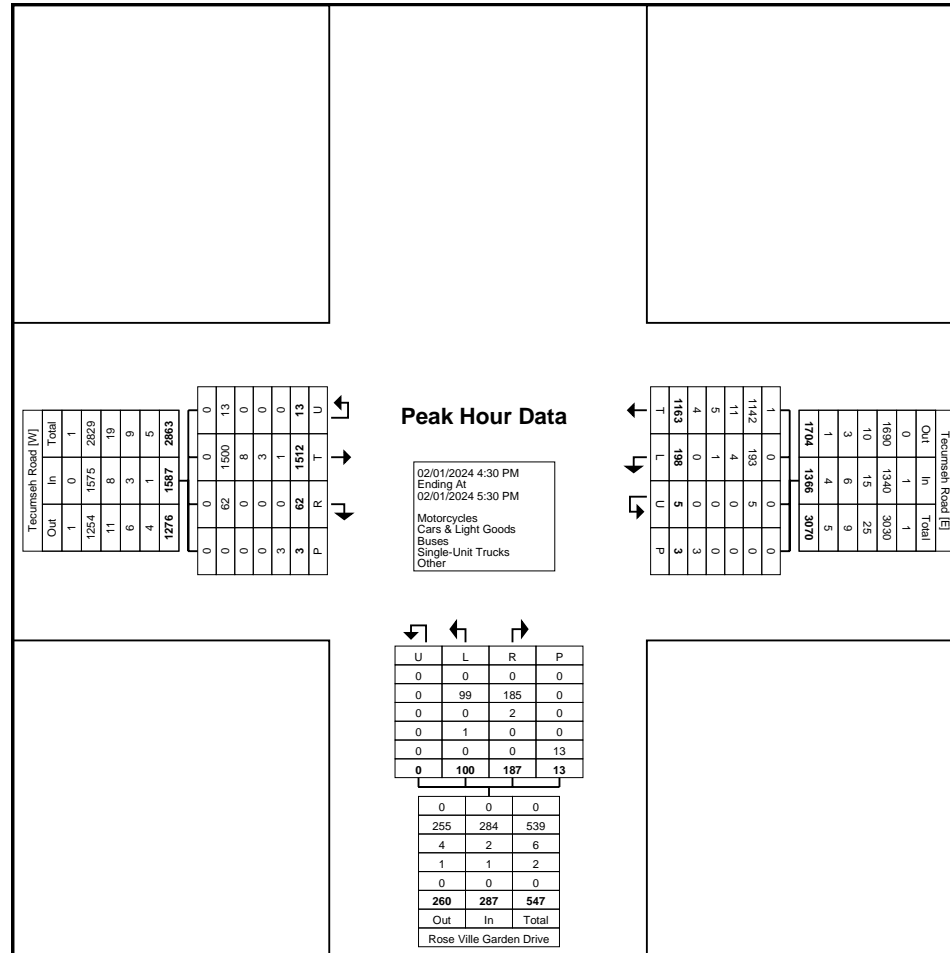
| Start Time              | Tecumseh Road Eastbound |       |        |       |            | Tecumseh Road Westbound |       |        |       |            | Rose Ville Garden Drive Northbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|-------|------------|-------------------------|-------|--------|-------|------------|------------------------------------|-------|--------|------|------------|------------|
|                         | Thru                    | Right | U-Turn | Peds  | App. Total | Left                    | Thru  | U-Turn | Peds  | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 4:30 PM                 | 345                     | 13    | 2      | 3     | 360        | 48                      | 303   | 1      | 1     | 352        | 26                                 | 34    | 0      | 3    | 60         | 772        |
| 4:45 PM                 | 271                     | 10    | 3      | 0     | 284        | 53                      | 276   | 3      | 1     | 332        | 22                                 | 45    | 0      | 4    | 67         | 683        |
| 5:00 PM                 | 448                     | 17    | 2      | 0     | 467        | 48                      | 312   | 1      | 0     | 361        | 28                                 | 61    | 0      | 2    | 89         | 917        |
| 5:15 PM                 | 448                     | 22    | 6      | 0     | 476        | 49                      | 272   | 0      | 1     | 321        | 24                                 | 47    | 0      | 4    | 71         | 868        |
| Total                   | 1512                    | 62    | 13     | 3     | 1587       | 198                     | 1163  | 5      | 3     | 1366       | 100                                | 187   | 0      | 13   | 287        | 3240       |
| Approach %              | 95.3                    | 3.9   | 0.8    | -     | -          | 14.5                    | 85.1  | 0.4    | -     | -          | 34.8                               | 65.2  | 0.0    | -    | -          | -          |
| Total %                 | 46.7                    | 1.9   | 0.4    | -     | 49.0       | 6.1                     | 35.9  | 0.2    | -     | 42.2       | 3.1                                | 5.8   | 0.0    | -    | 8.9        | -          |
| PHF                     | 0.844                   | 0.705 | 0.542  | -     | 0.834      | 0.934                   | 0.932 | 0.417  | -     | 0.946      | 0.893                              | 0.766 | 0.000  | -    | 0.806      | 0.883      |
| Motorcycles             | 0                       | 0     | 0      | -     | 0          | 0                       | 1     | 0      | -     | 1          | 0                                  | 0     | 0      | -    | 0          | 1          |
| % Motorcycles           | 0.0                     | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.1   | 0.0    | -     | 0.1        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 1500                    | 62    | 13     | -     | 1575       | 193                     | 1142  | 5      | -     | 1340       | 99                                 | 185   | 0      | -    | 284        | 3199       |
| % Cars & Light Goods    | 99.2                    | 100.0 | 100.0  | -     | 99.2       | 97.5                    | 98.2  | 100.0  | -     | 98.1       | 99.0                               | 98.9  | -      | -    | 99.0       | 98.7       |
| Buses                   | 8                       | 0     | 0      | -     | 8          | 4                       | 11    | 0      | -     | 15         | 0                                  | 2     | 0      | -    | 2          | 25         |
| % Buses                 | 0.5                     | 0.0   | 0.0    | -     | 0.5        | 2.0                     | 0.9   | 0.0    | -     | 1.1        | 0.0                                | 1.1   | -      | -    | 0.7        | 0.8        |
| Single-Unit Trucks      | 3                       | 0     | 0      | -     | 3          | 1                       | 5     | 0      | -     | 6          | 1                                  | 0     | 0      | -    | 1          | 10         |
| % Single-Unit Trucks    | 0.2                     | 0.0   | 0.0    | -     | 0.2        | 0.5                     | 0.4   | 0.0    | -     | 0.4        | 1.0                                | 0.0   | -      | -    | 0.3        | 0.3        |
| Articulated Trucks      | 1                       | 0     | 0      | -     | 1          | 0                       | 3     | 0      | -     | 3          | 0                                  | 0     | 0      | -    | 0          | 4          |
| % Articulated Trucks    | 0.1                     | 0.0   | 0.0    | -     | 0.1        | 0.0                     | 0.3   | 0.0    | -     | 0.2        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Road        | 0                       | 0     | 0      | -     | 0          | 0                       | 1     | 0      | -     | 1          | 0                                  | 0     | 0      | -    | 0          | 1          |
| % Bicycles on Road      | 0.0                     | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.1   | 0.0    | -     | 0.1        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0     | -          | -                       | -     | -      | 0     | -          | -                                  | -     | -      | 2    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | 0.0   | -          | -                       | -     | -      | 0.0   | -          | -                                  | -     | -      | 15.4 | -          | -          |
| Pedestrians             | -                       | -     | -      | 3     | -          | -                       | -     | -      | 3     | -          | -                                  | -     | -      | 11   | -          | -          |
| % Pedestrians           | -                       | -     | -      | 100.0 | -          | -                       | -     | -      | 100.0 | -          | -                                  | -     | -      | 84.6 | -          | -          |



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Count Name: Tecumseh Road & Rose Ville  
Garden Drive  
Site Code: 230538  
Start Date: 02/01/2024  
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Turning Movement Peak Hour Data Plot (4:30 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 1

### Turning Movement Data

| Start Time            | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |      |        |      |            | Rose Ville Garden Drive Northbound |       |        |      |            | Int. Total |
|-----------------------|-------------------------|-------|--------|------|------------|-------------------------|------|--------|------|------------|------------------------------------|-------|--------|------|------------|------------|
|                       | Thru                    | Right | U-Turn | Peds | App. Total | Left                    | Thru | U-Turn | Peds | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM              | 340                     | 7     | 3      | 0    | 350        | 31                      | 306  | 0      | 0    | 337        | 19                                 | 24    | 0      | 0    | 43         | 730        |
| 11:15 AM              | 353                     | 13    | 3      | 1    | 369        | 40                      | 294  | 1      | 2    | 335        | 21                                 | 38    | 0      | 0    | 59         | 763        |
| 11:30 AM              | 321                     | 11    | 2      | 0    | 334        | 37                      | 342  | 0      | 2    | 379        | 23                                 | 42    | 0      | 0    | 65         | 778        |
| 11:45 AM              | 366                     | 11    | 0      | 1    | 377        | 45                      | 339  | 0      | 3    | 384        | 24                                 | 33    | 0      | 4    | 57         | 818        |
| Hourly Total          | 1380                    | 42    | 8      | 2    | 1430       | 153                     | 1281 | 1      | 7    | 1435       | 87                                 | 137   | 0      | 4    | 224        | 3089       |
| 12:00 PM              | 354                     | 19    | 5      | 1    | 378        | 29                      | 297  | 0      | 2    | 326        | 25                                 | 42    | 0      | 1    | 67         | 771        |
| 12:15 PM              | 347                     | 19    | 0      | 1    | 366        | 40                      | 324  | 0      | 0    | 364        | 28                                 | 40    | 0      | 2    | 68         | 798        |
| 12:30 PM              | 336                     | 19    | 4      | 0    | 359        | 40                      | 301  | 1      | 2    | 342        | 29                                 | 36    | 0      | 3    | 65         | 766        |
| 12:45 PM              | 285                     | 11    | 2      | 0    | 298        | 50                      | 315  | 1      | 1    | 366        | 36                                 | 36    | 0      | 3    | 72         | 736        |
| Hourly Total          | 1322                    | 68    | 11     | 2    | 1401       | 159                     | 1237 | 2      | 5    | 1398       | 118                                | 154   | 0      | 9    | 272        | 3071       |
| 1:00 PM               | 332                     | 16    | 3      | 0    | 351        | 48                      | 367  | 1      | 0    | 416        | 20                                 | 26    | 0      | 7    | 46         | 813        |
| 1:15 PM               | 372                     | 15    | 3      | 2    | 390        | 42                      | 307  | 2      | 2    | 351        | 29                                 | 45    | 0      | 6    | 74         | 815        |
| 1:30 PM               | 330                     | 14    | 3      | 0    | 347        | 44                      | 307  | 0      | 4    | 351        | 27                                 | 42    | 0      | 3    | 69         | 767        |
| 1:45 PM               | 390                     | 13    | 1      | 2    | 404        | 32                      | 324  | 0      | 2    | 356        | 29                                 | 43    | 0      | 2    | 72         | 832        |
| Hourly Total          | 1424                    | 58    | 10     | 4    | 1492       | 166                     | 1305 | 3      | 8    | 1474       | 105                                | 156   | 0      | 18   | 261        | 3227       |
| 2:00 PM               | 323                     | 16    | 3      | 1    | 342        | 51                      | 344  | 2      | 4    | 397        | 27                                 | 37    | 0      | 2    | 64         | 803        |
| 2:15 PM               | 349                     | 12    | 4      | 3    | 365        | 39                      | 348  | 1      | 1    | 388        | 25                                 | 42    | 0      | 3    | 67         | 820        |
| 2:30 PM               | 350                     | 13    | 1      | 1    | 364        | 37                      | 352  | 2      | 1    | 391        | 17                                 | 32    | 0      | 2    | 49         | 804        |
| 2:45 PM               | 338                     | 7     | 1      | 2    | 346        | 49                      | 358  | 5      | 6    | 412        | 30                                 | 31    | 0      | 5    | 61         | 819        |
| Hourly Total          | 1360                    | 48    | 9      | 7    | 1417       | 176                     | 1402 | 10     | 12   | 1588       | 99                                 | 142   | 0      | 12   | 241        | 3246       |
| Grand Total           | 5486                    | 216   | 38     | 15   | 5740       | 654                     | 5225 | 16     | 32   | 5895       | 409                                | 589   | 0      | 43   | 998        | 12633      |
| Approach %            | 95.6                    | 3.8   | 0.7    | -    | -          | 11.1                    | 88.6 | 0.3    | -    | -          | 41.0                               | 59.0  | 0.0    | -    | -          | -          |
| Total %               | 43.4                    | 1.7   | 0.3    | -    | 45.4       | 5.2                     | 41.4 | 0.1    | -    | 46.7       | 3.2                                | 4.7   | 0.0    | -    | 7.9        | -          |
| Motorcycles           | 2                       | 0     | 0      | -    | 2          | 0                       | 1    | 0      | -    | 1          | 0                                  | 0     | 0      | -    | 0          | 3          |
| % Motorcycles         | 0.0                     | 0.0   | 0.0    | -    | 0.0        | 0.0                     | 0.0  | 0.0    | -    | 0.0        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods    | 5451                    | 214   | 38     | -    | 5703       | 645                     | 5189 | 16     | -    | 5850       | 407                                | 576   | 0      | -    | 983        | 12536      |
| % Cars & Light Goods  | 99.4                    | 99.1  | 100.0  | -    | 99.4       | 98.6                    | 99.3 | 100.0  | -    | 99.2       | 99.5                               | 97.8  | -      | -    | 98.5       | 99.2       |
| Buses                 | 13                      | 0     | 0      | -    | 13         | 7                       | 12   | 0      | -    | 19         | 0                                  | 7     | 0      | -    | 7          | 39         |
| % Buses               | 0.2                     | 0.0   | 0.0    | -    | 0.2        | 1.1                     | 0.2  | 0.0    | -    | 0.3        | 0.0                                | 1.2   | -      | -    | 0.7        | 0.3        |
| Single-Unit Trucks    | 10                      | 2     | 0      | -    | 12         | 1                       | 17   | 0      | -    | 18         | 1                                  | 3     | 0      | -    | 4          | 34         |
| % Single-Unit Trucks  | 0.2                     | 0.9   | 0.0    | -    | 0.2        | 0.2                     | 0.3  | 0.0    | -    | 0.3        | 0.2                                | 0.5   | -      | -    | 0.4        | 0.3        |
| Articulated Trucks    | 9                       | 0     | 0      | -    | 9          | 0                       | 6    | 0      | -    | 6          | 0                                  | 2     | 0      | -    | 2          | 17         |
| % Articulated Trucks  | 0.2                     | 0.0   | 0.0    | -    | 0.2        | 0.0                     | 0.1  | 0.0    | -    | 0.1        | 0.0                                | 0.3   | -      | -    | 0.2        | 0.1        |
| Bicycles on Road      | 1                       | 0     | 0      | -    | 1          | 1                       | 0    | 0      | -    | 1          | 1                                  | 1     | 0      | -    | 2          | 4          |
| % Bicycles on Road    | 0.0                     | 0.0   | 0.0    | -    | 0.0        | 0.2                     | 0.0  | 0.0    | -    | 0.0        | 0.2                                | 0.2   | -      | -    | 0.2        | 0.0        |
| Bicycles on Crosswalk | -                       | -     | -      | 0    | -          | -                       | -    | -      | 0    | -          | -                                  | -     | -      | 7    | -          | -          |

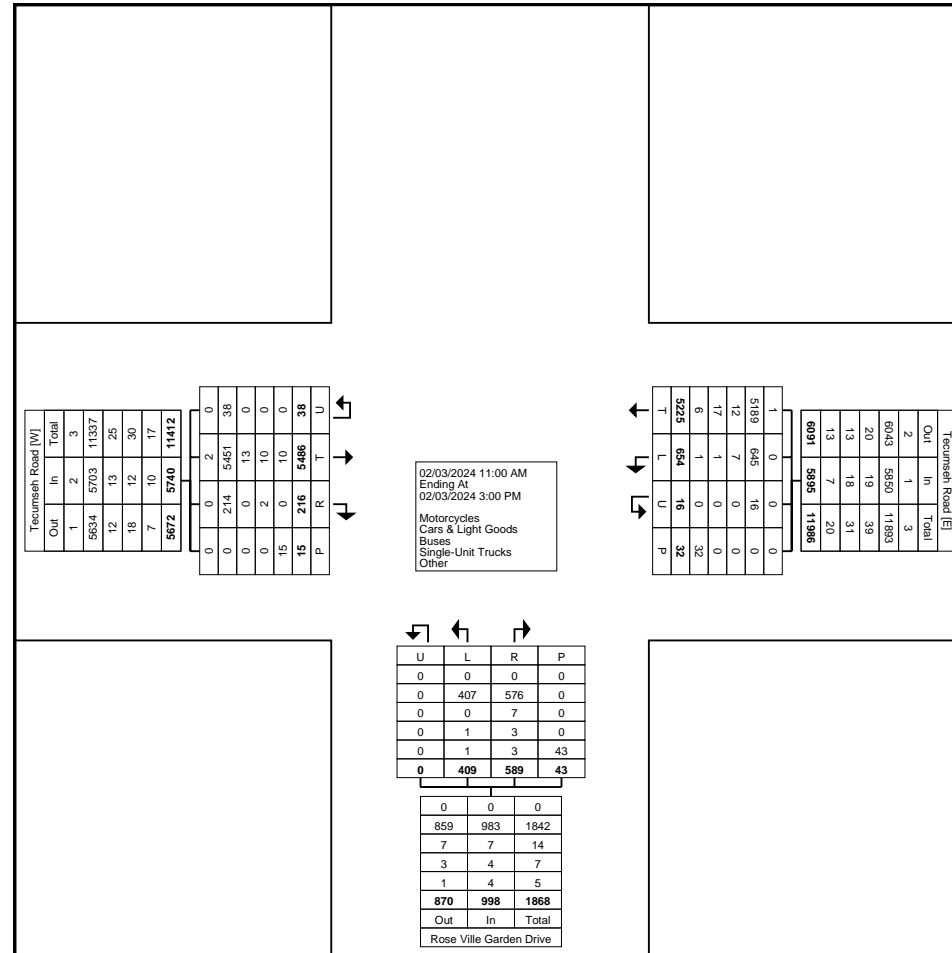
|                         |   |   |   |       |   |   |   |   |       |   |   |   |   |      |   |   |
|-------------------------|---|---|---|-------|---|---|---|---|-------|---|---|---|---|------|---|---|
| % Bicycles on Crosswalk | - | - | - | 0.0   | - | - | - | - | 0.0   | - | - | - | - | 16.3 | - | - |
| Pedestrians             | - | - | - | 15    | - | - | - | - | 32    | - | - | - | - | 36   | - | - |
| % Pedestrians           | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 83.7 | - | - |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Rose Ville  
Garden Drive - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 4

### Turning Movement Peak Hour Data (1:45 PM)

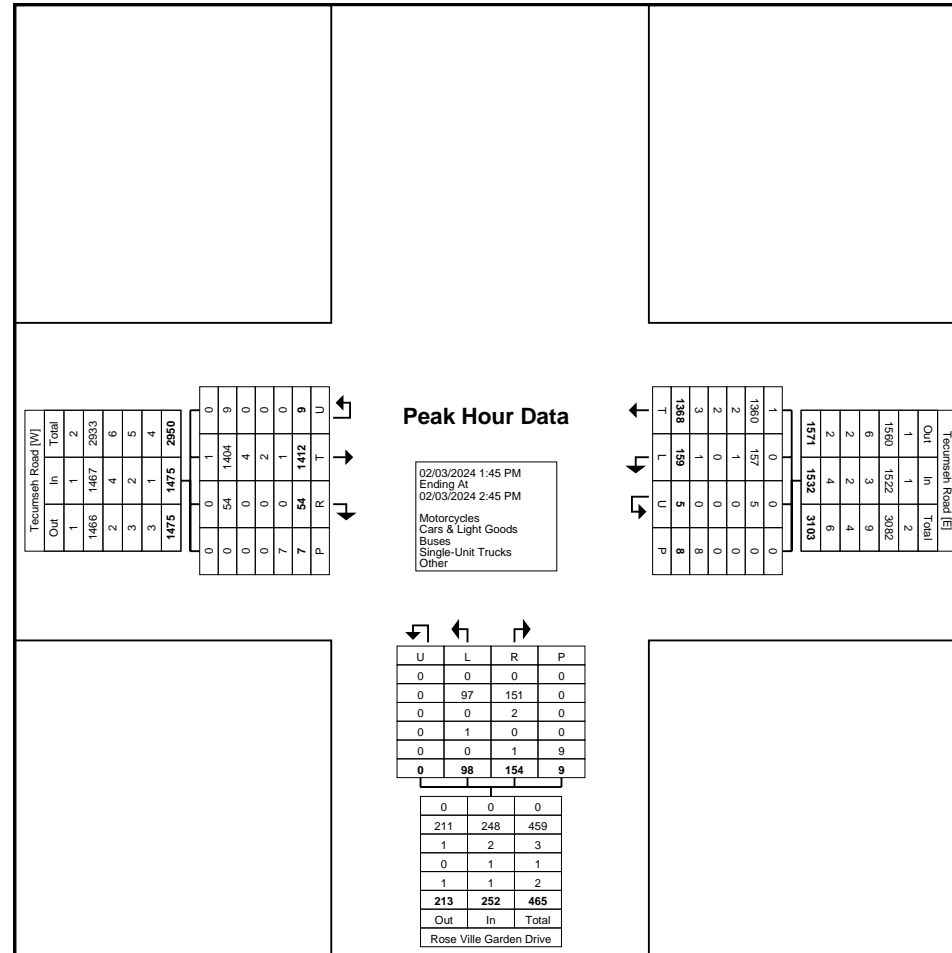
| Start Time              | Tecumseh Road Eastbound |       |        |       |            | Tecumseh Road Westbound |       |        |       |            | Rose Ville Garden Drive Northbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|-------|------------|-------------------------|-------|--------|-------|------------|------------------------------------|-------|--------|------|------------|------------|
|                         | Thru                    | Right | U-Turn | Peds  | App. Total | Left                    | Thru  | U-Turn | Peds  | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 1:45 PM                 | 390                     | 13    | 1      | 2     | 404        | 32                      | 324   | 0      | 2     | 356        | 29                                 | 43    | 0      | 2    | 72         | 832        |
| 2:00 PM                 | 323                     | 16    | 3      | 1     | 342        | 51                      | 344   | 2      | 4     | 397        | 27                                 | 37    | 0      | 2    | 64         | 803        |
| 2:15 PM                 | 349                     | 12    | 4      | 3     | 365        | 39                      | 348   | 1      | 1     | 388        | 25                                 | 42    | 0      | 3    | 67         | 820        |
| 2:30 PM                 | 350                     | 13    | 1      | 1     | 364        | 37                      | 352   | 2      | 1     | 391        | 17                                 | 32    | 0      | 2    | 49         | 804        |
| Total                   | 1412                    | 54    | 9      | 7     | 1475       | 159                     | 1368  | 5      | 8     | 1532       | 98                                 | 154   | 0      | 9    | 252        | 3259       |
| Approach %              | 95.7                    | 3.7   | 0.6    | -     | -          | 10.4                    | 89.3  | 0.3    | -     | -          | 38.9                               | 61.1  | 0.0    | -    | -          | -          |
| Total %                 | 43.3                    | 1.7   | 0.3    | -     | 45.3       | 4.9                     | 42.0  | 0.2    | -     | 47.0       | 3.0                                | 4.7   | 0.0    | -    | 7.7        | -          |
| PHF                     | 0.905                   | 0.844 | 0.563  | -     | 0.913      | 0.779                   | 0.972 | 0.625  | -     | 0.965      | 0.845                              | 0.895 | 0.000  | -    | 0.875      | 0.979      |
| Motorcycles             | 1                       | 0     | 0      | -     | 1          | 0                       | 1     | 0      | -     | 1          | 0                                  | 0     | 0      | -    | 0          | 2          |
| % Motorcycles           | 0.1                     | 0.0   | 0.0    | -     | 0.1        | 0.0                     | 0.1   | 0.0    | -     | 0.1        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.1        |
| Cars & Light Goods      | 1404                    | 54    | 9      | -     | 1467       | 157                     | 1360  | 5      | -     | 1522       | 97                                 | 151   | 0      | -    | 248        | 3237       |
| % Cars & Light Goods    | 99.4                    | 100.0 | 100.0  | -     | 99.5       | 98.7                    | 99.4  | 100.0  | -     | 99.3       | 99.0                               | 98.1  | -      | -    | 98.4       | 99.3       |
| Buses                   | 4                       | 0     | 0      | -     | 4          | 1                       | 2     | 0      | -     | 3          | 0                                  | 2     | 0      | -    | 2          | 9          |
| % Buses                 | 0.3                     | 0.0   | 0.0    | -     | 0.3        | 0.6                     | 0.1   | 0.0    | -     | 0.2        | 0.0                                | 1.3   | -      | -    | 0.8        | 0.3        |
| Single-Unit Trucks      | 2                       | 0     | 0      | -     | 2          | 0                       | 2     | 0      | -     | 2          | 1                                  | 0     | 0      | -    | 1          | 5          |
| % Single-Unit Trucks    | 0.1                     | 0.0   | 0.0    | -     | 0.1        | 0.0                     | 0.1   | 0.0    | -     | 0.1        | 1.0                                | 0.0   | -      | -    | 0.4        | 0.2        |
| Articulated Trucks      | 1                       | 0     | 0      | -     | 1          | 0                       | 3     | 0      | -     | 3          | 0                                  | 0     | 0      | -    | 0          | 4          |
| % Articulated Trucks    | 0.1                     | 0.0   | 0.0    | -     | 0.1        | 0.0                     | 0.2   | 0.0    | -     | 0.2        | 0.0                                | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Road        | 0                       | 0     | 0      | -     | 0          | 1                       | 0     | 0      | -     | 1          | 0                                  | 1     | 0      | -    | 1          | 2          |
| % Bicycles on Road      | 0.0                     | 0.0   | 0.0    | -     | 0.0        | 0.6                     | 0.0   | 0.0    | -     | 0.1        | 0.0                                | 0.6   | -      | -    | 0.4        | 0.1        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0     | -          | -                       | -     | -      | 0     | -          | -                                  | -     | -      | -    | 1          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | 0.0   | -          | -                       | -     | -      | 0.0   | -          | -                                  | -     | -      | -    | 11.1       | -          |
| Pedestrians             | -                       | -     | -      | 7     | -          | -                       | -     | -      | 8     | -          | -                                  | -     | -      | -    | 8          | -          |
| % Pedestrians           | -                       | -     | -      | 100.0 | -          | -                       | -     | -      | 100.0 | -          | -                                  | -     | -      | -    | 88.9       | -          |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Rose Ville  
Garden Drive - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (1:45 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 1

### Turning Movement Data

| Start Time    | Tecumseh Road Eastbound |      |        |      |            | Tecumseh Road Westbound |       |        |      |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|---------------|-------------------------|------|--------|------|------------|-------------------------|-------|--------|------|------------|----------------------------|-------|--------|------|------------|------------|
|               | Left                    | Thru | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 0                       | 158  | 0      | 0    | 158        | 137                     | 0     | 0      | 0    | 137        | 0                          | 0     | 0      | 1    | 0          | 295        |
| 7:15 AM       | 0                       | 165  | 0      | 0    | 165        | 166                     | 0     | 0      | 0    | 166        | 0                          | 0     | 0      | 0    | 0          | 331        |
| 7:30 AM       | 0                       | 183  | 0      | 0    | 183        | 228                     | 0     | 0      | 0    | 228        | 0                          | 0     | 0      | 2    | 0          | 411        |
| 7:45 AM       | 0                       | 236  | 0      | 0    | 236        | 280                     | 0     | 0      | 0    | 280        | 0                          | 0     | 0      | 2    | 0          | 516        |
| Hourly Total  | 0                       | 742  | 0      | 0    | 742        | 811                     | 0     | 0      | 0    | 811        | 0                          | 0     | 0      | 5    | 0          | 1553       |
| 8:00 AM       | 0                       | 186  | 0      | 0    | 186        | 267                     | 0     | 0      | 0    | 267        | 0                          | 0     | 0      | 1    | 0          | 453        |
| 8:15 AM       | 0                       | 214  | 0      | 0    | 214        | 263                     | 0     | 0      | 0    | 263        | 0                          | 0     | 0      | 2    | 0          | 477        |
| 8:30 AM       | 0                       | 232  | 0      | 0    | 232        | 315                     | 0     | 0      | 0    | 315        | 0                          | 0     | 0      | 2    | 0          | 547        |
| 8:45 AM       | 0                       | 266  | 0      | 0    | 266        | 301                     | 1     | 0      | 0    | 302        | 0                          | 0     | 0      | 2    | 0          | 568        |
| Hourly Total  | 0                       | 898  | 0      | 0    | 898        | 1146                    | 1     | 0      | 0    | 1147       | 0                          | 0     | 0      | 7    | 0          | 2045       |
| 9:00 AM       | 0                       | 264  | 0      | 0    | 264        | 268                     | 0     | 0      | 0    | 268        | 0                          | 0     | 0      | 0    | 0          | 532        |
| 9:15 AM       | 0                       | 280  | 0      | 0    | 280        | 256                     | 2     | 0      | 0    | 258        | 0                          | 1     | 0      | 2    | 1          | 539        |
| 9:30 AM       | 0                       | 239  | 0      | 0    | 239        | 312                     | 1     | 0      | 0    | 313        | 0                          | 0     | 0      | 1    | 0          | 552        |
| 9:45 AM       | 0                       | 231  | 0      | 0    | 231        | 279                     | 1     | 0      | 0    | 280        | 0                          | 0     | 0      | 1    | 0          | 511        |
| Hourly Total  | 0                       | 1014 | 0      | 0    | 1014       | 1115                    | 4     | 0      | 0    | 1119       | 0                          | 1     | 0      | 4    | 1          | 2134       |
| *** BREAK *** | -                       | -    | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | -    | -          | -          |
| 11:30 AM      | 0                       | 301  | 0      | 0    | 301        | 333                     | 0     | 0      | 0    | 333        | 0                          | 2     | 0      | 4    | 2          | 636        |
| 11:45 AM      | 0                       | 361  | 0      | 0    | 361        | 332                     | 0     | 0      | 0    | 332        | 0                          | 1     | 0      | 7    | 1          | 694        |
| Hourly Total  | 0                       | 662  | 0      | 0    | 662        | 665                     | 0     | 0      | 0    | 665        | 0                          | 3     | 0      | 11   | 3          | 1330       |
| 12:00 PM      | 0                       | 349  | 0      | 0    | 349        | 347                     | 3     | 0      | 0    | 350        | 0                          | 0     | 0      | 6    | 0          | 699        |
| 12:15 PM      | 0                       | 377  | 0      | 0    | 377        | 346                     | 1     | 0      | 0    | 347        | 0                          | 0     | 0      | 1    | 0          | 724        |
| 12:30 PM      | 0                       | 343  | 0      | 0    | 343        | 348                     | 0     | 0      | 1    | 348        | 0                          | 0     | 0      | 5    | 0          | 691        |
| 12:45 PM      | 0                       | 383  | 0      | 0    | 383        | 317                     | 1     | 0      | 0    | 318        | 0                          | 0     | 0      | 8    | 0          | 701        |
| Hourly Total  | 0                       | 1452 | 0      | 0    | 1452       | 1358                    | 5     | 0      | 1    | 1363       | 0                          | 0     | 0      | 20   | 0          | 2815       |
| 1:00 PM       | 0                       | 364  | 0      | 0    | 364        | 358                     | 0     | 0      | 0    | 358        | 0                          | 0     | 0      | 2    | 0          | 722        |
| 1:15 PM       | 0                       | 374  | 0      | 0    | 374        | 375                     | 0     | 0      | 0    | 375        | 0                          | 1     | 0      | 5    | 1          | 750        |
| *** BREAK *** | -                       | -    | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | -    | -          | -          |
| Hourly Total  | 0                       | 738  | 0      | 0    | 738        | 733                     | 0     | 0      | 0    | 733        | 0                          | 1     | 0      | 7    | 1          | 1472       |
| 4:00 PM       | 0                       | 434  | 0      | 0    | 434        | 378                     | 11    | 0      | 0    | 389        | 0                          | 2     | 0      | 7    | 2          | 825        |
| 4:15 PM       | 0                       | 463  | 0      | 0    | 463        | 327                     | 7     | 0      | 0    | 334        | 0                          | 0     | 0      | 6    | 0          | 797        |
| 4:30 PM       | 0                       | 370  | 0      | 1    | 370        | 377                     | 0     | 0      | 0    | 377        | 0                          | 0     | 0      | 8    | 0          | 747        |
| 4:45 PM       | 0                       | 314  | 0      | 0    | 314        | 353                     | 5     | 0      | 0    | 358        | 0                          | 0     | 0      | 3    | 0          | 672        |
| Hourly Total  | 0                       | 1581 | 0      | 1    | 1581       | 1435                    | 23    | 0      | 0    | 1458       | 0                          | 2     | 0      | 24   | 2          | 3041       |
| 5:00 PM       | 0                       | 493  | 0      | 0    | 493        | 364                     | 4     | 0      | 0    | 368        | 0                          | 2     | 0      | 3    | 2          | 863        |
| 5:15 PM       | 0                       | 495  | 0      | 0    | 495        | 345                     | 5     | 0      | 0    | 350        | 0                          | 0     | 0      | 3    | 0          | 845        |
| 5:30 PM       | 0                       | 409  | 0      | 0    | 409        | 348                     | 5     | 0      | 0    | 353        | 0                          | 2     | 0      | 5    | 2          | 764        |



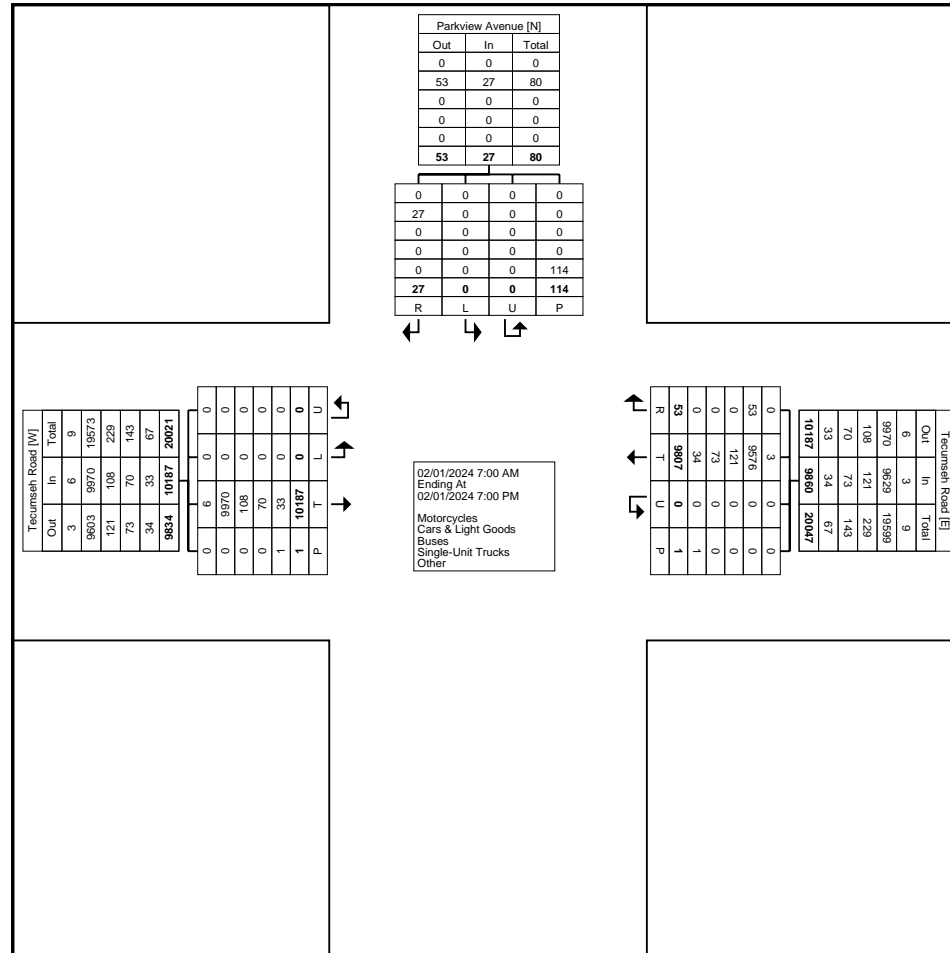
|                         |     |       |     |       |       |      |       |     |       |      |     |       |     |      |       |       |
|-------------------------|-----|-------|-----|-------|-------|------|-------|-----|-------|------|-----|-------|-----|------|-------|-------|
| 5:45 PM                 | 0   | 308   | 0   | 0     | 308   | 302  | 2     | 0   | 0     | 304  | 0   | 4     | 0   | 6    | 4     | 616   |
| Hourly Total            | 0   | 1705  | 0   | 0     | 1705  | 1359 | 16    | 0   | 0     | 1375 | 0   | 8     | 0   | 17   | 8     | 3088  |
| 6:00 PM                 | 0   | 391   | 0   | 0     | 391   | 312  | 2     | 0   | 0     | 314  | 0   | 1     | 0   | 10   | 1     | 706   |
| 6:15 PM                 | 0   | 362   | 0   | 0     | 362   | 332  | 1     | 0   | 0     | 333  | 0   | 0     | 0   | 4    | 0     | 695   |
| 6:30 PM                 | 0   | 336   | 0   | 0     | 336   | 283  | 0     | 0   | 0     | 283  | 0   | 3     | 0   | 5    | 3     | 622   |
| 6:45 PM                 | 0   | 306   | 0   | 0     | 306   | 258  | 1     | 0   | 0     | 259  | 0   | 8     | 0   | 0    | 8     | 573   |
| Hourly Total            | 0   | 1395  | 0   | 0     | 1395  | 1185 | 4     | 0   | 0     | 1189 | 0   | 12    | 0   | 19   | 12    | 2596  |
| Grand Total             | 0   | 10187 | 0   | 1     | 10187 | 9807 | 53    | 0   | 1     | 9860 | 0   | 27    | 0   | 114  | 27    | 20074 |
| Approach %              | 0.0 | 100.0 | 0.0 | -     | -     | 99.5 | 0.5   | 0.0 | -     | -    | 0.0 | 100.0 | 0.0 | -    | -     | -     |
| Total %                 | 0.0 | 50.7  | 0.0 | -     | 50.7  | 48.9 | 0.3   | 0.0 | -     | 49.1 | 0.0 | 0.1   | 0.0 | -    | 0.1   | -     |
| Motorcycles             | 0   | 6     | 0   | -     | 6     | 3    | 0     | 0   | -     | 3    | 0   | 0     | 0   | -    | 0     | 9     |
| % Motorcycles           | -   | 0.1   | -   | -     | 0.1   | 0.0  | 0.0   | -   | -     | 0.0  | -   | 0.0   | -   | -    | 0.0   | 0.0   |
| Cars & Light Goods      | 0   | 9970  | 0   | -     | 9970  | 9576 | 53    | 0   | -     | 9629 | 0   | 27    | 0   | -    | 27    | 19626 |
| % Cars & Light Goods    | -   | 97.9  | -   | -     | 97.9  | 97.6 | 100.0 | -   | -     | 97.7 | -   | 100.0 | -   | -    | 100.0 | 97.8  |
| Buses                   | 0   | 108   | 0   | -     | 108   | 121  | 0     | 0   | -     | 121  | 0   | 0     | 0   | -    | 0     | 229   |
| % Buses                 | -   | 1.1   | -   | -     | 1.1   | 1.2  | 0.0   | -   | -     | 1.2  | -   | 0.0   | -   | -    | 0.0   | 1.1   |
| Single-Unit Trucks      | 0   | 70    | 0   | -     | 70    | 73   | 0     | 0   | -     | 73   | 0   | 0     | 0   | -    | 0     | 143   |
| % Single-Unit Trucks    | -   | 0.7   | -   | -     | 0.7   | 0.7  | 0.0   | -   | -     | 0.7  | -   | 0.0   | -   | -    | 0.0   | 0.7   |
| Articulated Trucks      | 0   | 32    | 0   | -     | 32    | 31   | 0     | 0   | -     | 31   | 0   | 0     | 0   | -    | 0     | 63    |
| % Articulated Trucks    | -   | 0.3   | -   | -     | 0.3   | 0.3  | 0.0   | -   | -     | 0.3  | -   | 0.0   | -   | -    | 0.0   | 0.3   |
| Bicycles on Road        | 0   | 1     | 0   | -     | 1     | 3    | 0     | 0   | -     | 3    | 0   | 0     | 0   | -    | 0     | 4     |
| % Bicycles on Road      | -   | 0.0   | -   | -     | 0.0   | 0.0  | 0.0   | -   | -     | 0.0  | -   | 0.0   | -   | -    | 0.0   | 0.0   |
| Bicycles on Crosswalk   | -   | -     | -   | 0     | -     | -    | -     | -   | 0     | -    | -   | -     | -   | 20   | -     | -     |
| % Bicycles on Crosswalk | -   | -     | -   | 0.0   | -     | -    | -     | -   | 0.0   | -    | -   | -     | -   | 17.5 | -     | -     |
| Pedestrians             | -   | -     | -   | 1     | -     | -    | -     | -   | 1     | -    | -   | -     | -   | 94   | -     | -     |
| % Pedestrians           | -   | -     | -   | 100.0 | -     | -    | -     | -   | 100.0 | -    | -   | -     | -   | 82.5 | -     | -     |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
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### Turning Movement Peak Hour Data (8:45 AM)

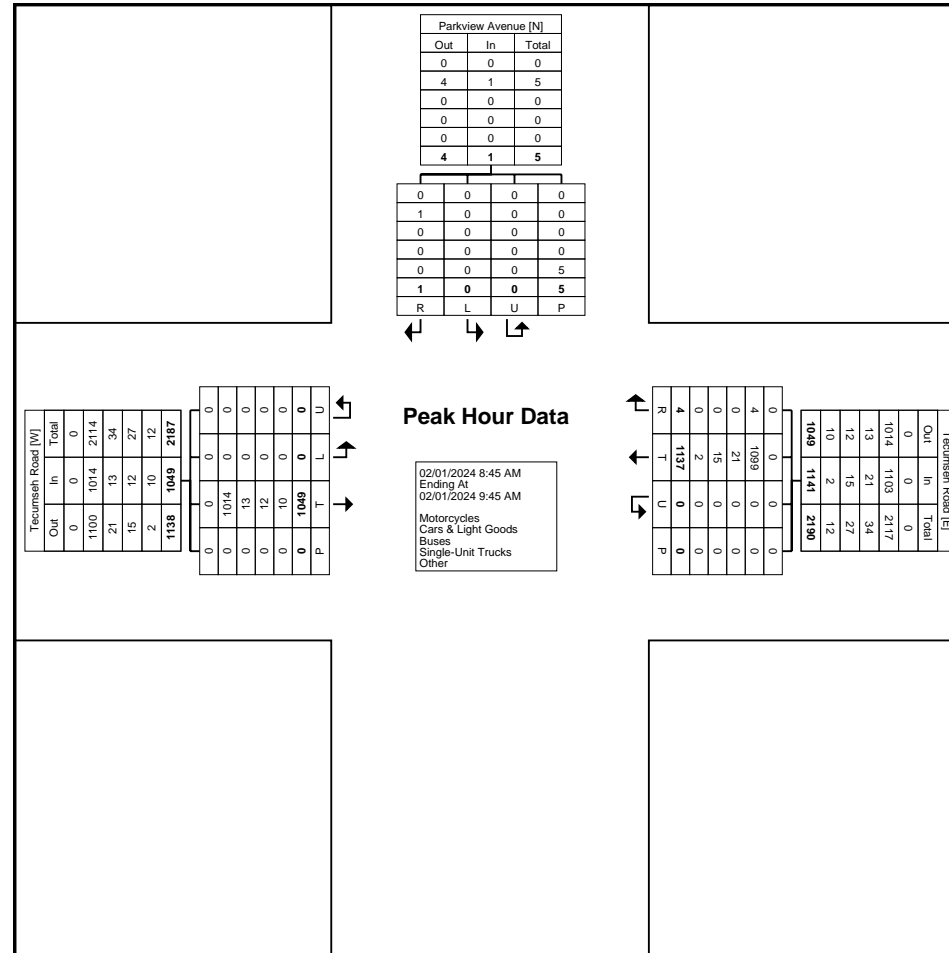
| Start Time              | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |       |        |      |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|------|------------|----------------------------|-------|--------|------|------------|------------|
|                         | Left                    | Thru  | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 8:45 AM                 | 0                       | 266   | 0      | 0    | 266        | 301                     | 1     | 0      | 0    | 302        | 0                          | 0     | 0      | 2    | 0          | 568        |
| 9:00 AM                 | 0                       | 264   | 0      | 0    | 264        | 268                     | 0     | 0      | 0    | 268        | 0                          | 0     | 0      | 0    | 0          | 532        |
| 9:15 AM                 | 0                       | 280   | 0      | 0    | 280        | 256                     | 2     | 0      | 0    | 258        | 0                          | 1     | 0      | 2    | 1          | 539        |
| 9:30 AM                 | 0                       | 239   | 0      | 0    | 239        | 312                     | 1     | 0      | 0    | 313        | 0                          | 0     | 0      | 1    | 0          | 552        |
| Total                   | 0                       | 1049  | 0      | 0    | 1049       | 1137                    | 4     | 0      | 0    | 1141       | 0                          | 1     | 0      | 5    | 1          | 2191       |
| Approach %              | 0.0                     | 100.0 | 0.0    | -    | -          | 99.6                    | 0.4   | 0.0    | -    | -          | 0.0                        | 100.0 | 0.0    | -    | -          | -          |
| Total %                 | 0.0                     | 47.9  | 0.0    | -    | 47.9       | 51.9                    | 0.2   | 0.0    | -    | 52.1       | 0.0                        | 0.0   | 0.0    | -    | 0.0        | -          |
| PHF                     | 0.000                   | 0.937 | 0.000  | -    | 0.937      | 0.911                   | 0.500 | 0.000  | -    | 0.911      | 0.000                      | 0.250 | 0.000  | -    | 0.250      | 0.964      |
| Motorcycles             | 0                       | 0     | 0      | -    | 0          | 0                       | 0     | 0      | -    | 0          | 0                          | 0     | 0      | -    | 0          | 0          |
| % Motorcycles           | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 0                       | 1014  | 0      | -    | 1014       | 1099                    | 4     | 0      | -    | 1103       | 0                          | 1     | 0      | -    | 1          | 2118       |
| % Cars & Light Goods    | -                       | 96.7  | -      | -    | 96.7       | 96.7                    | 100.0 | -      | -    | 96.7       | -                          | 100.0 | -      | -    | 100.0      | 96.7       |
| Buses                   | 0                       | 13    | 0      | -    | 13         | 21                      | 0     | 0      | -    | 21         | 0                          | 0     | 0      | -    | 0          | 34         |
| % Buses                 | -                       | 1.2   | -      | -    | 1.2        | 1.8                     | 0.0   | -      | -    | 1.8        | -                          | 0.0   | -      | -    | 0.0        | 1.6        |
| Single-Unit Trucks      | 0                       | 12    | 0      | -    | 12         | 15                      | 0     | 0      | -    | 15         | 0                          | 0     | 0      | -    | 0          | 27         |
| % Single-Unit Trucks    | -                       | 1.1   | -      | -    | 1.1        | 1.3                     | 0.0   | -      | -    | 1.3        | -                          | 0.0   | -      | -    | 0.0        | 1.2        |
| Articulated Trucks      | 0                       | 10    | 0      | -    | 10         | 2                       | 0     | 0      | -    | 2          | 0                          | 0     | 0      | -    | 0          | 12         |
| % Articulated Trucks    | -                       | 1.0   | -      | -    | 1.0        | 0.2                     | 0.0   | -      | -    | 0.2        | -                          | 0.0   | -      | -    | 0.0        | 0.5        |
| Bicycles on Road        | 0                       | 0     | 0      | -    | 0          | 0                       | 0     | 0      | -    | 0          | 0                          | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -                          | -     | -      | 1    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | 20.0 | -          | -          |
| Pedestrians             | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -                          | -     | -      | 4    | -          | -          |
| % Pedestrians           | -                       | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | 80.0 | -          | -          |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
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Turning Movement Peak Hour Data Plot (8:45 AM)



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
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### Turning Movement Peak Hour Data (12:30 PM)

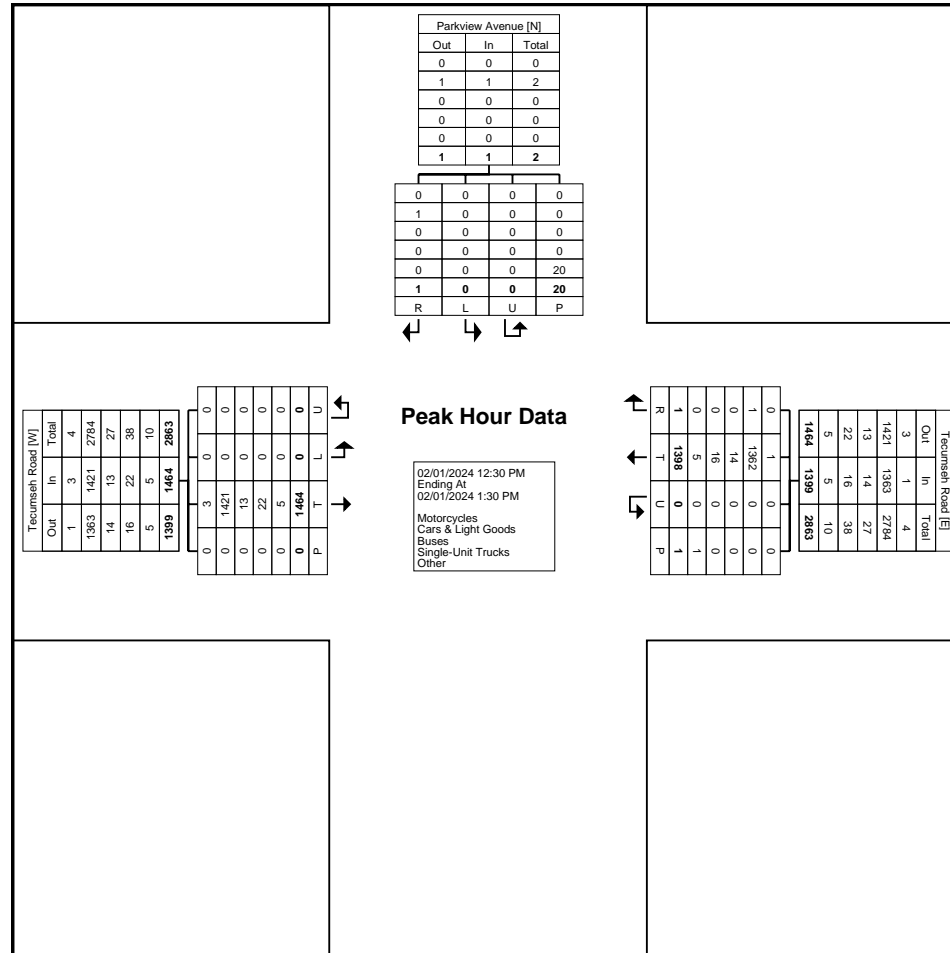
| Start Time              | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |       |        |       |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|-------|------------|----------------------------|-------|--------|------|------------|------------|
|                         | Left                    | Thru  | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds  | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 12:30 PM                | 0                       | 343   | 0      | 0    | 343        | 348                     | 0     | 0      | 1     | 348        | 0                          | 0     | 0      | 5    | 0          | 691        |
| 12:45 PM                | 0                       | 383   | 0      | 0    | 383        | 317                     | 1     | 0      | 0     | 318        | 0                          | 0     | 0      | 8    | 0          | 701        |
| 1:00 PM                 | 0                       | 364   | 0      | 0    | 364        | 358                     | 0     | 0      | 0     | 358        | 0                          | 0     | 0      | 2    | 0          | 722        |
| 1:15 PM                 | 0                       | 374   | 0      | 0    | 374        | 375                     | 0     | 0      | 0     | 375        | 0                          | 1     | 0      | 5    | 1          | 750        |
| Total                   | 0                       | 1464  | 0      | 0    | 1464       | 1398                    | 1     | 0      | 1     | 1399       | 0                          | 1     | 0      | 20   | 1          | 2864       |
| Approach %              | 0.0                     | 100.0 | 0.0    | -    | -          | 99.9                    | 0.1   | 0.0    | -     | -          | 0.0                        | 100.0 | 0.0    | -    | -          | -          |
| Total %                 | 0.0                     | 51.1  | 0.0    | -    | 51.1       | 48.8                    | 0.0   | 0.0    | -     | 48.8       | 0.0                        | 0.0   | 0.0    | -    | 0.0        | -          |
| PHF                     | 0.000                   | 0.956 | 0.000  | -    | 0.956      | 0.932                   | 0.250 | 0.000  | -     | 0.933      | 0.000                      | 0.250 | 0.000  | -    | 0.250      | 0.955      |
| Motorcycles             | 0                       | 3     | 0      | -    | 3          | 1                       | 0     | 0      | -     | 1          | 0                          | 0     | 0      | -    | 0          | 4          |
| % Motorcycles           | -                       | 0.2   | -      | -    | 0.2        | 0.1                     | 0.0   | -      | -     | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.1        |
| Cars & Light Goods      | 0                       | 1421  | 0      | -    | 1421       | 1362                    | 1     | 0      | -     | 1363       | 0                          | 1     | 0      | -    | 1          | 2785       |
| % Cars & Light Goods    | -                       | 97.1  | -      | -    | 97.1       | 97.4                    | 100.0 | -      | -     | 97.4       | -                          | 100.0 | -      | -    | 100.0      | 97.2       |
| Buses                   | 0                       | 13    | 0      | -    | 13         | 14                      | 0     | 0      | -     | 14         | 0                          | 0     | 0      | -    | 0          | 27         |
| % Buses                 | -                       | 0.9   | -      | -    | 0.9        | 1.0                     | 0.0   | -      | -     | 1.0        | -                          | 0.0   | -      | -    | 0.0        | 0.9        |
| Single-Unit Trucks      | 0                       | 22    | 0      | -    | 22         | 16                      | 0     | 0      | -     | 16         | 0                          | 0     | 0      | -    | 0          | 38         |
| % Single-Unit Trucks    | -                       | 1.5   | -      | -    | 1.5        | 1.1                     | 0.0   | -      | -     | 1.1        | -                          | 0.0   | -      | -    | 0.0        | 1.3        |
| Articulated Trucks      | 0                       | 5     | 0      | -    | 5          | 3                       | 0     | 0      | -     | 3          | 0                          | 0     | 0      | -    | 0          | 8          |
| % Articulated Trucks    | -                       | 0.3   | -      | -    | 0.3        | 0.2                     | 0.0   | -      | -     | 0.2        | -                          | 0.0   | -      | -    | 0.0        | 0.3        |
| Bicycles on Road        | 0                       | 0     | 0      | -    | 0          | 2                       | 0     | 0      | -     | 2          | 0                          | 0     | 0      | -    | 0          | 2          |
| % Bicycles on Road      | -                       | 0.0   | -      | -    | 0.0        | 0.1                     | 0.0   | -      | -     | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0     | -          | -                          | -     | -      | 3    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | -    | -          | -                       | -     | -      | 0.0   | -          | -                          | -     | -      | 15.0 | -          | -          |
| Pedestrians             | -                       | -     | -      | 0    | -          | -                       | -     | -      | 1     | -          | -                          | -     | -      | 17   | -          | -          |
| % Pedestrians           | -                       | -     | -      | -    | -          | -                       | -     | -      | 100.0 | -          | -                          | -     | -      | 85.0 | -          | -          |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
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Turning Movement Peak Hour Data Plot (12:30 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 8

### Turning Movement Peak Hour Data (4:45 PM)

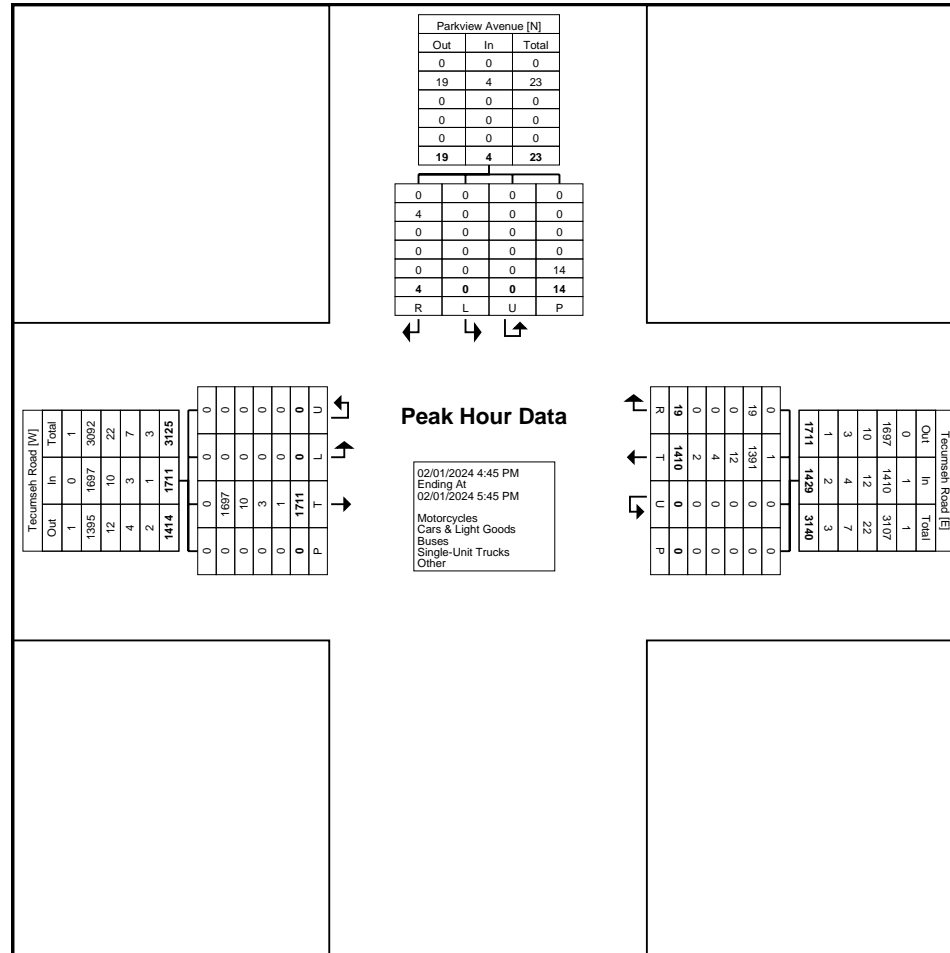
| Start Time              | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |       |        |      |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|------|------------|----------------------------|-------|--------|------|------------|------------|
|                         | Left                    | Thru  | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 4:45 PM                 | 0                       | 314   | 0      | 0    | 314        | 353                     | 5     | 0      | 0    | 358        | 0                          | 0     | 0      | 3    | 0          | 672        |
| 5:00 PM                 | 0                       | 493   | 0      | 0    | 493        | 364                     | 4     | 0      | 0    | 368        | 0                          | 2     | 0      | 3    | 2          | 863        |
| 5:15 PM                 | 0                       | 495   | 0      | 0    | 495        | 345                     | 5     | 0      | 0    | 350        | 0                          | 0     | 0      | 3    | 0          | 845        |
| 5:30 PM                 | 0                       | 409   | 0      | 0    | 409        | 348                     | 5     | 0      | 0    | 353        | 0                          | 2     | 0      | 5    | 2          | 764        |
| Total                   | 0                       | 1711  | 0      | 0    | 1711       | 1410                    | 19    | 0      | 0    | 1429       | 0                          | 4     | 0      | 14   | 4          | 3144       |
| Approach %              | 0.0                     | 100.0 | 0.0    | -    | -          | 98.7                    | 1.3   | 0.0    | -    | -          | 0.0                        | 100.0 | 0.0    | -    | -          | -          |
| Total %                 | 0.0                     | 54.4  | 0.0    | -    | 54.4       | 44.8                    | 0.6   | 0.0    | -    | 45.5       | 0.0                        | 0.1   | 0.0    | -    | 0.1        | -          |
| PHF                     | 0.000                   | 0.864 | 0.000  | -    | 0.864      | 0.968                   | 0.950 | 0.000  | -    | 0.971      | 0.000                      | 0.500 | 0.000  | -    | 0.500      | 0.911      |
| Motorcycles             | 0                       | 0     | 0      | -    | 0          | 1                       | 0     | 0      | -    | 1          | 0                          | 0     | 0      | -    | 0          | 1          |
| % Motorcycles           | -                       | 0.0   | -      | -    | 0.0        | 0.1                     | 0.0   | -      | -    | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 0                       | 1697  | 0      | -    | 1697       | 1391                    | 19    | 0      | -    | 1410       | 0                          | 4     | 0      | -    | 4          | 3111       |
| % Cars & Light Goods    | -                       | 99.2  | -      | -    | 99.2       | 98.7                    | 100.0 | -      | -    | 98.7       | -                          | 100.0 | -      | -    | 100.0      | 99.0       |
| Buses                   | 0                       | 10    | 0      | -    | 10         | 12                      | 0     | 0      | -    | 12         | 0                          | 0     | 0      | -    | 0          | 22         |
| % Buses                 | -                       | 0.6   | -      | -    | 0.6        | 0.9                     | 0.0   | -      | -    | 0.8        | -                          | 0.0   | -      | -    | 0.0        | 0.7        |
| Single-Unit Trucks      | 0                       | 3     | 0      | -    | 3          | 4                       | 0     | 0      | -    | 4          | 0                          | 0     | 0      | -    | 0          | 7          |
| % Single-Unit Trucks    | -                       | 0.2   | -      | -    | 0.2        | 0.3                     | 0.0   | -      | -    | 0.3        | -                          | 0.0   | -      | -    | 0.0        | 0.2        |
| Articulated Trucks      | 0                       | 1     | 0      | -    | 1          | 2                       | 0     | 0      | -    | 2          | 0                          | 0     | 0      | -    | 0          | 3          |
| % Articulated Trucks    | -                       | 0.1   | -      | -    | 0.1        | 0.1                     | 0.0   | -      | -    | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Road        | 0                       | 0     | 0      | -    | 0          | 0                       | 0     | 0      | -    | 0          | 0                          | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -                          | -     | -      | 5    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | 35.7 | -          | -          |
| Pedestrians             | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -                          | -     | -      | 9    | -          | -          |
| % Pedestrians           | -                       | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -                          | -     | -      | 64.3 | -          | -          |



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Count Name: Tecumseh Road & Parkview Avenue  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 9



Turning Movement Peak Hour Data Plot (4:45 PM)





Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

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Count Name: Tecumseh Road & Parkview  
Avenue - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 1

### Turning Movement Data

| Start Time            | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |       |        |      |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|-----------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|------|------------|----------------------------|-------|--------|------|------------|------------|
|                       | Left                    | Thru  | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM              | 0                       | 370   | 0      | 0    | 370        | 332                     | 1     | 0      | 1    | 333        | 0                          | 2     | 0      | 2    | 2          | 705        |
| 11:15 AM              | 0                       | 422   | 0      | 0    | 422        | 341                     | 3     | 0      | 0    | 344        | 0                          | 4     | 0      | 2    | 4          | 770        |
| 11:30 AM              | 0                       | 376   | 0      | 0    | 376        | 383                     | 0     | 0      | 0    | 383        | 0                          | 0     | 0      | 1    | 0          | 759        |
| 11:45 AM              | 0                       | 457   | 0      | 0    | 457        | 385                     | 4     | 0      | 0    | 389        | 0                          | 2     | 0      | 4    | 2          | 848        |
| Hourly Total          | 0                       | 1625  | 0      | 0    | 1625       | 1441                    | 8     | 0      | 1    | 1449       | 0                          | 8     | 0      | 9    | 8          | 3082       |
| 12:00 PM              | 0                       | 345   | 0      | 0    | 345        | 360                     | 2     | 0      | 1    | 362        | 0                          | 1     | 0      | 3    | 1          | 708        |
| 12:15 PM              | 0                       | 326   | 0      | 0    | 326        | 393                     | 0     | 0      | 0    | 393        | 0                          | 4     | 1      | 3    | 5          | 724        |
| 12:30 PM              | 0                       | 365   | 0      | 0    | 365        | 360                     | 2     | 0      | 0    | 362        | 0                          | 0     | 0      | 1    | 0          | 727        |
| 12:45 PM              | 0                       | 350   | 0      | 0    | 350        | 395                     | 0     | 0      | 0    | 395        | 0                          | 1     | 0      | 1    | 1          | 746        |
| Hourly Total          | 0                       | 1386  | 0      | 0    | 1386       | 1508                    | 4     | 0      | 1    | 1512       | 0                          | 6     | 1      | 8    | 7          | 2905       |
| 1:00 PM               | 0                       | 331   | 0      | 0    | 331        | 422                     | 1     | 0      | 0    | 423        | 0                          | 2     | 0      | 0    | 2          | 756        |
| 1:15 PM               | 0                       | 372   | 0      | 0    | 372        | 356                     | 3     | 0      | 0    | 359        | 0                          | 0     | 0      | 3    | 0          | 731        |
| 1:30 PM               | 0                       | 359   | 0      | 0    | 359        | 362                     | 24    | 0      | 0    | 386        | 0                          | 0     | 0      | 7    | 0          | 745        |
| 1:45 PM               | 0                       | 397   | 0      | 0    | 397        | 356                     | 5     | 0      | 0    | 361        | 0                          | 0     | 0      | 1    | 0          | 758        |
| Hourly Total          | 0                       | 1459  | 0      | 0    | 1459       | 1496                    | 33    | 0      | 0    | 1529       | 0                          | 2     | 0      | 11   | 2          | 2990       |
| 2:00 PM               | 0                       | 346   | 0      | 0    | 346        | 402                     | 2     | 0      | 0    | 404        | 0                          | 1     | 0      | 7    | 1          | 751        |
| 2:15 PM               | 0                       | 390   | 0      | 0    | 390        | 400                     | 0     | 0      | 0    | 400        | 0                          | 2     | 0      | 3    | 2          | 792        |
| 2:30 PM               | 0                       | 368   | 0      | 0    | 368        | 391                     | 0     | 0      | 0    | 391        | 0                          | 1     | 0      | 4    | 1          | 760        |
| 2:45 PM               | 0                       | 342   | 0      | 0    | 342        | 418                     | 1     | 0      | 0    | 419        | 0                          | 2     | 0      | 11   | 2          | 763        |
| Hourly Total          | 0                       | 1446  | 0      | 0    | 1446       | 1611                    | 3     | 0      | 0    | 1614       | 0                          | 6     | 0      | 25   | 6          | 3066       |
| Grand Total           | 0                       | 5916  | 0      | 0    | 5916       | 6056                    | 48    | 0      | 2    | 6104       | 0                          | 22    | 1      | 53   | 23         | 12043      |
| Approach %            | 0.0                     | 100.0 | 0.0    | -    | -          | 99.2                    | 0.8   | 0.0    | -    | -          | 0.0                        | 95.7  | 4.3    | -    | -          | -          |
| Total %               | 0.0                     | 49.1  | 0.0    | -    | 49.1       | 50.3                    | 0.4   | 0.0    | -    | 50.7       | 0.0                        | 0.2   | 0.0    | -    | 0.2        | -          |
| Motorcycles           | 0                       | 1     | 0      | -    | 1          | 2                       | 0     | 0      | -    | 2          | 0                          | 0     | 0      | -    | 0          | 3          |
| % Motorcycles         | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | -                          | 0.0   | 0.0    | -    | 0.0        | 0.0        |
| Cars & Light Goods    | 0                       | 5867  | 0      | -    | 5867       | 6008                    | 48    | 0      | -    | 6056       | 0                          | 22    | 1      | -    | 23         | 11946      |
| % Cars & Light Goods  | -                       | 99.2  | -      | -    | 99.2       | 99.2                    | 100.0 | -      | -    | 99.2       | -                          | 100.0 | 100.0  | -    | 100.0      | 99.2       |
| Buses                 | 0                       | 22    | 0      | -    | 22         | 19                      | 0     | 0      | -    | 19         | 0                          | 0     | 0      | -    | 0          | 41         |
| % Buses               | -                       | 0.4   | -      | -    | 0.4        | 0.3                     | 0.0   | -      | -    | 0.3        | -                          | 0.0   | 0.0    | -    | 0.0        | 0.3        |
| Single-Unit Trucks    | 0                       | 18    | 0      | -    | 18         | 19                      | 0     | 0      | -    | 19         | 0                          | 0     | 0      | -    | 0          | 37         |
| % Single-Unit Trucks  | -                       | 0.3   | -      | -    | 0.3        | 0.3                     | 0.0   | -      | -    | 0.3        | -                          | 0.0   | 0.0    | -    | 0.0        | 0.3        |
| Articulated Trucks    | 0                       | 7     | 0      | -    | 7          | 6                       | 0     | 0      | -    | 6          | 0                          | 0     | 0      | -    | 0          | 13         |
| % Articulated Trucks  | -                       | 0.1   | -      | -    | 0.1        | 0.1                     | 0.0   | -      | -    | 0.1        | -                          | 0.0   | 0.0    | -    | 0.0        | 0.1        |
| Bicycles on Road      | 0                       | 1     | 0      | -    | 1          | 2                       | 0     | 0      | -    | 2          | 0                          | 0     | 0      | -    | 0          | 3          |
| % Bicycles on Road    | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | -                          | 0.0   | 0.0    | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -                          | -     | -      | 9    | -          | -          |

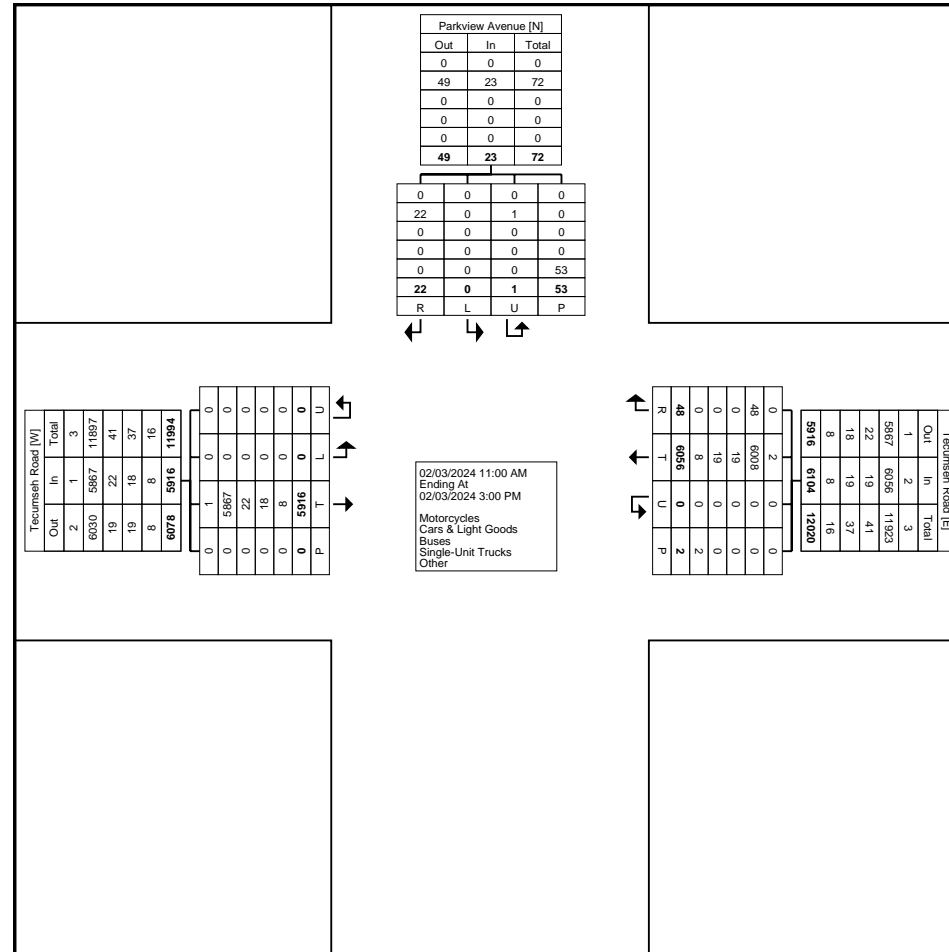
|                         |   |   |   |   |   |   |   |   |       |   |   |   |   |      |   |   |
|-------------------------|---|---|---|---|---|---|---|---|-------|---|---|---|---|------|---|---|
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | 0.0   | - | - | - | - | 17.0 | - | - |
| Pedestrians             | - | - | - | 0 | - | - | - | - | 2     | - | - | - | - | 44   | - | - |
| % Pedestrians           | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 83.0 | - | - |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road & Parkview  
Avenue - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road & Parkview  
Avenue - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 4

### Turning Movement Peak Hour Data (11:15 AM)

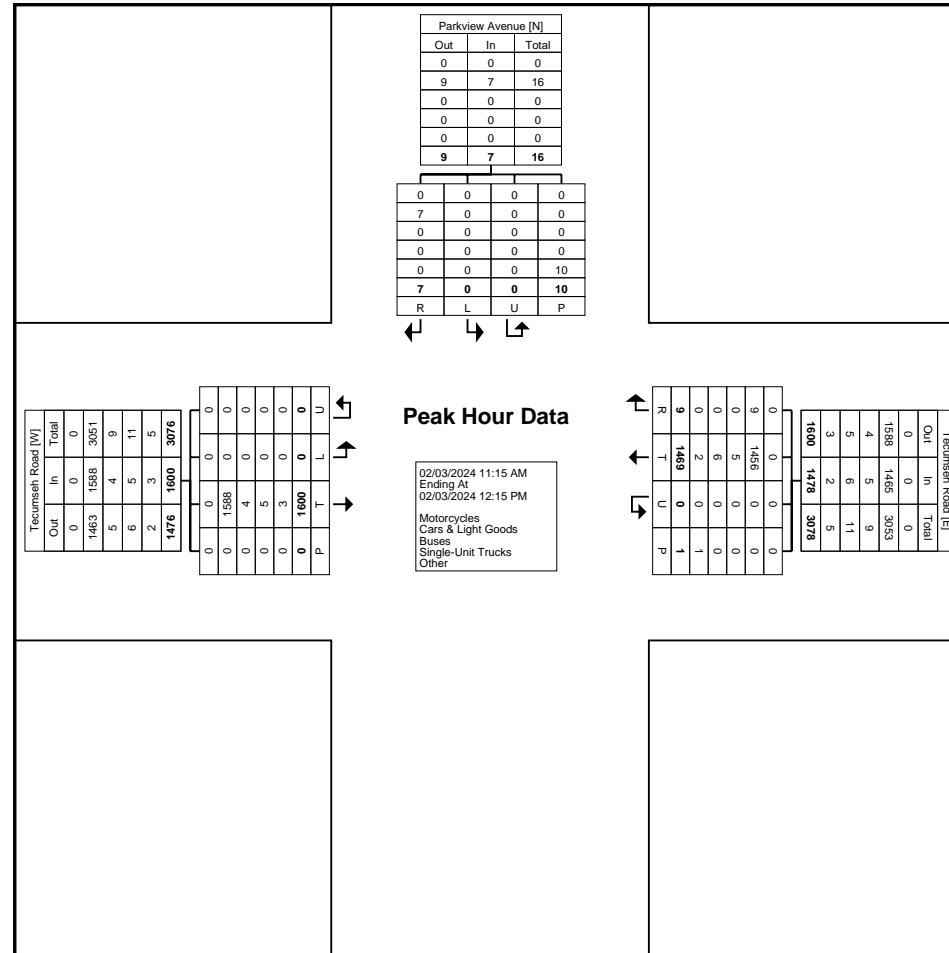
| Start Time              | Tecumseh Road Eastbound |       |        |      |            | Tecumseh Road Westbound |       |        |       |            | Parkview Avenue Southbound |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|-------|------------|----------------------------|-------|--------|------|------------|------------|
|                         | Left                    | Thru  | U-Turn | Peds | App. Total | Thru                    | Right | U-Turn | Peds  | App. Total | Left                       | Right | U-Turn | Peds | App. Total |            |
| 11:15 AM                | 0                       | 422   | 0      | 0    | 422        | 341                     | 3     | 0      | 0     | 344        | 0                          | 4     | 0      | 2    | 4          | 770        |
| 11:30 AM                | 0                       | 376   | 0      | 0    | 376        | 383                     | 0     | 0      | 0     | 383        | 0                          | 0     | 0      | 1    | 0          | 759        |
| 11:45 AM                | 0                       | 457   | 0      | 0    | 457        | 385                     | 4     | 0      | 0     | 389        | 0                          | 2     | 0      | 4    | 2          | 848        |
| 12:00 PM                | 0                       | 345   | 0      | 0    | 345        | 360                     | 2     | 0      | 1     | 362        | 0                          | 1     | 0      | 3    | 1          | 708        |
| Total                   | 0                       | 1600  | 0      | 0    | 1600       | 1469                    | 9     | 0      | 1     | 1478       | 0                          | 7     | 0      | 10   | 7          | 3085       |
| Approach %              | 0.0                     | 100.0 | 0.0    | -    | -          | 99.4                    | 0.6   | 0.0    | -     | -          | 0.0                        | 100.0 | 0.0    | -    | -          | -          |
| Total %                 | 0.0                     | 51.9  | 0.0    | -    | 51.9       | 47.6                    | 0.3   | 0.0    | -     | 47.9       | 0.0                        | 0.2   | 0.0    | -    | 0.2        | -          |
| PHF                     | 0.000                   | 0.875 | 0.000  | -    | 0.875      | 0.954                   | 0.563 | 0.000  | -     | 0.950      | 0.000                      | 0.438 | 0.000  | -    | 0.438      | 0.909      |
| Motorcycles             | 0                       | 0     | 0      | -    | 0          | 0                       | 0     | 0      | -     | 0          | 0                          | 0     | 0      | -    | 0          | 0          |
| % Motorcycles           | -                       | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -     | 0.0        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 0                       | 1588  | 0      | -    | 1588       | 1456                    | 9     | 0      | -     | 1465       | 0                          | 7     | 0      | -    | 7          | 3060       |
| % Cars & Light Goods    | -                       | 99.3  | -      | -    | 99.3       | 99.1                    | 100.0 | -      | -     | 99.1       | -                          | 100.0 | -      | -    | 100.0      | 99.2       |
| Buses                   | 0                       | 4     | 0      | -    | 4          | 5                       | 0     | 0      | -     | 5          | 0                          | 0     | 0      | -    | 0          | 9          |
| % Buses                 | -                       | 0.3   | -      | -    | 0.3        | 0.3                     | 0.0   | -      | -     | 0.3        | -                          | 0.0   | -      | -    | 0.0        | 0.3        |
| Single-Unit Trucks      | 0                       | 5     | 0      | -    | 5          | 6                       | 0     | 0      | -     | 6          | 0                          | 0     | 0      | -    | 0          | 11         |
| % Single-Unit Trucks    | -                       | 0.3   | -      | -    | 0.3        | 0.4                     | 0.0   | -      | -     | 0.4        | -                          | 0.0   | -      | -    | 0.0        | 0.4        |
| Articulated Trucks      | 0                       | 3     | 0      | -    | 3          | 1                       | 0     | 0      | -     | 1          | 0                          | 0     | 0      | -    | 0          | 4          |
| % Articulated Trucks    | -                       | 0.2   | -      | -    | 0.2        | 0.1                     | 0.0   | -      | -     | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.1        |
| Bicycles on Road        | 0                       | 0     | 0      | -    | 0          | 1                       | 0     | 0      | -     | 1          | 0                          | 0     | 0      | -    | 0          | 1          |
| % Bicycles on Road      | -                       | 0.0   | -      | -    | 0.0        | 0.1                     | 0.0   | -      | -     | 0.1        | -                          | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -      | 0    | -          | -                       | -     | -      | 0     | -          | -                          | -     | -      | 1    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -      | -    | -          | -                       | -     | -      | 0.0   | -          | -                          | -     | -      | 10.0 | -          | -          |
| Pedestrians             | -                       | -     | -      | 0    | -          | -                       | -     | -      | 1     | -          | -                          | -     | -      | 9    | -          | -          |
| % Pedestrians           | -                       | -     | -      | -    | -          | -                       | -     | -      | 100.0 | -          | -                          | -     | -      | 90.0 | -          | -          |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

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Count Name: Tecumseh Road & Parkview  
Avenue - Saturday  
Site Code: 230538  
Start Date: 02/03/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (11:15 AM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Lauzon Parkway & Tecumseh Road  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 1

### Turning Movement Data

| Start Time    | Tecumseh Road Eastbound |      |       |        |      |            | Tecumseh Road Westbound |      |       |        |      |            | Lauzon Parkway Northbound |      |       |        |      |            | Lauzon Parkway Southbound |      |       |        |      |            | Int. Total |
|---------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|               | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 24                      | 67   | 23    | 1      | 0    | 115        | 13                      | 74   | 3     | 0      | 0    | 90         | 23                        | 54   | 15    | 0      | 0    | 92         | 10                        | 93   | 36    | 0      | 0    | 139        | 436        |
| 7:15 AM       | 22                      | 99   | 21    | 0      | 1    | 142        | 40                      | 101  | 5     | 0      | 0    | 146        | 29                        | 46   | 9     | 0      | 2    | 84         | 7                         | 85   | 37    | 0      | 0    | 129        | 501        |
| 7:30 AM       | 29                      | 110  | 39    | 0      | 0    | 178        | 36                      | 149  | 6     | 0      | 2    | 191        | 42                        | 58   | 17    | 0      | 0    | 117        | 14                        | 151  | 46    | 0      | 2    | 211        | 697        |
| 7:45 AM       | 33                      | 142  | 35    | 2      | 0    | 212        | 41                      | 165  | 9     | 1      | 1    | 216        | 49                        | 80   | 23    | 0      | 0    | 152        | 11                        | 145  | 66    | 0      | 1    | 222        | 802        |
| Hourly Total  | 108                     | 418  | 118   | 3      | 1    | 647        | 130                     | 489  | 23    | 1      | 3    | 643        | 143                       | 238  | 64    | 0      | 2    | 445        | 42                        | 474  | 185   | 0      | 3    | 701        | 2436       |
| 8:00 AM       | 27                      | 90   | 37    | 0      | 5    | 154        | 30                      | 130  | 6     | 2      | 0    | 168        | 52                        | 53   | 16    | 0      | 1    | 121        | 10                        | 128  | 66    | 0      | 2    | 204        | 647        |
| 8:15 AM       | 34                      | 126  | 30    | 1      | 2    | 191        | 42                      | 154  | 8     | 0      | 0    | 204        | 34                        | 50   | 11    | 0      | 2    | 95         | 18                        | 107  | 66    | 0      | 1    | 191        | 681        |
| 8:30 AM       | 32                      | 140  | 29    | 0      | 0    | 201        | 31                      | 184  | 10    | 0      | 0    | 225        | 48                        | 54   | 19    | 0      | 0    | 121        | 19                        | 118  | 66    | 0      | 0    | 203        | 750        |
| 8:45 AM       | 44                      | 150  | 36    | 2      | 0    | 232        | 32                      | 166  | 8     | 0      | 1    | 206        | 59                        | 84   | 21    | 0      | 1    | 164        | 16                        | 106  | 83    | 0      | 0    | 205        | 807        |
| Hourly Total  | 137                     | 506  | 132   | 3      | 7    | 778        | 135                     | 634  | 32    | 2      | 1    | 803        | 193                       | 241  | 67    | 0      | 4    | 501        | 63                        | 459  | 281   | 0      | 3    | 803        | 2885       |
| 9:00 AM       | 45                      | 158  | 26    | 0      | 0    | 229        | 20                      | 156  | 10    | 5      | 0    | 191        | 50                        | 64   | 17    | 0      | 2    | 131        | 27                        | 79   | 60    | 0      | 2    | 166        | 717        |
| 9:15 AM       | 56                      | 150  | 30    | 1      | 3    | 237        | 26                      | 148  | 13    | 5      | 4    | 192        | 51                        | 71   | 16    | 0      | 4    | 138        | 18                        | 66   | 48    | 0      | 3    | 132        | 699        |
| 9:30 AM       | 40                      | 146  | 31    | 0      | 0    | 217        | 34                      | 183  | 13    | 0      | 1    | 230        | 59                        | 63   | 29    | 0      | 0    | 151        | 20                        | 89   | 62    | 0      | 0    | 171        | 769        |
| 9:45 AM       | 48                      | 146  | 29    | 1      | 2    | 224        | 32                      | 171  | 11    | 5      | 1    | 219        | 56                        | 66   | 29    | 0      | 5    | 151        | 15                        | 75   | 51    | 0      | 2    | 141        | 735        |
| Hourly Total  | 189                     | 600  | 116   | 2      | 5    | 907        | 112                     | 658  | 47    | 15     | 6    | 832        | 216                       | 264  | 91    | 0      | 11   | 571        | 80                        | 309  | 221   | 0      | 7    | 610        | 2920       |
| *** BREAK *** | -                       | -    | -     | -      | -    | -          | -                       | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -          |
| 11:30 AM      | 70                      | 197  | 30    | 0      | 1    | 297        | 52                      | 202  | 28    | 3      | 2    | 285        | 64                        | 87   | 35    | 0      | 5    | 186        | 24                        | 72   | 61    | 0      | 4    | 157        | 925        |
| 11:45 AM      | 78                      | 210  | 32    | 1      | 2    | 321        | 52                      | 166  | 14    | 11     | 0    | 243        | 55                        | 105  | 59    | 0      | 6    | 219        | 24                        | 96   | 71    | 0      | 2    | 191        | 974        |
| Hourly Total  | 148                     | 407  | 62    | 1      | 3    | 618        | 104                     | 368  | 42    | 14     | 2    | 528        | 119                       | 192  | 94    | 0      | 11   | 405        | 48                        | 168  | 132   | 0      | 6    | 348        | 1899       |
| 12:00 PM      | 76                      | 264  | 36    | 1      | 1    | 377        | 60                      | 210  | 26    | 1      | 3    | 297        | 41                        | 107  | 48    | 0      | 4    | 196        | 40                        | 97   | 76    | 0      | 3    | 213        | 1083       |
| 12:15 PM      | 71                      | 279  | 39    | 1      | 3    | 390        | 42                      | 186  | 19    | 2      | 2    | 249        | 54                        | 78   | 42    | 0      | 2    | 174        | 34                        | 89   | 71    | 0      | 4    | 194        | 1007       |
| 12:30 PM      | 68                      | 239  | 45    | 1      | 2    | 353        | 38                      | 214  | 16    | 3      | 2    | 271        | 56                        | 81   | 31    | 0      | 5    | 168        | 34                        | 98   | 73    | 0      | 4    | 205        | 997        |
| 12:45 PM      | 71                      | 300  | 54    | 1      | 3    | 426        | 55                      | 212  | 22    | 2      | 1    | 291        | 59                        | 103  | 43    | 0      | 8    | 205        | 31                        | 92   | 81    | 0      | 8    | 204        | 1126       |
| Hourly Total  | 286                     | 1082 | 174   | 4      | 9    | 1546       | 195                     | 822  | 83    | 8      | 8    | 1108       | 210                       | 369  | 164   | 0      | 19   | 743        | 139                       | 376  | 301   | 0      | 19   | 816        | 4213       |
| 1:00 PM       | 62                      | 261  | 39    | 0      | 10   | 362        | 43                      | 214  | 12    | 6      | 3    | 275        | 53                        | 79   | 45    | 1      | 8    | 178        | 34                        | 90   | 81    | 0      | 9    | 205        | 1020       |
| 1:15 PM       | 63                      | 259  | 49    | 2      | 1    | 373        | 49                      | 248  | 20    | 5      | 0    | 322        | 52                        | 90   | 30    | 0      | 2    | 172        | 34                        | 105  | 88    | 0      | 3    | 227        | 1094       |
| *** BREAK *** | -                       | -    | -     | -      | -    | -          | -                       | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 125                     | 520  | 88    | 2      | 11   | 735        | 92                      | 462  | 32    | 11     | 3    | 597        | 105                       | 169  | 75    | 1      | 10   | 350        | 68                        | 195  | 169   | 0      | 12   | 432        | 2114       |
| 4:00 PM       | 63                      | 287  | 47    | 0      | 2    | 397        | 32                      | 193  | 17    | 6      | 4    | 248        | 65                        | 165  | 48    | 0      | 9    | 278        | 39                        | 114  | 86    | 0      | 5    | 239        | 1162       |
| 4:15 PM       | 65                      | 309  | 39    | 6      | 1    | 419        | 48                      | 183  | 27    | 3      | 1    | 261        | 58                        | 180  | 39    | 0      | 4    | 277        | 31                        | 96   | 79    | 0      | 6    | 206        | 1163       |
| 4:30 PM       | 68                      | 289  | 45    | 1      | 1    | 403        | 47                      | 207  | 23    | 5      | 0    | 282        | 61                        | 152  | 48    | 0      | 6    | 261        | 29                        | 105  | 69    | 1      | 1    | 204        | 1150       |
| 4:45 PM       | 60                      | 255  | 30    | 0      | 3    | 345        | 46                      | 212  | 21    | 8      | 5    | 287        | 54                        | 175  | 51    | 1      | 4    | 281        | 34                        | 81   | 68    | 0      | 7    | 183        | 1096       |
| Hourly Total  | 256                     | 1140 | 161   | 7      | 7    | 1564       | 173                     | 795  | 88    | 22     | 10   | 1078       | 238                       | 672  | 186   | 1      | 23   | 1097       | 133                       | 396  | 302   | 1      | 19   | 832        | 4571       |
| 5:00 PM       | 72                      | 297  | 60    | 0      | 0    | 429        | 47                      | 239  | 20    | 3      | 1    | 309        | 42                        | 189  | 58    | 2      | 4    | 291        | 40                        | 131  | 74    | 0      | 1    | 245        | 1274       |
| 5:15 PM       | 70                      | 369  | 57    | 1      | 1    | 497        | 34                      | 206  | 19    | 7      | 1    | 266        | 75                        | 166  | 56    | 0      | 6    | 297        | 31                        | 106  | 76    | 0      | 6    | 213        | 1273       |

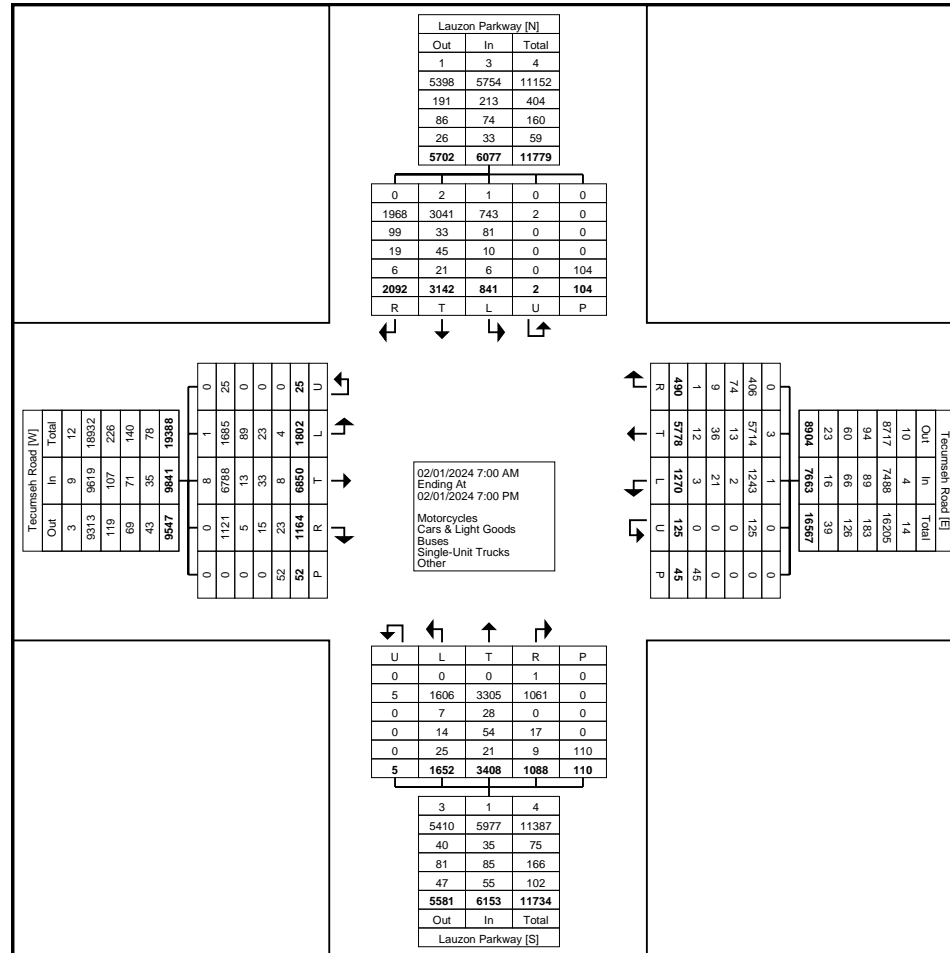
|                         |      |      |      |       |      |      |      |      |      |       |      |      |      |      |      |       |      |      |      |      |      |       |      |      |       |
|-------------------------|------|------|------|-------|------|------|------|------|------|-------|------|------|------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| 5:30 PM                 | 74   | 320  | 51   | 0     | 4    | 445  | 40   | 206  | 18   | 5     | 2    | 269  | 67   | 173  | 52   | 0     | 5    | 292  | 33   | 104  | 55   | 0     | 7    | 192  | 1198  |
| 5:45 PM                 | 66   | 235  | 44   | 0     | 2    | 345  | 43   | 184  | 15   | 2     | 2    | 244  | 64   | 163  | 35   | 1     | 5    | 263  | 30   | 65   | 51   | 0     | 5    | 146  | 998   |
| Hourly Total            | 282  | 1221 | 212  | 1     | 7    | 1716 | 164  | 835  | 72   | 17    | 6    | 1088 | 248  | 691  | 201  | 3     | 20   | 1143 | 134  | 406  | 256  | 0     | 19   | 796  | 4743  |
| 6:00 PM                 | 67   | 249  | 27   | 1     | 0    | 344  | 39   | 184  | 12   | 7     | 1    | 242  | 48   | 153  | 44   | 0     | 2    | 245  | 33   | 110  | 72   | 0     | 4    | 215  | 1046  |
| 6:15 PM                 | 67   | 266  | 25   | 0     | 2    | 358  | 37   | 196  | 18   | 10    | 3    | 261  | 47   | 167  | 38   | 0     | 4    | 252  | 30   | 86   | 65   | 0     | 5    | 181  | 1052  |
| 6:30 PM                 | 63   | 218  | 26   | 0     | 0    | 307  | 47   | 179  | 26   | 8     | 2    | 260  | 43   | 133  | 30   | 0     | 2    | 206  | 33   | 90   | 61   | 1     | 1    | 185  | 958   |
| 6:45 PM                 | 74   | 223  | 23   | 1     | 0    | 321  | 42   | 156  | 15   | 10    | 0    | 223  | 42   | 119  | 34   | 0     | 2    | 195  | 38   | 73   | 47   | 0     | 6    | 158  | 897   |
| Hourly Total            | 271  | 956  | 101  | 2     | 2    | 1330 | 165  | 715  | 71   | 35    | 6    | 986  | 180  | 572  | 146  | 0     | 10   | 898  | 134  | 359  | 245  | 1     | 16   | 739  | 3953  |
| Grand Total             | 1802 | 6850 | 1164 | 25    | 52   | 9841 | 1270 | 5778 | 490  | 125   | 45   | 7663 | 1652 | 3408 | 1088 | 5     | 110  | 6153 | 841  | 3142 | 2092 | 2     | 104  | 6077 | 29734 |
| Approach %              | 18.3 | 69.6 | 11.8 | 0.3   | -    | -    | 16.6 | 75.4 | 6.4  | 1.6   | -    | -    | 26.8 | 55.4 | 17.7 | 0.1   | -    | -    | 13.8 | 51.7 | 34.4 | 0.0   | -    | -    | -     |
| Total %                 | 6.1  | 23.0 | 3.9  | 0.1   | -    | 33.1 | 4.3  | 19.4 | 1.6  | 0.4   | -    | 25.8 | 5.6  | 11.5 | 3.7  | 0.0   | -    | 20.7 | 2.8  | 10.6 | 7.0  | 0.0   | -    | 20.4 | -     |
| Motorcycles             | 1    | 8    | 0    | 0     | -    | 9    | 1    | 3    | 0    | 0     | -    | 4    | 0    | 0    | 1    | 0     | -    | 1    | 1    | 2    | 0    | 0     | -    | 3    | 17    |
| % Motorcycles           | 0.1  | 0.1  | 0.0  | 0.0   | -    | 0.1  | 0.1  | 0.1  | 0.0  | 0.0   | -    | 0.1  | 0.0  | 0.0  | 0.1  | 0.0   | -    | 0.0  | 0.1  | 0.1  | 0.0  | 0.0   | -    | 0.0  | 0.1   |
| Cars & Light Goods      | 1685 | 6788 | 1121 | 25    | -    | 9619 | 1243 | 5714 | 406  | 125   | -    | 7488 | 1606 | 3305 | 1061 | 5     | -    | 5977 | 743  | 3041 | 1968 | 2     | -    | 5754 | 28838 |
| % Cars & Light Goods    | 93.5 | 99.1 | 96.3 | 100.0 | -    | 97.7 | 97.9 | 98.9 | 82.9 | 100.0 | -    | 97.7 | 97.2 | 97.0 | 97.5 | 100.0 | -    | 97.1 | 88.3 | 96.8 | 94.1 | 100.0 | -    | 94.7 | 97.0  |
| Buses                   | 89   | 13   | 5    | 0     | -    | 107  | 2    | 13   | 74   | 0     | -    | 89   | 7    | 28   | 0    | 0     | -    | 35   | 81   | 33   | 99   | 0     | -    | 213  | 444   |
| % Buses                 | 4.9  | 0.2  | 0.4  | 0.0   | -    | 1.1  | 0.2  | 0.2  | 15.1 | 0.0   | -    | 1.2  | 0.4  | 0.8  | 0.0  | 0.0   | -    | 0.6  | 9.6  | 1.1  | 4.7  | 0.0   | -    | 3.5  | 1.5   |
| Single-Unit Trucks      | 23   | 33   | 15   | 0     | -    | 71   | 21   | 36   | 9    | 0     | -    | 66   | 14   | 54   | 17   | 0     | -    | 85   | 10   | 45   | 19   | 0     | -    | 74   | 296   |
| % Single-Unit Trucks    | 1.3  | 0.5  | 1.3  | 0.0   | -    | 0.7  | 1.7  | 0.6  | 1.8  | 0.0   | -    | 0.9  | 0.8  | 1.6  | 1.6  | 0.0   | -    | 1.4  | 1.2  | 1.4  | 0.9  | 0.0   | -    | 1.2  | 1.0   |
| Articulated Trucks      | 4    | 7    | 23   | 0     | -    | 34   | 3    | 9    | 1    | 0     | -    | 13   | 24   | 21   | 9    | 0     | -    | 54   | 6    | 21   | 6    | 0     | -    | 33   | 134   |
| % Articulated Trucks    | 0.2  | 0.1  | 2.0  | 0.0   | -    | 0.3  | 0.2  | 0.2  | 0.2  | 0.0   | -    | 0.2  | 1.5  | 0.6  | 0.8  | 0.0   | -    | 0.9  | 0.7  | 0.7  | 0.3  | 0.0   | -    | 0.5  | 0.5   |
| Bicycles on Road        | 0    | 1    | 0    | 0     | -    | 1    | 0    | 3    | 0    | 0     | -    | 3    | 1    | 0    | 0    | 0     | -    | 1    | 0    | 0    | 0    | 0     | -    | 0    | 5     |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.1  | 0.0  | 0.0   | -    | 0.0  | 0.1  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -    | -     | 9    | -    | -    | -    | -    | -     | 3    | -    | -    | -    | -    | -     | 12   | -    | -    | -    | -    | -     | 15   | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -     | 17.3 | -    | -    | -    | -    | -     | 6.7  | -    | -    | -    | -    | -     | 10.9 | -    | -    | -    | -    | -     | 14.4 | -    | -     |
| Pedestrians             | -    | -    | -    | -     | 43   | -    | -    | -    | -    | -     | 42   | -    | -    | -    | -    | -     | 98   | -    | -    | -    | -    | -     | 89   | -    | -     |
| % Pedestrians           | -    | -    | -    | -     | 82.7 | -    | -    | -    | -    | -     | 93.3 | -    | -    | -    | -    | -     | 89.1 | -    | -    | -    | -    | -     | 85.6 | -    | -     |



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Turning Movement Data Plot





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Site Code: 230538  
Start Date: 02/01/2024  
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### Turning Movement Peak Hour Data (8:45 AM)

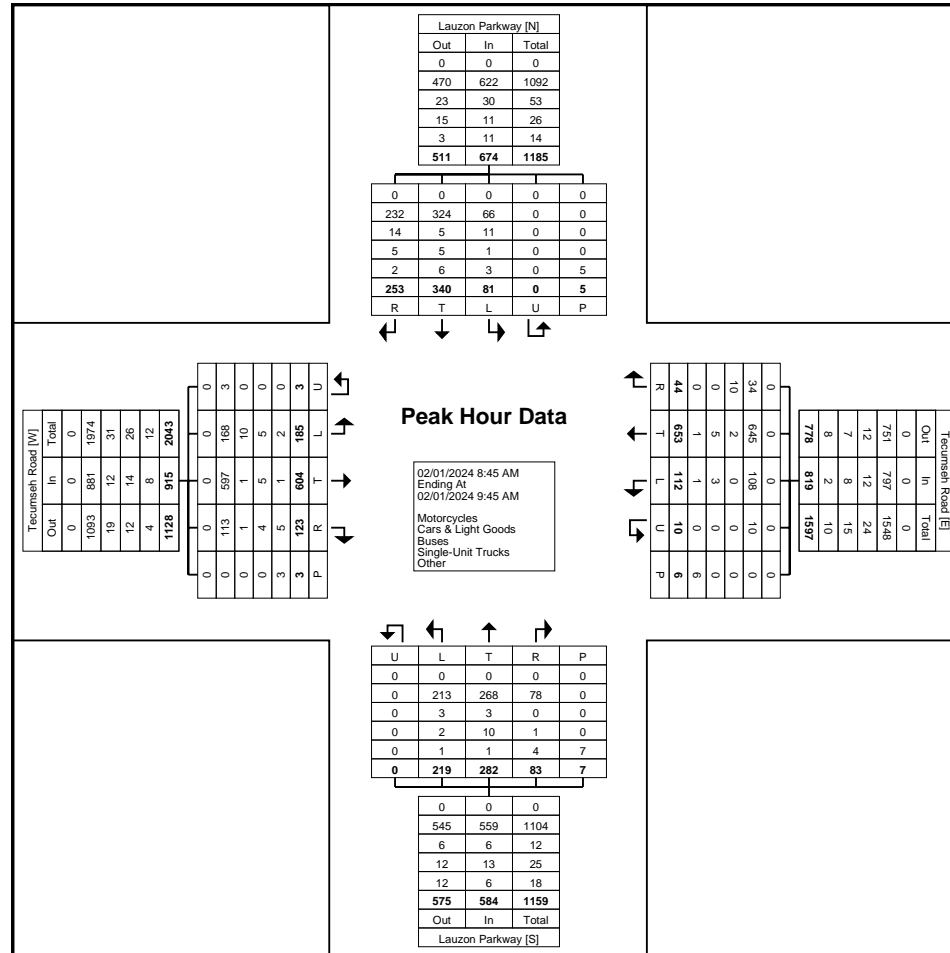
| Start Time              | Tecumseh Road Eastbound |       |       |        |       |            | Tecumseh Road Westbound |       |       |        |      |            | Lauzon Parkway Northbound |       |       |        |       |            | Lauzon Parkway Southbound |       |       |        |      |            | Int. Total |
|-------------------------|-------------------------|-------|-------|--------|-------|------------|-------------------------|-------|-------|--------|------|------------|---------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|------|------------|------------|
|                         | Left                    | Thru  | Right | U-Turn | Peds  | App. Total | Left                    | Thru  | Right | U-Turn | Peds | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds | App. Total |            |
| 8:45 AM                 | 44                      | 150   | 36    | 2      | 0     | 232        | 32                      | 166   | 8     | 0      | 1    | 206        | 59                        | 84    | 21    | 0      | 1     | 164        | 16                        | 106   | 83    | 0      | 0    | 205        | 807        |
| 9:00 AM                 | 45                      | 158   | 26    | 0      | 0     | 229        | 20                      | 156   | 10    | 5      | 0    | 191        | 50                        | 64    | 17    | 0      | 2     | 131        | 27                        | 79    | 60    | 0      | 2    | 166        | 717        |
| 9:15 AM                 | 56                      | 150   | 30    | 1      | 3     | 237        | 26                      | 148   | 13    | 5      | 4    | 192        | 51                        | 71    | 16    | 0      | 4     | 138        | 18                        | 66    | 48    | 0      | 3    | 132        | 699        |
| 9:30 AM                 | 40                      | 146   | 31    | 0      | 0     | 217        | 34                      | 183   | 13    | 0      | 1    | 230        | 59                        | 63    | 29    | 0      | 0     | 151        | 20                        | 89    | 62    | 0      | 0    | 171        | 769        |
| Total                   | 185                     | 604   | 123   | 3      | 3     | 915        | 112                     | 653   | 44    | 10     | 6    | 819        | 219                       | 282   | 83    | 0      | 7     | 584        | 81                        | 340   | 253   | 0      | 5    | 674        | 2992       |
| Approach %              | 20.2                    | 66.0  | 13.4  | 0.3    | -     | -          | 13.7                    | 79.7  | 5.4   | 1.2    | -    | -          | 37.5                      | 48.3  | 14.2  | 0.0    | -     | -          | 12.0                      | 50.4  | 37.5  | 0.0    | -    | -          | -          |
| Total %                 | 6.2                     | 20.2  | 4.1   | 0.1    | -     | 30.6       | 3.7                     | 21.8  | 1.5   | 0.3    | -    | 27.4       | 7.3                       | 9.4   | 2.8   | 0.0    | -     | 19.5       | 2.7                       | 11.4  | 8.5   | 0.0    | -    | 22.5       | -          |
| PHF                     | 0.826                   | 0.956 | 0.854 | 0.375  | -     | 0.965      | 0.824                   | 0.892 | 0.846 | 0.500  | -    | 0.890      | 0.928                     | 0.839 | 0.716 | 0.000  | -     | 0.890      | 0.750                     | 0.802 | 0.762 | 0.000  | -    | 0.822      | 0.927      |
| Motorcycles             | 0                       | 0     | 0     | 0      | -     | 0          | 0                       | 0     | 0     | 0      | -    | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 0          |
| % Motorcycles           | 0.0                     | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -    | 0.0        | 0.0        |
| Cars & Light Goods      | 168                     | 597   | 113   | 3      | -     | 881        | 108                     | 645   | 34    | 10     | -    | 797        | 213                       | 268   | 78    | 0      | -     | 559        | 66                        | 324   | 232   | 0      | -    | 622        | 2859       |
| % Cars & Light Goods    | 90.8                    | 98.8  | 91.9  | 100.0  | -     | 96.3       | 96.4                    | 98.8  | 77.3  | 100.0  | -    | 97.3       | 97.3                      | 95.0  | 94.0  | -      | -     | 95.7       | 81.5                      | 95.3  | 91.7  | -      | -    | 92.3       | 95.6       |
| Buses                   | 10                      | 1     | 1     | 0      | -     | 12         | 0                       | 2     | 10    | 0      | -    | 12         | 3                         | 3     | 0     | 0      | -     | 6          | 11                        | 5     | 14    | 0      | -    | 30         | 60         |
| % Buses                 | 5.4                     | 0.2   | 0.8   | 0.0    | -     | 1.3        | 0.0                     | 0.3   | 22.7  | 0.0    | -    | 1.5        | 1.4                       | 1.1   | 0.0   | -      | -     | 1.0        | 13.6                      | 1.5   | 5.5   | -      | -    | 4.5        | 2.0        |
| Single-Unit Trucks      | 5                       | 5     | 4     | 0      | -     | 14         | 3                       | 5     | 0     | 0      | -    | 8          | 2                         | 10    | 1     | 0      | -     | 13         | 1                         | 5     | 5     | 0      | -    | 11         | 46         |
| % Single-Unit Trucks    | 2.7                     | 0.8   | 3.3   | 0.0    | -     | 1.5        | 2.7                     | 0.8   | 0.0   | 0.0    | -    | 1.0        | 0.9                       | 3.5   | 1.2   | -      | -     | 2.2        | 1.2                       | 1.5   | 2.0   | -      | -    | 1.6        | 1.5        |
| Articulated Trucks      | 2                       | 1     | 5     | 0      | -     | 8          | 1                       | 1     | 0     | 0      | -    | 2          | 1                         | 1     | 4     | 0      | -     | 6          | 3                         | 6     | 2     | 0      | -    | 11         | 27         |
| % Articulated Trucks    | 1.1                     | 0.2   | 4.1   | 0.0    | -     | 0.9        | 0.9                     | 0.2   | 0.0   | 0.0    | -    | 0.2        | 0.5                       | 0.4   | 4.8   | -      | -     | 1.0        | 3.7                       | 1.8   | 0.8   | -      | -    | 1.6        | 0.9        |
| Bicycles on Road        | 0                       | 0     | 0     | 0      | -     | 0          | 0                       | 0     | 0     | 0      | -    | 0          | 0                         | 0     | 0     | 0      | -     | 0          | 0                         | 0     | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                     | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                     | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                       | 0.0   | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                       | -     | -     | -      | 0     | -          | -                       | -     | -     | -      | 1    | -          | -                         | -     | -     | -      | 0     | -          | -                         | -     | -     | -      | 1    | -          | -          |
| % Bicycles on Crosswalk | -                       | -     | -     | -      | 0.0   | -          | -                       | -     | -     | -      | 16.7 | -          | -                         | -     | -     | -      | 0.0   | -          | -                         | -     | -     | -      | 20.0 | -          | -          |
| Pedestrians             | -                       | -     | -     | -      | 3     | -          | -                       | -     | -     | -      | 5    | -          | -                         | -     | -     | -      | 7     | -          | -                         | -     | -     | -      | 4    | -          | -          |
| % Pedestrians           | -                       | -     | -     | -      | 100.0 | -          | -                       | -     | -     | -      | 83.3 | -          | -                         | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 80.0 | -          | -          |



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Turning Movement Peak Hour Data Plot (8:45 AM)



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Count Name: Lauzon Parkway & Tecumseh Road  
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### Turning Movement Peak Hour Data (12:30 PM)

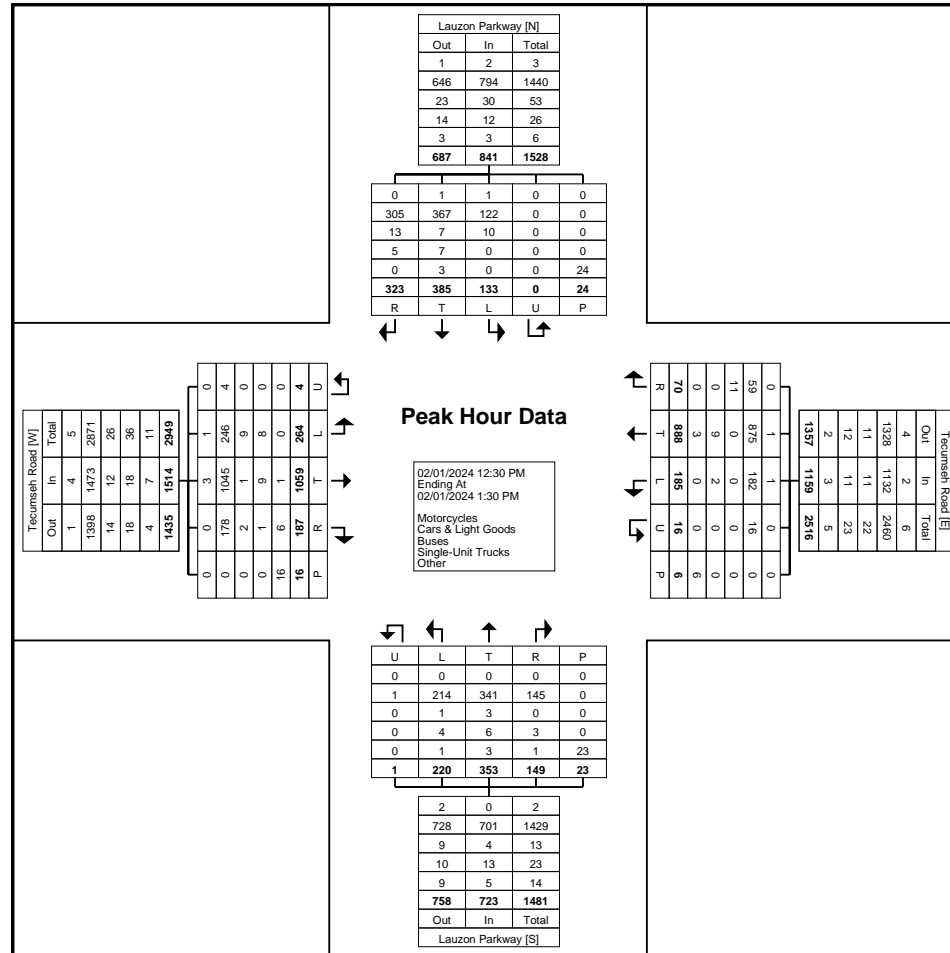
| Start Time              | Tecumseh Road Eastbound |             |            |          |           |             | Tecumseh Road Westbound |            |           |           |          |             | Lauzon Parkway Northbound |            |            |          |           |            | Lauzon Parkway Southbound |            |            |          |           |            | Int. Total  |
|-------------------------|-------------------------|-------------|------------|----------|-----------|-------------|-------------------------|------------|-----------|-----------|----------|-------------|---------------------------|------------|------------|----------|-----------|------------|---------------------------|------------|------------|----------|-----------|------------|-------------|
|                         | Left                    | Thru        | Right      | U-Turn   | Peds      | App. Total  | Left                    | Thru       | Right     | U-Turn    | Peds     | App. Total  | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total |             |
| 12:30 PM                | 68                      | 239         | 45         | 1        | 2         | 353         | 38                      | 214        | 16        | 3         | 2        | 271         | 56                        | 81         | 31         | 0        | 5         | 168        | 34                        | 98         | 73         | 0        | 4         | 205        | 997         |
| 12:45 PM                | 71                      | 300         | 54         | 1        | 3         | 426         | 55                      | 212        | 22        | 2         | 1        | 291         | 59                        | 103        | 43         | 0        | 8         | 205        | 31                        | 92         | 81         | 0        | 8         | 204        | 1126        |
| 1:00 PM                 | 62                      | 261         | 39         | 0        | 10        | 362         | 43                      | 214        | 12        | 6         | 3        | 275         | 53                        | 79         | 45         | 1        | 8         | 178        | 34                        | 90         | 81         | 0        | 9         | 205        | 1020        |
| 1:15 PM                 | 63                      | 259         | 49         | 2        | 1         | 373         | 49                      | 248        | 20        | 5         | 0        | 322         | 52                        | 90         | 30         | 0        | 2         | 172        | 34                        | 105        | 88         | 0        | 3         | 227        | 1094        |
| <b>Total</b>            | <b>264</b>              | <b>1059</b> | <b>187</b> | <b>4</b> | <b>16</b> | <b>1514</b> | <b>185</b>              | <b>888</b> | <b>70</b> | <b>16</b> | <b>6</b> | <b>1159</b> | <b>220</b>                | <b>353</b> | <b>149</b> | <b>1</b> | <b>23</b> | <b>723</b> | <b>133</b>                | <b>385</b> | <b>323</b> | <b>0</b> | <b>24</b> | <b>841</b> | <b>4237</b> |
| Approach %              | 17.4                    | 69.9        | 12.4       | 0.3      | -         | -           | 16.0                    | 76.6       | 6.0       | 1.4       | -        | -           | 30.4                      | 48.8       | 20.6       | 0.1      | -         | -          | 15.8                      | 45.8       | 38.4       | 0.0      | -         | -          | -           |
| Total %                 | 6.2                     | 25.0        | 4.4        | 0.1      | -         | 35.7        | 4.4                     | 21.0       | 1.7       | 0.4       | -        | 27.4        | 5.2                       | 8.3        | 3.5        | 0.0      | -         | 17.1       | 3.1                       | 9.1        | 7.6        | 0.0      | -         | 19.8       | -           |
| PHF                     | 0.930                   | 0.883       | 0.866      | 0.500    | -         | 0.888       | 0.841                   | 0.895      | 0.795     | 0.667     | -        | 0.900       | 0.932                     | 0.857      | 0.828      | 0.250    | -         | 0.882      | 0.978                     | 0.917      | 0.918      | 0.000    | -         | 0.926      | 0.941       |
| Motorcycles             | 1                       | 3           | 0          | 0        | -         | 4           | 1                       | 1          | 0         | 0         | -        | 2           | 0                         | 0          | 0          | 0        | -         | 0          | 1                         | 1          | 0          | 0        | -         | 2          | 8           |
| % Motorcycles           | 0.4                     | 0.3         | 0.0        | 0.0      | -         | 0.3         | 0.5                     | 0.1        | 0.0       | 0.0       | -        | 0.2         | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0        | 0.8                       | 0.3        | 0.0        | -        | -         | 0.2        | 0.2         |
| Cars & Light Goods      | 246                     | 1045        | 178        | 4        | -         | 1473        | 182                     | 875        | 59        | 16        | -        | 1132        | 214                       | 341        | 145        | 1        | -         | 701        | 122                       | 367        | 305        | 0        | -         | 794        | 4100        |
| % Cars & Light Goods    | 93.2                    | 98.7        | 95.2       | 100.0    | -         | 97.3        | 98.4                    | 98.5       | 84.3      | 100.0     | -        | 97.7        | 97.3                      | 96.6       | 97.3       | 100.0    | -         | 97.0       | 91.7                      | 95.3       | 94.4       | -        | -         | 94.4       | 96.8        |
| Buses                   | 9                       | 1           | 2          | 0        | -         | 12          | 0                       | 0          | 11        | 0         | -        | 11          | 1                         | 3          | 0          | 0        | -         | 4          | 10                        | 7          | 13         | 0        | -         | 30         | 57          |
| % Buses                 | 3.4                     | 0.1         | 1.1        | 0.0      | -         | 0.8         | 0.0                     | 0.0        | 15.7      | 0.0       | -        | 0.9         | 0.5                       | 0.8        | 0.0        | 0.0      | -         | 0.6        | 7.5                       | 1.8        | 4.0        | -        | -         | 3.6        | 1.3         |
| Single-Unit Trucks      | 8                       | 9           | 1          | 0        | -         | 18          | 2                       | 9          | 0         | 0         | -        | 11          | 4                         | 6          | 3          | 0        | -         | 13         | 0                         | 7          | 5          | 0        | -         | 12         | 54          |
| % Single-Unit Trucks    | 3.0                     | 0.8         | 0.5        | 0.0      | -         | 1.2         | 1.1                     | 1.0        | 0.0       | 0.0       | -        | 0.9         | 1.8                       | 1.7        | 2.0        | 0.0      | -         | 1.8        | 0.0                       | 1.8        | 1.5        | -        | -         | 1.4        | 1.3         |
| Articulated Trucks      | 0                       | 1           | 6          | 0        | -         | 7           | 0                       | 1          | 0         | 0         | -        | 1           | 1                         | 3          | 1          | 0        | -         | 5          | 0                         | 3          | 0          | 0        | -         | 3          | 16          |
| % Articulated Trucks    | 0.0                     | 0.1         | 3.2        | 0.0      | -         | 0.5         | 0.0                     | 0.1        | 0.0       | 0.0       | -        | 0.1         | 0.5                       | 0.8        | 0.7        | 0.0      | -         | 0.7        | 0.0                       | 0.8        | 0.0        | -        | -         | 0.4        | 0.4         |
| Bicycles on Road        | 0                       | 0           | 0          | 0        | -         | 0           | 0                       | 2          | 0         | 0         | -        | 2           | 0                         | 0          | 0          | 0        | -         | 0          | 0                         | 0          | 0          | 0        | -         | 0          | 2           |
| % Bicycles on Road      | 0.0                     | 0.0         | 0.0        | 0.0      | -         | 0.0         | 0.0                     | 0.2        | 0.0       | 0.0       | -        | 0.2         | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0        | 0.0                       | 0.0        | 0.0        | -        | -         | 0.0        | 0.0         |
| Bicycles on Crosswalk   | -                       | -           | -          | -        | 1         | -           | -                       | -          | -         | -         | 1        | -           | -                         | -          | -          | -        | 2         | -          | -                         | -          | -          | -        | 3         | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -          | -        | 6.3       | -           | -                       | -          | -         | -         | 16.7     | -           | -                         | -          | -          | -        | 8.7       | -          | -                         | -          | -          | -        | 12.5      | -          | -           |
| Pedestrians             | -                       | -           | -          | -        | 15        | -           | -                       | -          | -         | -         | 5        | -           | -                         | -          | -          | -        | 21        | -          | -                         | -          | -          | -        | 21        | -          | -           |
| % Pedestrians           | -                       | -           | -          | -        | 93.8      | -           | -                       | -          | -         | -         | 83.3     | -           | -                         | -          | -          | -        | 91.3      | -          | -                         | -          | -          | -        | 87.5      | -          | -           |



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Turning Movement Peak Hour Data Plot (12:30 PM)



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Start Date: 02/01/2024  
Page No: 8

### Turning Movement Peak Hour Data (4:45 PM)

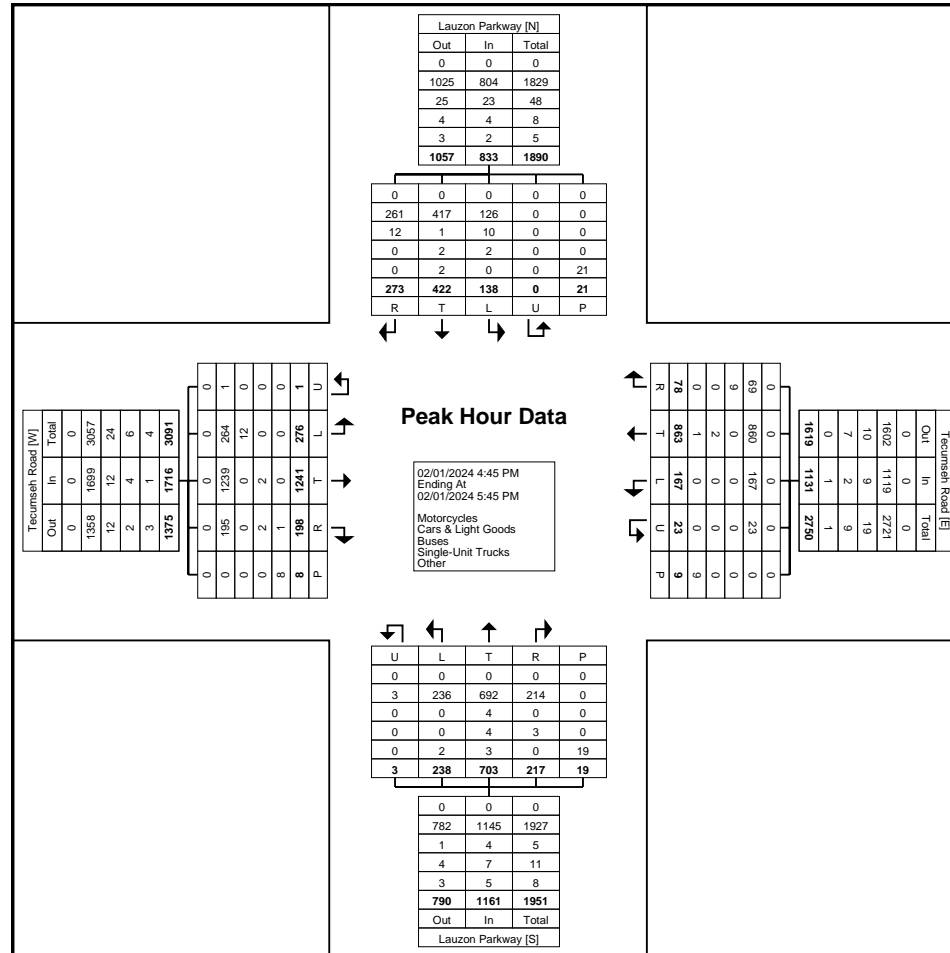
| Start Time              | Tecumseh Road Eastbound |             |            |          |          |             | Tecumseh Road Westbound |            |           |           |          |             | Lauzon Parkway Northbound |            |            |          |           |             | Lauzon Parkway Southbound |            |            |          |           |            | Int. Total  |
|-------------------------|-------------------------|-------------|------------|----------|----------|-------------|-------------------------|------------|-----------|-----------|----------|-------------|---------------------------|------------|------------|----------|-----------|-------------|---------------------------|------------|------------|----------|-----------|------------|-------------|
|                         | Left                    | Thru        | Right      | U-Turn   | Peds     | App. Total  | Left                    | Thru       | Right     | U-Turn    | Peds     | App. Total  | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total  | Left                      | Thru       | Right      | U-Turn   | Peds      | App. Total |             |
| 4:45 PM                 | 60                      | 255         | 30         | 0        | 3        | 345         | 46                      | 212        | 21        | 8         | 5        | 287         | 54                        | 175        | 51         | 1        | 4         | 281         | 34                        | 81         | 68         | 0        | 7         | 183        | 1096        |
| 5:00 PM                 | 72                      | 297         | 60         | 0        | 0        | 429         | 47                      | 239        | 20        | 3         | 1        | 309         | 42                        | 189        | 58         | 2        | 4         | 291         | 40                        | 131        | 74         | 0        | 1         | 245        | 1274        |
| 5:15 PM                 | 70                      | 369         | 57         | 1        | 1        | 497         | 34                      | 206        | 19        | 7         | 1        | 266         | 75                        | 166        | 56         | 0        | 6         | 297         | 31                        | 106        | 76         | 0        | 6         | 213        | 1273        |
| 5:30 PM                 | 74                      | 320         | 51         | 0        | 4        | 445         | 40                      | 206        | 18        | 5         | 2        | 269         | 67                        | 173        | 52         | 0        | 5         | 292         | 33                        | 104        | 55         | 0        | 7         | 192        | 1198        |
| <b>Total</b>            | <b>276</b>              | <b>1241</b> | <b>198</b> | <b>1</b> | <b>8</b> | <b>1716</b> | <b>167</b>              | <b>863</b> | <b>78</b> | <b>23</b> | <b>9</b> | <b>1131</b> | <b>238</b>                | <b>703</b> | <b>217</b> | <b>3</b> | <b>19</b> | <b>1161</b> | <b>138</b>                | <b>422</b> | <b>273</b> | <b>0</b> | <b>21</b> | <b>833</b> | <b>4841</b> |
| Approach %              | 16.1                    | 72.3        | 11.5       | 0.1      | -        | -           | 14.8                    | 76.3       | 6.9       | 2.0       | -        | -           | 20.5                      | 60.6       | 18.7       | 0.3      | -         | -           | 16.6                      | 50.7       | 32.8       | 0.0      | -         | -          | -           |
| Total %                 | 5.7                     | 25.6        | 4.1        | 0.0      | -        | 35.4        | 3.4                     | 17.8       | 1.6       | 0.5       | -        | 23.4        | 4.9                       | 14.5       | 4.5        | 0.1      | -         | 24.0        | 2.9                       | 8.7        | 5.6        | 0.0      | -         | 17.2       | -           |
| PHF                     | 0.932                   | 0.841       | 0.825      | 0.250    | -        | 0.863       | 0.888                   | 0.903      | 0.929     | 0.719     | -        | 0.915       | 0.793                     | 0.930      | 0.935      | 0.375    | -         | 0.977       | 0.863                     | 0.805      | 0.898      | 0.000    | -         | 0.850      | 0.950       |
| Motorcycles             | 0                       | 0           | 0          | 0        | -        | 0           | 0                       | 0          | 0         | 0         | -        | 0           | 0                         | 0          | 0          | 0        | -         | 0           | 0                         | 0          | 0          | 0        | -         | 0          | 0           |
| % Motorcycles           | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                     | 0.0        | 0.0       | 0.0       | -        | 0.0         | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0         | 0.0                       | 0.0        | 0.0        | -        | -         | 0.0        | 0.0         |
| Cars & Light Goods      | 264                     | 1239        | 195        | 1        | -        | 1699        | 167                     | 860        | 69        | 23        | -        | 1119        | 236                       | 692        | 214        | 3        | -         | 1145        | 126                       | 417        | 261        | 0        | -         | 804        | 4767        |
| % Cars & Light Goods    | 95.7                    | 99.8        | 98.5       | 100.0    | -        | 99.0        | 100.0                   | 99.7       | 88.5      | 100.0     | -        | 98.9        | 99.2                      | 98.4       | 98.6       | 100.0    | -         | 98.6        | 91.3                      | 98.8       | 95.6       | -        | -         | 96.5       | 98.5        |
| Buses                   | 12                      | 0           | 0          | 0        | -        | 12          | 0                       | 0          | 9         | 0         | -        | 9           | 0                         | 4          | 0          | 0        | -         | 4           | 10                        | 1          | 12         | 0        | -         | 23         | 48          |
| % Buses                 | 4.3                     | 0.0         | 0.0        | 0.0      | -        | 0.7         | 0.0                     | 0.0        | 11.5      | 0.0       | -        | 0.8         | 0.0                       | 0.6        | 0.0        | 0.0      | -         | 0.3         | 7.2                       | 0.2        | 4.4        | -        | -         | 2.8        | 1.0         |
| Single-Unit Trucks      | 0                       | 2           | 2          | 0        | -        | 4           | 0                       | 2          | 0         | 0         | -        | 2           | 0                         | 4          | 3          | 0        | -         | 7           | 2                         | 2          | 0          | 0        | -         | 4          | 17          |
| % Single-Unit Trucks    | 0.0                     | 0.2         | 1.0        | 0.0      | -        | 0.2         | 0.0                     | 0.2        | 0.0       | 0.0       | -        | 0.2         | 0.0                       | 0.6        | 1.4        | 0.0      | -         | 0.6         | 1.4                       | 0.5        | 0.0        | -        | -         | 0.5        | 0.4         |
| Articulated Trucks      | 0                       | 0           | 1          | 0        | -        | 1           | 0                       | 0          | 0         | 0         | -        | 0           | 2                         | 3          | 0          | 0        | -         | 5           | 0                         | 2          | 0          | 0        | -         | 2          | 8           |
| % Articulated Trucks    | 0.0                     | 0.0         | 0.5        | 0.0      | -        | 0.1         | 0.0                     | 0.0        | 0.0       | 0.0       | -        | 0.0         | 0.8                       | 0.4        | 0.0        | 0.0      | -         | 0.4         | 0.0                       | 0.5        | 0.0        | -        | -         | 0.2        | 0.2         |
| Bicycles on Road        | 0                       | 0           | 0          | 0        | -        | 0           | 0                       | 1          | 0         | 0         | -        | 1           | 0                         | 0          | 0          | 0        | -         | 0           | 0                         | 0          | 0          | 0        | -         | 0          | 1           |
| % Bicycles on Road      | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                     | 0.1        | 0.0       | 0.0       | -        | 0.1         | 0.0                       | 0.0        | 0.0        | 0.0      | -         | 0.0         | 0.0                       | 0.0        | 0.0        | -        | -         | 0.0        | 0.0         |
| Bicycles on Crosswalk   | -                       | -           | -          | -        | 2        | -           | -                       | -          | -         | -         | 0        | -           | -                         | -          | -          | -        | 3         | -           | -                         | -          | -          | -        | 2         | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -          | -        | 25.0     | -           | -                       | -          | -         | -         | 0.0      | -           | -                         | -          | -          | -        | 15.8      | -           | -                         | -          | -          | -        | 9.5       | -          | -           |
| Pedestrians             | -                       | -           | -          | -        | 6        | -           | -                       | -          | -         | -         | 9        | -           | -                         | -          | -          | -        | 16        | -           | -                         | -          | -          | -        | 19        | -          | -           |
| % Pedestrians           | -                       | -           | -          | -        | 75.0     | -           | -                       | -          | -         | -         | 100.0    | -           | -                         | -          | -          | -        | 84.2      | -           | -                         | -          | -          | -        | 90.5      | -          | -           |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts.com

Count Name: Lauzon Parkway & Tecumseh Road  
Site Code: 230538  
Start Date: 02/01/2024  
Page No: 9



Turning Movement Peak Hour Data Plot (4:45 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Jefferson Blvd  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 1

### Turning Movement Data

| Start Time           | Tecumseh Road Eastbound |      |       |        |      |            | Tecumseh Road Westbound |      |       |        |      |            | Jefferson Blvd Northbound |      |       |        |      |            | Jefferson Blvd Southbound |      |       |        |      |            | Int. Total |
|----------------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|                      | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 4                       | 253  | 25    | 1      | 0    | 283        | 37                      | 216  | 44    | 1      | 1    | 298        | 41                        | 16   | 27    | 0      | 1    | 84         | 40                        | 21   | 5     | 0      | 2    | 66         | 731        |
| 11:15 AM             | 5                       | 256  | 30    | 2      | 2    | 293        | 44                      | 264  | 41    | 0      | 0    | 349        | 40                        | 15   | 40    | 0      | 0    | 95         | 31                        | 23   | 4     | 0      | 3    | 58         | 795        |
| 11:30 AM             | 3                       | 274  | 26    | 1      | 0    | 304        | 28                      | 279  | 26    | 2      | 0    | 335        | 36                        | 16   | 52    | 0      | 0    | 104        | 45                        | 25   | 6     | 0      | 1    | 76         | 819        |
| 11:45 AM             | 4                       | 264  | 23    | 0      | 0    | 291        | 31                      | 297  | 44    | 0      | 0    | 372        | 34                        | 10   | 59    | 0      | 1    | 103        | 41                        | 28   | 8     | 0      | 0    | 77         | 843        |
| Hourly Total         | 16                      | 1047 | 104   | 4      | 2    | 1171       | 140                     | 1056 | 155   | 3      | 1    | 1354       | 151                       | 57   | 178   | 0      | 2    | 386        | 157                       | 97   | 23    | 0      | 6    | 277        | 3188       |
| 12:00 PM             | 1                       | 291  | 32    | 0      | 0    | 324        | 30                      | 240  | 45    | 1      | 0    | 316        | 27                        | 16   | 35    | 0      | 2    | 78         | 40                        | 22   | 3     | 0      | 4    | 65         | 783        |
| 12:15 PM             | 3                       | 269  | 21    | 0      | 1    | 293        | 30                      | 263  | 36    | 0      | 1    | 329        | 21                        | 18   | 43    | 0      | 1    | 82         | 32                        | 26   | 7     | 0      | 3    | 65         | 769        |
| 12:30 PM             | 8                       | 231  | 23    | 1      | 0    | 263        | 33                      | 248  | 45    | 0      | 0    | 326        | 26                        | 17   | 28    | 0      | 8    | 71         | 36                        | 19   | 7     | 0      | 1    | 62         | 722        |
| 12:45 PM             | 7                       | 279  | 19    | 1      | 1    | 306        | 37                      | 269  | 47    | 0      | 0    | 353        | 27                        | 19   | 42    | 0      | 2    | 88         | 45                        | 31   | 9     | 0      | 3    | 85         | 832        |
| Hourly Total         | 19                      | 1070 | 95    | 2      | 2    | 1186       | 130                     | 1020 | 173   | 1      | 1    | 1324       | 101                       | 70   | 148   | 0      | 13   | 319        | 153                       | 98   | 26    | 0      | 11   | 277        | 3106       |
| 1:00 PM              | 7                       | 241  | 20    | 0      | 1    | 268        | 57                      | 307  | 39    | 1      | 5    | 404        | 37                        | 13   | 41    | 0      | 7    | 91         | 49                        | 19   | 4     | 0      | 6    | 72         | 835        |
| 1:15 PM              | 5                       | 247  | 32    | 1      | 0    | 285        | 27                      | 278  | 47    | 0      | 0    | 352        | 39                        | 24   | 34    | 0      | 5    | 97         | 34                        | 27   | 2     | 0      | 2    | 63         | 797        |
| 1:30 PM              | 9                       | 244  | 35    | 0      | 2    | 288        | 47                      | 255  | 44    | 1      | 1    | 347        | 36                        | 17   | 31    | 0      | 4    | 84         | 31                        | 30   | 6     | 0      | 0    | 67         | 786        |
| 1:45 PM              | 2                       | 254  | 17    | 0      | 0    | 273        | 31                      | 246  | 38    | 1      | 1    | 316        | 37                        | 33   | 39    | 0      | 3    | 109        | 41                        | 18   | 10    | 0      | 0    | 69         | 767        |
| Hourly Total         | 23                      | 986  | 104   | 1      | 3    | 1114       | 162                     | 1086 | 168   | 3      | 7    | 1419       | 149                       | 87   | 145   | 0      | 19   | 381        | 155                       | 94   | 22    | 0      | 8    | 271        | 3185       |
| 2:00 PM              | 6                       | 263  | 24    | 1      | 0    | 294        | 38                      | 287  | 36    | 0      | 1    | 361        | 26                        | 22   | 56    | 0      | 3    | 104        | 33                        | 28   | 6     | 0      | 0    | 67         | 826        |
| 2:15 PM              | 9                       | 273  | 32    | 2      | 2    | 316        | 31                      | 278  | 42    | 0      | 1    | 351        | 33                        | 13   | 39    | 0      | 1    | 85         | 25                        | 19   | 4     | 0      | 0    | 48         | 800        |
| 2:30 PM              | 4                       | 292  | 36    | 0      | 0    | 332        | 37                      | 249  | 37    | 0      | 0    | 323        | 35                        | 15   | 30    | 0      | 0    | 80         | 27                        | 22   | 4     | 0      | 3    | 53         | 788        |
| 2:45 PM              | 8                       | 291  | 22    | 2      | 0    | 323        | 40                      | 239  | 39    | 0      | 0    | 318        | 30                        | 17   | 31    | 0      | 1    | 78         | 33                        | 18   | 3     | 0      | 3    | 54         | 773        |
| Hourly Total         | 27                      | 1119 | 114   | 5      | 2    | 1265       | 146                     | 1053 | 154   | 0      | 2    | 1353       | 124                       | 67   | 156   | 0      | 5    | 347        | 118                       | 87   | 17    | 0      | 6    | 222        | 3187       |
| Grand Total          | 85                      | 4222 | 417   | 12     | 9    | 4736       | 578                     | 4215 | 650   | 7      | 11   | 5450       | 525                       | 281  | 627   | 0      | 39   | 1433       | 583                       | 376  | 88    | 0      | 31   | 1047       | 12666      |
| Approach %           | 1.8                     | 89.1 | 8.8   | 0.3    | -    | -          | 10.6                    | 77.3 | 11.9  | 0.1    | -    | -          | 36.6                      | 19.6 | 43.8  | 0.0    | -    | -          | 55.7                      | 35.9 | 8.4   | 0.0    | -    | -          | -          |
| Total %              | 0.7                     | 33.3 | 3.3   | 0.1    | -    | 37.4       | 4.6                     | 33.3 | 5.1   | 0.1    | -    | 43.0       | 4.1                       | 2.2  | 5.0   | 0.0    | -    | 11.3       | 4.6                       | 3.0  | 0.7   | 0.0    | -    | 8.3        | -          |
| Motorcycles          | 0                       | 11   | 3     | 0      | -    | 14         | 0                       | 18   | 2     | 0      | -    | 20         | 1                         | 0    | 1     | 0      | -    | 2          | 0                         | 1    | 1     | 0      | -    | 2          | 38         |
| % Motorcycles        | 0.0                     | 0.3  | 0.7   | 0.0    | -    | 0.3        | 0.0                     | 0.4  | 0.3   | 0.0    | -    | 0.4        | 0.2                       | 0.0  | 0.2   | -      | -    | 0.1        | 0.0                       | 0.3  | 1.1   | -      | -    | 0.2        | 0.3        |
| Cars & Light Goods   | 83                      | 4183 | 406   | 12     | -    | 4684       | 574                     | 4170 | 645   | 7      | -    | 5396       | 514                       | 278  | 625   | 0      | -    | 1417       | 582                       | 371  | 85    | 0      | -    | 1038       | 12535      |
| % Cars & Light Goods | 97.6                    | 99.1 | 97.4  | 100.0  | -    | 98.9       | 99.3                    | 98.9 | 99.2  | 100.0  | -    | 99.0       | 97.9                      | 98.9 | 99.7  | -      | -    | 98.9       | 99.8                      | 98.7 | 96.6  | -      | -    | 99.1       | 99.0       |
| Buses                | 0                       | 13   | 0     | 0      | -    | 13         | 0                       | 12   | 0     | 0      | -    | 12         | 0                         | 0    | 0     | 0      | -    | 0          | 0                         | 0    | 0     | 0      | -    | 0          | 25         |
| % Buses              | 0.0                     | 0.3  | 0.0   | 0.0    | -    | 0.3        | 0.0                     | 0.3  | 0.0   | 0.0    | -    | 0.2        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.2        |
| Single-Unit Trucks   | 2                       | 11   | 7     | 0      | -    | 20         | 4                       | 13   | 2     | 0      | -    | 19         | 10                        | 3    | 1     | 0      | -    | 14         | 1                         | 4    | 2     | 0      | -    | 7          | 60         |
| % Single-Unit Trucks | 2.4                     | 0.3  | 1.7   | 0.0    | -    | 0.4        | 0.7                     | 0.3  | 0.3   | 0.0    | -    | 0.3        | 1.9                       | 1.1  | 0.2   | -      | -    | 1.0        | 0.2                       | 1.1  | 2.3   | -      | -    | 0.7        | 0.5        |
| Articulated Trucks   | 0                       | 3    | 0     | 0      | -    | 3          | 0                       | 2    | 1     | 0      | -    | 3          | 0                         | 0    | 0     | 0      | -    | 0          | 0                         | 0    | 0     | 0      | -    | 0          | 6          |
| % Articulated Trucks | 0.0                     | 0.1  | 0.0   | 0.0    | -    | 0.1        | 0.0                     | 0.0  | 0.2   | 0.0    | -    | 0.1        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.0        |

|                         |     |     |     |     |      |     |     |     |     |      |   |     |     |     |      |   |   |     |     |     |      |   |     |     |
|-------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|------|---|-----|-----|-----|------|---|---|-----|-----|-----|------|---|-----|-----|
| Bicycles on Road        | 0   | 1   | 1   | 0   | -    | 2   | 0   | 0   | 0   | 0    | - | 0   | 0   | 0   | 0    | - | 0 | 0   | 0   | 0   | -    | 0 | 2   |     |
| % Bicycles on Road      | 0.0 | 0.0 | 0.2 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | - | 0.0 | 0.0 | 0.0 | 0.0  | - | - | 0.0 | 0.0 | 0.0 | 0.0  | - | 0.0 | 0.0 |
| Bicycles on Crosswalk   | -   | -   | -   | -   | 5    | -   | -   | -   | -   | 2    | - | -   | -   | -   | 13   | - | - | -   | -   | -   | 6    | - | -   |     |
| % Bicycles on Crosswalk | -   | -   | -   | -   | 55.6 | -   | -   | -   | -   | 18.2 | - | -   | -   | -   | 33.3 | - | - | -   | -   | -   | 19.4 | - | -   |     |
| Pedestrians             | -   | -   | -   | -   | 4    | -   | -   | -   | -   | 9    | - | -   | -   | -   | 26   | - | - | -   | -   | -   | 25   | - | -   |     |
| % Pedestrians           | -   | -   | -   | -   | 44.4 | -   | -   | -   | -   | 81.8 | - | -   | -   | -   | 66.7 | - | - | -   | -   | -   | 80.6 | - | -   |     |

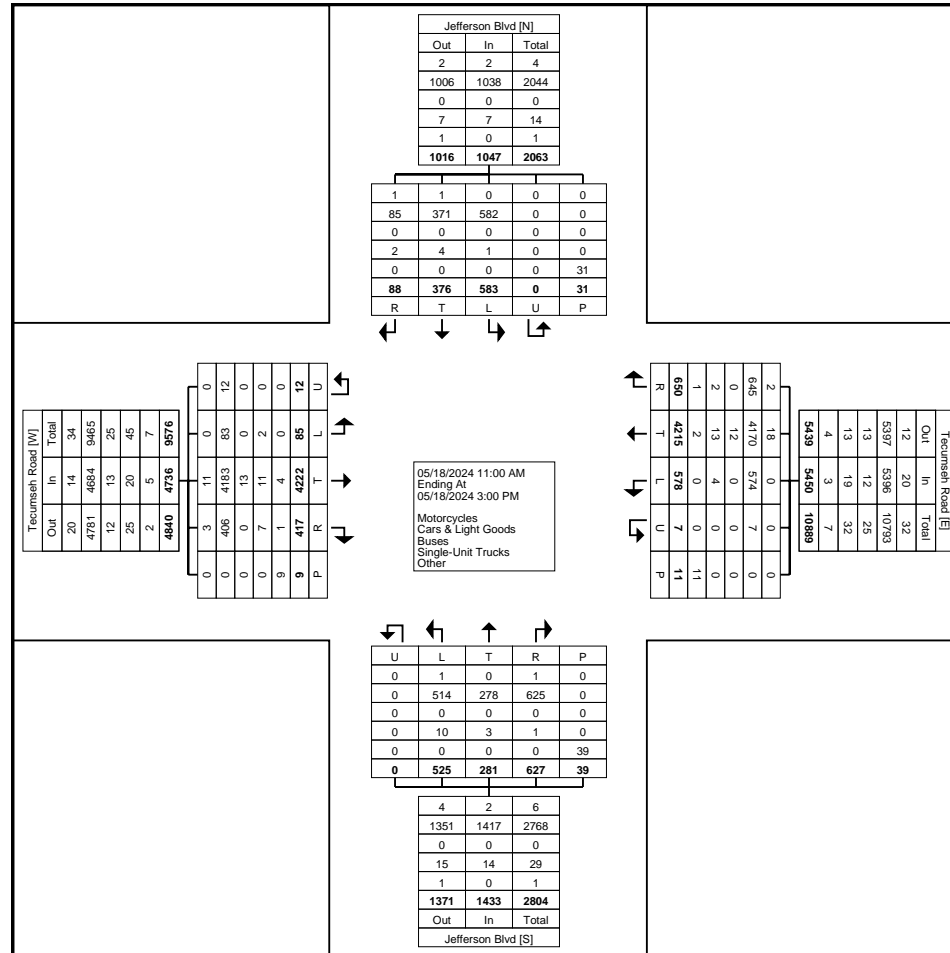




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Count Name: Tecumseh Road & Jefferson Blvd  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 3



Turning Movement Data Plot



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Count Name: Tecumseh Road & Jefferson Blvd  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 4

### Turning Movement Peak Hour Data (12:45 PM)

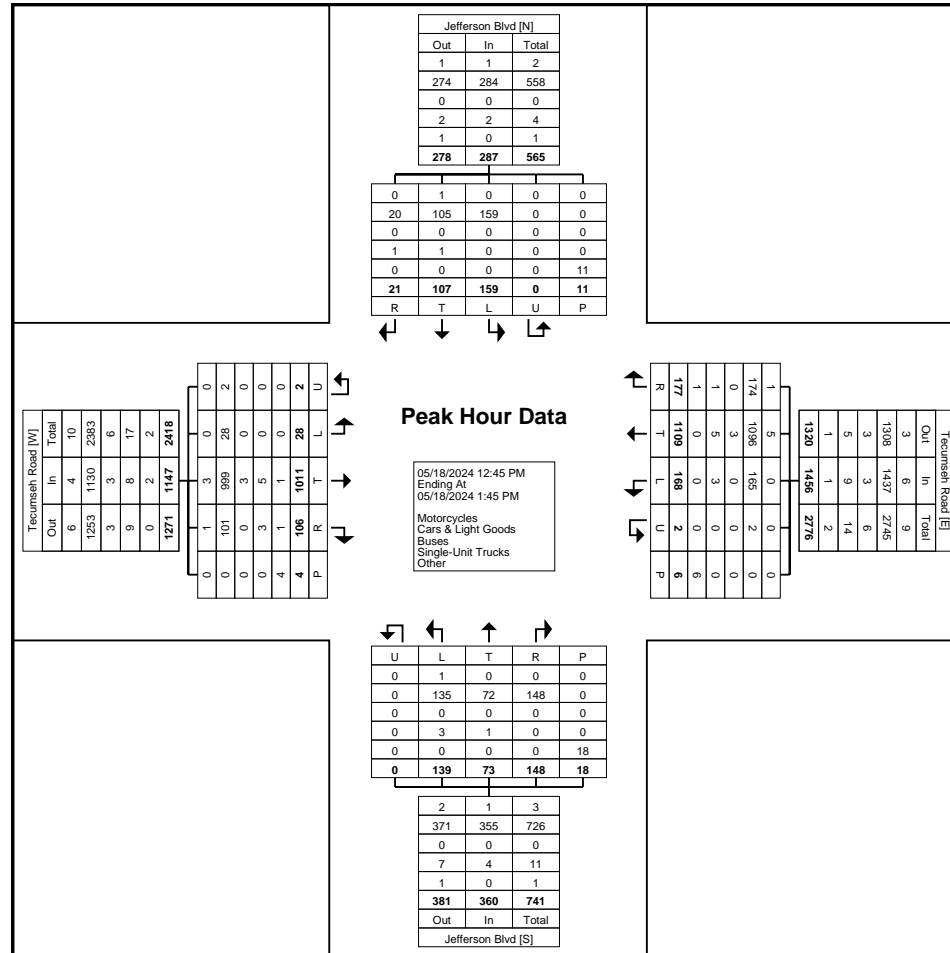
| Start Time              | Tecumseh Road Eastbound |             |            |          |          |             | Tecumseh Road Westbound |             |            |          |          |             | Jefferson Blvd Northbound |           |            |          |           |            | Jefferson Blvd Southbound |            |           |          |           |            | Int. Total  |
|-------------------------|-------------------------|-------------|------------|----------|----------|-------------|-------------------------|-------------|------------|----------|----------|-------------|---------------------------|-----------|------------|----------|-----------|------------|---------------------------|------------|-----------|----------|-----------|------------|-------------|
|                         | Left                    | Thru        | Right      | U-Turn   | Peds     | App. Total  | Left                    | Thru        | Right      | U-Turn   | Peds     | App. Total  | Left                      | Thru      | Right      | U-Turn   | Peds      | App. Total | Left                      | Thru       | Right     | U-Turn   | Peds      | App. Total |             |
| 12:45 PM                | 7                       | 279         | 19         | 1        | 1        | 306         | 37                      | 269         | 47         | 0        | 0        | 353         | 27                        | 19        | 42         | 0        | 2         | 88         | 45                        | 31         | 9         | 0        | 3         | 85         | 832         |
| 1:00 PM                 | 7                       | 241         | 20         | 0        | 1        | 268         | 57                      | 307         | 39         | 1        | 5        | 404         | 37                        | 13        | 41         | 0        | 7         | 91         | 49                        | 19         | 4         | 0        | 6         | 72         | 835         |
| 1:15 PM                 | 5                       | 247         | 32         | 1        | 0        | 285         | 27                      | 278         | 47         | 0        | 0        | 352         | 39                        | 24        | 34         | 0        | 5         | 97         | 34                        | 27         | 2         | 0        | 2         | 63         | 797         |
| 1:30 PM                 | 9                       | 244         | 35         | 0        | 2        | 288         | 47                      | 255         | 44         | 1        | 1        | 347         | 36                        | 17        | 31         | 0        | 4         | 84         | 31                        | 30         | 6         | 0        | 0         | 67         | 786         |
| <b>Total</b>            | <b>28</b>               | <b>1011</b> | <b>106</b> | <b>2</b> | <b>4</b> | <b>1147</b> | <b>168</b>              | <b>1109</b> | <b>177</b> | <b>2</b> | <b>6</b> | <b>1456</b> | <b>139</b>                | <b>73</b> | <b>148</b> | <b>0</b> | <b>18</b> | <b>360</b> | <b>159</b>                | <b>107</b> | <b>21</b> | <b>0</b> | <b>11</b> | <b>287</b> | <b>3250</b> |
| Approach %              | 2.4                     | 88.1        | 9.2        | 0.2      | -        | -           | 11.5                    | 76.2        | 12.2       | 0.1      | -        | -           | 38.6                      | 20.3      | 41.1       | 0.0      | -         | -          | 55.4                      | 37.3       | 7.3       | 0.0      | -         | -          | -           |
| Total %                 | 0.9                     | 31.1        | 3.3        | 0.1      | -        | 35.3        | 5.2                     | 34.1        | 5.4        | 0.1      | -        | 44.8        | 4.3                       | 2.2       | 4.6        | 0.0      | -         | 11.1       | 4.9                       | 3.3        | 0.6       | 0.0      | -         | 8.8        | -           |
| PHF                     | 0.778                   | 0.906       | 0.757      | 0.500    | -        | 0.937       | 0.737                   | 0.903       | 0.941      | 0.500    | -        | 0.901       | 0.891                     | 0.760     | 0.881      | 0.000    | -         | 0.928      | 0.811                     | 0.863      | 0.583     | 0.000    | -         | 0.844      | 0.973       |
| Motorcycles             | 0                       | 3           | 1          | 0        | -        | 4           | 0                       | 5           | 1          | 0        | -        | 6           | 1                         | 0         | 0          | 0        | -         | 1          | 0                         | 1          | 0         | 0        | -         | 1          | 12          |
| % Motorcycles           | 0.0                     | 0.3         | 0.9        | 0.0      | -        | 0.3         | 0.0                     | 0.5         | 0.6        | 0.0      | -        | 0.4         | 0.7                       | 0.0       | 0.0        | -        | -         | 0.3        | 0.0                       | 0.9        | 0.0       | -        | -         | 0.3        | 0.4         |
| Cars & Light Goods      | 28                      | 999         | 101        | 2        | -        | 1130        | 165                     | 1096        | 174        | 2        | -        | 1437        | 135                       | 72        | 148        | 0        | -         | 355        | 159                       | 105        | 20        | 0        | -         | 284        | 3206        |
| % Cars & Light Goods    | 100.0                   | 98.8        | 95.3       | 100.0    | -        | 98.5        | 98.2                    | 98.8        | 98.3       | 100.0    | -        | 98.7        | 97.1                      | 98.6      | 100.0      | -        | -         | 98.6       | 100.0                     | 98.1       | 95.2      | -        | -         | 99.0       | 98.6        |
| Buses                   | 0                       | 3           | 0          | 0        | -        | 3           | 0                       | 3           | 0          | 0        | -        | 3           | 0                         | 0         | 0          | 0        | -         | 0          | 0                         | 0          | 0         | 0        | -         | 0          | 6           |
| % Buses                 | 0.0                     | 0.3         | 0.0        | 0.0      | -        | 0.3         | 0.0                     | 0.3         | 0.0        | 0.0      | -        | 0.2         | 0.0                       | 0.0       | 0.0        | -        | -         | 0.0        | 0.0                       | 0.0        | 0.0       | -        | -         | 0.0        | 0.2         |
| Single-Unit Trucks      | 0                       | 5           | 3          | 0        | -        | 8           | 3                       | 5           | 1          | 0        | -        | 9           | 3                         | 1         | 0          | 0        | -         | 4          | 0                         | 1          | 1         | 0        | -         | 2          | 23          |
| % Single-Unit Trucks    | 0.0                     | 0.5         | 2.8        | 0.0      | -        | 0.7         | 1.8                     | 0.5         | 0.6        | 0.0      | -        | 0.6         | 2.2                       | 1.4       | 0.0        | -        | -         | 1.1        | 0.0                       | 0.9        | 4.8       | -        | -         | 0.7        | 0.7         |
| Articulated Trucks      | 0                       | 0           | 0          | 0        | -        | 0           | 0                       | 0           | 1          | 0        | -        | 1           | 0                         | 0         | 0          | 0        | -         | 0          | 0                         | 0          | 0         | 0        | -         | 0          | 1           |
| % Articulated Trucks    | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                     | 0.0         | 0.6        | 0.0      | -        | 0.1         | 0.0                       | 0.0       | 0.0        | -        | -         | 0.0        | 0.0                       | 0.0        | 0.0       | -        | -         | 0.0        | 0.0         |
| Bicycles on Road        | 0                       | 1           | 1          | 0        | -        | 2           | 0                       | 0           | 0          | 0        | -        | 0           | 0                         | 0         | 0          | 0        | -         | 0          | 0                         | 0          | 0         | 0        | -         | 0          | 2           |
| % Bicycles on Road      | 0.0                     | 0.1         | 0.9        | 0.0      | -        | 0.2         | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                       | 0.0       | 0.0        | -        | -         | 0.0        | 0.0                       | 0.0        | 0.0       | -        | -         | 0.0        | 0.1         |
| Bicycles on Crosswalk   | -                       | -           | -          | -        | 2        | -           | -                       | -           | -          | -        | 0        | -           | -                         | -         | -          | -        | 8         | -          | -                         | -          | -         | -        | 2         | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -          | -        | 50.0     | -           | -                       | -           | -          | -        | 0.0      | -           | -                         | -         | -          | -        | 44.4      | -          | -                         | -          | -         | -        | 18.2      | -          | -           |
| Pedestrians             | -                       | -           | -          | -        | 2        | -           | -                       | -           | -          | -        | 6        | -           | -                         | -         | -          | -        | 10        | -          | -                         | -          | -         | -        | 9         | -          | -           |
| % Pedestrians           | -                       | -           | -          | -        | 50.0     | -           | -                       | -           | -          | -        | 100.0    | -           | -                         | -         | -          | -        | 55.6      | -          | -                         | -          | -         | -        | 81.8      | -          | -           |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road & Jefferson Blvd  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (12:45 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road & Home Depot  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 1

### Turning Movement Data

| Start Time           | Tecumseh Road Eastbound |      |       |        |      |            | Tecumseh Road Westbound |      |       |        |      |            | Plaza Driveway Northbound |      |       |        |      |            | Home Depot Access Southbound |       |       |        |      |            | Int. Total |
|----------------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                         | Thru  | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 43                      | 259  | 6     | 2      | 0    | 310        | 10                      | 273  | 7     | 2      | 0    | 292        | 9                         | 1    | 11    | 0      | 2    | 21         | 39                           | 5     | 32    | 0      | 4    | 76         | 699        |
| 11:15 AM             | 29                      | 308  | 13    | 1      | 0    | 351        | 8                       | 279  | 5     | 9      | 2    | 301        | 14                        | 4    | 10    | 0      | 1    | 28         | 60                           | 0     | 42    | 0      | 5    | 102        | 782        |
| 11:30 AM             | 40                      | 362  | 6     | 0      | 0    | 408        | 15                      | 304  | 4     | 4      | 0    | 327        | 14                        | 5    | 9     | 1      | 0    | 29         | 61                           | 5     | 27    | 0      | 0    | 93         | 857        |
| 11:45 AM             | 39                      | 328  | 16    | 0      | 1    | 383        | 11                      | 312  | 0     | 8      | 2    | 331        | 12                        | 2    | 10    | 0      | 4    | 24         | 54                           | 1     | 42    | 0      | 1    | 97         | 835        |
| Hourly Total         | 151                     | 1257 | 41    | 3      | 1    | 1452       | 44                      | 1168 | 16    | 23     | 4    | 1251       | 49                        | 12   | 40    | 1      | 7    | 102        | 214                          | 11    | 143   | 0      | 10   | 368        | 3173       |
| 12:00 PM             | 44                      | 305  | 8     | 0      | 2    | 357        | 14                      | 255  | 9     | 6      | 0    | 284        | 19                        | 1    | 13    | 0      | 1    | 33         | 61                           | 1     | 41    | 0      | 3    | 103        | 777        |
| 12:15 PM             | 36                      | 318  | 3     | 0      | 0    | 357        | 7                       | 278  | 6     | 3      | 0    | 294        | 8                         | 2    | 15    | 0      | 3    | 25         | 65                           | 3     | 50    | 0      | 1    | 118        | 794        |
| 12:30 PM             | 32                      | 255  | 7     | 0      | 0    | 294        | 16                      | 270  | 4     | 6      | 1    | 296        | 18                        | 0    | 8     | 0      | 10   | 26         | 56                           | 2     | 49    | 0      | 0    | 107        | 723        |
| 12:45 PM             | 49                      | 266  | 9     | 0      | 0    | 324        | 15                      | 301  | 1     | 2      | 2    | 319        | 15                        | 2    | 6     | 0      | 9    | 23         | 67                           | 1     | 30    | 0      | 4    | 98         | 764        |
| Hourly Total         | 161                     | 1144 | 27    | 0      | 2    | 1332       | 52                      | 1104 | 20    | 17     | 3    | 1193       | 60                        | 5    | 42    | 0      | 23   | 107        | 249                          | 7     | 170   | 0      | 8    | 426        | 3058       |
| 1:00 PM              | 24                      | 302  | 9     | 0      | 0    | 335        | 11                      | 355  | 5     | 4      | 2    | 375        | 19                        | 1    | 22    | 0      | 10   | 42         | 63                           | 3     | 43    | 0      | 3    | 109        | 861        |
| 1:15 PM              | 40                      | 269  | 6     | 0      | 2    | 315        | 11                      | 316  | 2     | 5      | 2    | 334        | 9                         | 2    | 13    | 0      | 6    | 24         | 60                           | 2     | 30    | 0      | 1    | 92         | 765        |
| 1:30 PM              | 27                      | 265  | 6     | 2      | 0    | 300        | 5                       | 294  | 4     | 2      | 2    | 305        | 8                         | 2    | 17    | 0      | 8    | 27         | 53                           | 0     | 32    | 0      | 3    | 85         | 717        |
| 1:45 PM              | 39                      | 290  | 9     | 1      | 0    | 339        | 15                      | 287  | 2     | 3      | 0    | 307        | 5                         | 0    | 10    | 0      | 5    | 15         | 52                           | 0     | 40    | 0      | 0    | 92         | 753        |
| Hourly Total         | 130                     | 1126 | 30    | 3      | 2    | 1289       | 42                      | 1252 | 13    | 14     | 6    | 1321       | 41                        | 5    | 62    | 0      | 29   | 108        | 228                          | 5     | 145   | 0      | 7    | 378        | 3096       |
| 2:00 PM              | 42                      | 322  | 9     | 0      | 2    | 373        | 8                       | 339  | 2     | 4      | 2    | 353        | 4                         | 2    | 8     | 0      | 8    | 14         | 56                           | 2     | 36    | 0      | 0    | 94         | 834        |
| 2:15 PM              | 34                      | 286  | 7     | 0      | 0    | 327        | 9                       | 293  | 5     | 4      | 0    | 311        | 13                        | 1    | 6     | 1      | 1    | 21         | 71                           | 2     | 40    | 0      | 1    | 113        | 772        |
| 2:30 PM              | 28                      | 307  | 9     | 1      | 0    | 345        | 15                      | 290  | 5     | 6      | 2    | 316        | 10                        | 0    | 2     | 0      | 3    | 12         | 53                           | 3     | 33    | 0      | 4    | 89         | 762        |
| 2:45 PM              | 32                      | 312  | 10    | 0      | 0    | 354        | 7                       | 274  | 8     | 3      | 1    | 292        | 7                         | 1    | 8     | 0      | 2    | 16         | 61                           | 1     | 45    | 0      | 6    | 107        | 769        |
| Hourly Total         | 136                     | 1227 | 35    | 1      | 2    | 1399       | 39                      | 1196 | 20    | 17     | 5    | 1272       | 34                        | 4    | 24    | 1      | 14   | 63         | 241                          | 8     | 154   | 0      | 11   | 403        | 3137       |
| Grand Total          | 578                     | 4754 | 133   | 7      | 7    | 5472       | 177                     | 4720 | 69    | 71     | 18   | 5037       | 184                       | 26   | 168   | 2      | 73   | 380        | 932                          | 31    | 612   | 0      | 36   | 1575       | 12464      |
| Approach %           | 10.6                    | 86.9 | 2.4   | 0.1    | -    | -          | 3.5                     | 93.7 | 1.4   | 1.4    | -    | -          | 48.4                      | 6.8  | 44.2  | 0.5    | -    | -          | 59.2                         | 2.0   | 38.9  | 0.0    | -    | -          | -          |
| Total %              | 4.6                     | 38.1 | 1.1   | 0.1    | -    | 43.9       | 1.4                     | 37.9 | 0.6   | 0.6    | -    | 40.4       | 1.5                       | 0.2  | 1.3   | 0.0    | -    | 3.0        | 7.5                          | 0.2   | 4.9   | 0.0    | -    | 12.6       | -          |
| Motorcycles          | 0                       | 8    | 0     | 0      | -    | 8          | 2                       | 18   | 0     | 0      | -    | 20         | 0                         | 1    | 0     | 0      | -    | 1          | 0                            | 0     | 1     | 0      | -    | 1          | 30         |
| % Motorcycles        | 0.0                     | 0.2  | 0.0   | 0.0    | -    | 0.1        | 1.1                     | 0.4  | 0.0   | 0.0    | -    | 0.4        | 0.0                       | 3.8  | 0.0   | 0.0    | -    | 0.3        | 0.0                          | 0.0   | 0.2   | -      | -    | 0.1        | 0.2        |
| Cars & Light Goods   | 575                     | 4717 | 131   | 7      | -    | 5430       | 173                     | 4673 | 69    | 71     | -    | 4986       | 184                       | 25   | 167   | 2      | -    | 378        | 928                          | 31    | 605   | 0      | -    | 1564       | 12358      |
| % Cars & Light Goods | 99.5                    | 99.2 | 98.5  | 100.0  | -    | 99.2       | 97.7                    | 99.0 | 100.0 | 100.0  | -    | 99.0       | 100.0                     | 96.2 | 99.4  | 100.0  | -    | 99.5       | 99.6                         | 100.0 | 98.9  | -      | -    | 99.3       | 99.1       |
| Buses                | 0                       | 12   | 0     | 0      | -    | 12         | 0                       | 12   | 0     | 0      | -    | 12         | 0                         | 0    | 0     | 0      | -    | 0          | 0                            | 0     | 0     | 0      | -    | 0          | 24         |
| % Buses              | 0.0                     | 0.3  | 0.0   | 0.0    | -    | 0.2        | 0.0                     | 0.3  | 0.0   | 0.0    | -    | 0.2        | 0.0                       | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                          | 0.0   | 0.0   | -      | -    | 0.0        | 0.2        |
| Single-Unit Trucks   | 2                       | 15   | 0     | 0      | -    | 17         | 2                       | 16   | 0     | 0      | -    | 18         | 0                         | 0    | 1     | 0      | -    | 1          | 4                            | 0     | 4     | 0      | -    | 8          | 44         |
| % Single-Unit Trucks | 0.3                     | 0.3  | 0.0   | 0.0    | -    | 0.3        | 1.1                     | 0.3  | 0.0   | 0.0    | -    | 0.4        | 0.0                       | 0.0  | 0.6   | 0.0    | -    | 0.3        | 0.4                          | 0.0   | 0.7   | -      | -    | 0.5        | 0.4        |
| Articulated Trucks   | 1                       | 2    | 0     | 0      | -    | 3          | 0                       | 0    | 0     | 0      | -    | 0          | 0                         | 0    | 0     | 0      | -    | 0          | 0                            | 0     | 2     | 0      | -    | 2          | 5          |
| % Articulated Trucks | 0.2                     | 0.0  | 0.0   | 0.0    | -    | 0.1        | 0.0                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                          | 0.0   | 0.3   | -      | -    | 0.1        | 0.0        |

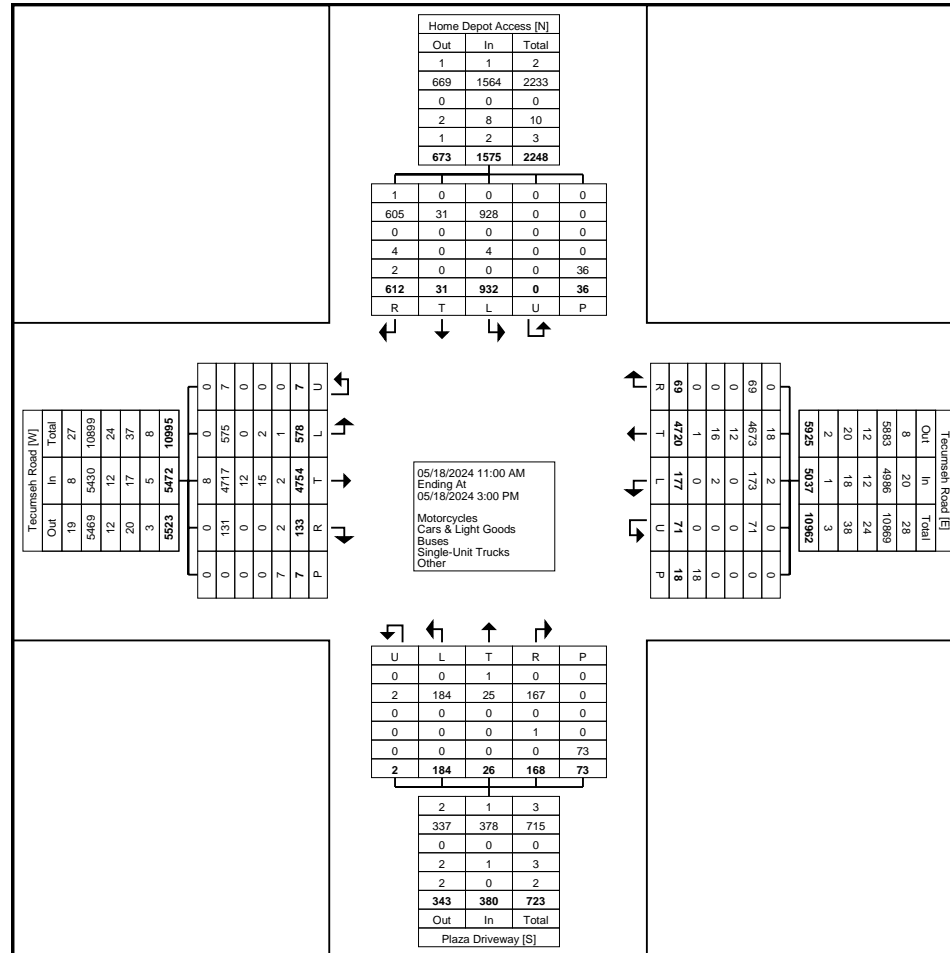
|                         |     |     |     |     |      |     |     |     |     |       |   |     |     |     |     |     |      |     |     |     |     |      |     |     |
|-------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-------|---|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|------|-----|-----|
| Bicycles on Road        | 0   | 0   | 2   | 0   | -    | 2   | 0   | 1   | 0   | 0     | - | 1   | 0   | 0   | 0   | 0   | -    | 0   | 0   | 0   | 0   | -    | 0   | 3   |
| % Bicycles on Road      | 0.0 | 0.0 | 1.5 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0   | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -    | 0.0 | 0.0 | 0.0 | 0.0 | -    | 0.0 | 0.0 |
| Bicycles on Crosswalk   | -   | -   | -   | -   | 2    | -   | -   | -   | -   | 0     | - | -   | -   | -   | -   | -   | 7    | -   | -   | -   | -   | 11   | -   | -   |
| % Bicycles on Crosswalk | -   | -   | -   | -   | 28.6 | -   | -   | -   | -   | 0.0   | - | -   | -   | -   | -   | -   | 9.6  | -   | -   | -   | -   | 30.6 | -   | -   |
| Pedestrians             | -   | -   | -   | -   | 5    | -   | -   | -   | -   | 18    | - | -   | -   | -   | -   | -   | 66   | -   | -   | -   | -   | 25   | -   | -   |
| % Pedestrians           | -   | -   | -   | -   | 71.4 | -   | -   | -   | -   | 100.0 | - | -   | -   | -   | -   | -   | 90.4 | -   | -   | -   | -   | 69.4 | -   | -   |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Home Depot  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
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Count Name: Tecumseh Road & Home Depot  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 4

### Turning Movement Peak Hour Data (11:30 AM)

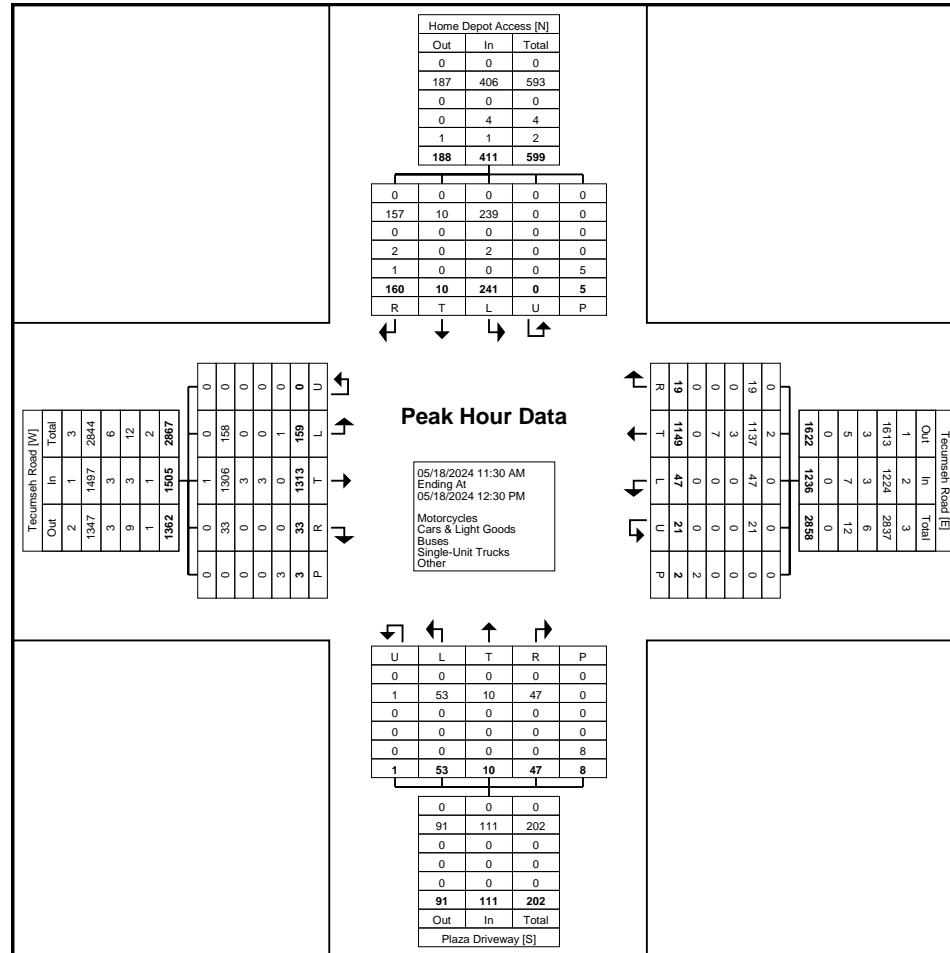
| Start Time              | Tecumseh Road Eastbound |             |           |          |          |             | Tecumseh Road Westbound |             |           |           |          |             | Plaza Driveway Northbound |           |           |          |          |            | Home Depot Access Southbound |           |            |          |          |            | Int. Total  |
|-------------------------|-------------------------|-------------|-----------|----------|----------|-------------|-------------------------|-------------|-----------|-----------|----------|-------------|---------------------------|-----------|-----------|----------|----------|------------|------------------------------|-----------|------------|----------|----------|------------|-------------|
|                         | Left                    | Thru        | Right     | U-Turn   | Peds     | App. Total  | Left                    | Thru        | Right     | U-Turn    | Peds     | App. Total  | Left                      | Thru      | Right     | U-Turn   | Peds     | App. Total | Left                         | Thru      | Right      | U-Turn   | Peds     | App. Total |             |
| 11:30 AM                | 40                      | 362         | 6         | 0        | 0        | 408         | 15                      | 304         | 4         | 4         | 0        | 327         | 14                        | 5         | 9         | 1        | 0        | 29         | 61                           | 5         | 27         | 0        | 0        | 93         | 857         |
| 11:45 AM                | 39                      | 328         | 16        | 0        | 1        | 383         | 11                      | 312         | 0         | 8         | 2        | 331         | 12                        | 2         | 10        | 0        | 4        | 24         | 54                           | 1         | 42         | 0        | 1        | 97         | 835         |
| 12:00 PM                | 44                      | 305         | 8         | 0        | 2        | 357         | 14                      | 255         | 9         | 6         | 0        | 284         | 19                        | 1         | 13        | 0        | 1        | 33         | 61                           | 1         | 41         | 0        | 3        | 103        | 777         |
| 12:15 PM                | 36                      | 318         | 3         | 0        | 0        | 357         | 7                       | 278         | 6         | 3         | 0        | 294         | 8                         | 2         | 15        | 0        | 3        | 25         | 65                           | 3         | 50         | 0        | 1        | 118        | 794         |
| <b>Total</b>            | <b>159</b>              | <b>1313</b> | <b>33</b> | <b>0</b> | <b>3</b> | <b>1505</b> | <b>47</b>               | <b>1149</b> | <b>19</b> | <b>21</b> | <b>2</b> | <b>1236</b> | <b>53</b>                 | <b>10</b> | <b>47</b> | <b>1</b> | <b>8</b> | <b>111</b> | <b>241</b>                   | <b>10</b> | <b>160</b> | <b>0</b> | <b>5</b> | <b>411</b> | <b>3263</b> |
| Approach %              | 10.6                    | 87.2        | 2.2       | 0.0      | -        | -           | 3.8                     | 93.0        | 1.5       | 1.7       | -        | -           | 47.7                      | 9.0       | 42.3      | 0.9      | -        | -          | 58.6                         | 2.4       | 38.9       | 0.0      | -        | -          | -           |
| Total %                 | 4.9                     | 40.2        | 1.0       | 0.0      | -        | 46.1        | 1.4                     | 35.2        | 0.6       | 0.6       | -        | 37.9        | 1.6                       | 0.3       | 1.4       | 0.0      | -        | 3.4        | 7.4                          | 0.3       | 4.9        | 0.0      | -        | 12.6       | -           |
| PHF                     | 0.903                   | 0.907       | 0.516     | 0.000    | -        | 0.922       | 0.783                   | 0.921       | 0.528     | 0.656     | -        | 0.934       | 0.697                     | 0.500     | 0.783     | 0.250    | -        | 0.841      | 0.927                        | 0.500     | 0.800      | 0.000    | -        | 0.871      | 0.952       |
| Motorcycles             | 0                       | 1           | 0         | 0        | -        | 1           | 0                       | 2           | 0         | 0         | -        | 2           | 0                         | 0         | 0         | 0        | -        | 0          | 0                            | 0         | 0          | 0        | -        | 0          | 3           |
| % Motorcycles           | 0.0                     | 0.1         | 0.0       | -        | -        | 0.1         | 0.0                     | 0.2         | 0.0       | 0.0       | -        | 0.2         | 0.0                       | 0.0       | 0.0       | 0.0      | -        | 0.0        | 0.0                          | 0.0       | 0.0        | -        | -        | 0.0        | 0.1         |
| Cars & Light Goods      | 158                     | 1306        | 33        | 0        | -        | 1497        | 47                      | 1137        | 19        | 21        | -        | 1224        | 53                        | 10        | 47        | 1        | -        | 111        | 239                          | 10        | 157        | 0        | -        | 406        | 3238        |
| % Cars & Light Goods    | 99.4                    | 99.5        | 100.0     | -        | -        | 99.5        | 100.0                   | 99.0        | 100.0     | 100.0     | -        | 99.0        | 100.0                     | 100.0     | 100.0     | 100.0    | -        | 100.0      | 99.2                         | 100.0     | 98.1       | -        | -        | 98.8       | 99.2        |
| Buses                   | 0                       | 3           | 0         | 0        | -        | 3           | 0                       | 3           | 0         | 0         | -        | 3           | 0                         | 0         | 0         | 0        | -        | 0          | 0                            | 0         | 0          | 0        | -        | 0          | 6           |
| % Buses                 | 0.0                     | 0.2         | 0.0       | -        | -        | 0.2         | 0.0                     | 0.3         | 0.0       | 0.0       | -        | 0.2         | 0.0                       | 0.0       | 0.0       | 0.0      | -        | 0.0        | 0.0                          | 0.0       | 0.0        | -        | -        | 0.0        | 0.2         |
| Single-Unit Trucks      | 0                       | 3           | 0         | 0        | -        | 3           | 0                       | 7           | 0         | 0         | -        | 7           | 0                         | 0         | 0         | 0        | -        | 0          | 2                            | 0         | 2          | 0        | -        | 4          | 14          |
| % Single-Unit Trucks    | 0.0                     | 0.2         | 0.0       | -        | -        | 0.2         | 0.0                     | 0.6         | 0.0       | 0.0       | -        | 0.6         | 0.0                       | 0.0       | 0.0       | 0.0      | -        | 0.0        | 0.8                          | 0.0       | 1.3        | -        | -        | 1.0        | 0.4         |
| Articulated Trucks      | 1                       | 0           | 0         | 0        | -        | 1           | 0                       | 0           | 0         | 0         | -        | 0           | 0                         | 0         | 0         | 0        | -        | 0          | 0                            | 0         | 1          | 0        | -        | 1          | 2           |
| % Articulated Trucks    | 0.6                     | 0.0         | 0.0       | -        | -        | 0.1         | 0.0                     | 0.0         | 0.0       | 0.0       | -        | 0.0         | 0.0                       | 0.0       | 0.0       | 0.0      | -        | 0.0        | 0.0                          | 0.0       | 0.6        | -        | -        | 0.2        | 0.1         |
| Bicycles on Road        | 0                       | 0           | 0         | 0        | -        | 0           | 0                       | 0           | 0         | 0         | -        | 0           | 0                         | 0         | 0         | 0        | -        | 0          | 0                            | 0         | 0          | 0        | -        | 0          | 0           |
| % Bicycles on Road      | 0.0                     | 0.0         | 0.0       | -        | -        | 0.0         | 0.0                     | 0.0         | 0.0       | 0.0       | -        | 0.0         | 0.0                       | 0.0       | 0.0       | 0.0      | -        | 0.0        | 0.0                          | 0.0       | 0.0        | -        | -        | 0.0        | 0.0         |
| Bicycles on Crosswalk   | -                       | -           | -         | -        | 1        | -           | -                       | -           | -         | -         | 0        | -           | -                         | -         | -         | -        | 0        | -          | -                            | -         | -          | -        | 1        | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -         | -        | 33.3     | -           | -                       | -           | -         | -         | 0.0      | -           | -                         | -         | -         | -        | 0.0      | -          | -                            | -         | -          | -        | 20.0     | -          | -           |
| Pedestrians             | -                       | -           | -         | -        | 2        | -           | -                       | -           | -         | -         | 2        | -           | -                         | -         | -         | -        | 8        | -          | -                            | -         | -          | -        | 4        | -          | -           |
| % Pedestrians           | -                       | -           | -         | -        | 66.7     | -           | -                       | -           | -         | -         | 100.0    | -           | -                         | -         | -         | -        | 100.0    | -          | -                            | -         | -          | -        | 80.0     | -          | -           |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Home Depot  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (11:30 AM)





Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Walmart  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 1

### Turning Movement Data

| Start Time           | Tecumseh Road Eastbound |      |       |        |      |            | Tecumseh Road Westbound |      |       |        |      |            | E Park Drive Northbound |      |       |        |      |            | Walmart Access Southbound |      |       |        |      |            | Int. Total |
|----------------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|-------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|                      | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                    | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 45                      | 237  | 19    | 1      | 12   | 302        | 35                      | 252  | 51    | 2      | 0    | 340        | 33                      | 20   | 18    | 1      | 6    | 72         | 44                        | 19   | 32    | 0      | 1    | 95         | 809        |
| 11:15 AM             | 57                      | 310  | 28    | 0      | 2    | 395        | 29                      | 276  | 65    | 0      | 3    | 370        | 31                      | 21   | 26    | 0      | 2    | 78         | 36                        | 13   | 32    | 0      | 0    | 81         | 924        |
| 11:30 AM             | 58                      | 297  | 27    | 2      | 2    | 384        | 34                      | 304  | 54    | 0      | 3    | 392        | 30                      | 15   | 32    | 0      | 3    | 77         | 41                        | 19   | 41    | 0      | 1    | 101        | 954        |
| 11:45 AM             | 44                      | 290  | 27    | 3      | 4    | 364        | 35                      | 278  | 76    | 0      | 1    | 389        | 43                      | 23   | 24    | 0      | 0    | 90         | 46                        | 30   | 30    | 0      | 1    | 106        | 949        |
| Hourly Total         | 204                     | 1134 | 101   | 6      | 20   | 1445       | 133                     | 1110 | 246   | 2      | 7    | 1491       | 137                     | 79   | 100   | 1      | 11   | 317        | 167                       | 81   | 135   | 0      | 3    | 383        | 3636       |
| 12:00 PM             | 68                      | 277  | 34    | 0      | 3    | 379        | 36                      | 279  | 59    | 0      | 0    | 374        | 34                      | 19   | 34    | 0      | 2    | 87         | 43                        | 17   | 21    | 0      | 2    | 81         | 921        |
| 12:15 PM             | 56                      | 286  | 23    | 2      | 4    | 367        | 54                      | 283  | 64    | 1      | 1    | 402        | 28                      | 17   | 30    | 0      | 1    | 75         | 36                        | 21   | 33    | 0      | 2    | 90         | 934        |
| 12:30 PM             | 44                      | 222  | 26    | 1      | 4    | 293        | 43                      | 247  | 55    | 0      | 0    | 345        | 36                      | 19   | 31    | 0      | 3    | 86         | 43                        | 31   | 21    | 0      | 0    | 95         | 819        |
| 12:45 PM             | 52                      | 266  | 30    | 2      | 5    | 350        | 38                      | 289  | 64    | 0      | 0    | 391        | 39                      | 28   | 33    | 0      | 3    | 100        | 43                        | 19   | 30    | 0      | 1    | 92         | 933        |
| Hourly Total         | 220                     | 1051 | 113   | 5      | 16   | 1389       | 171                     | 1098 | 242   | 1      | 1    | 1512       | 137                     | 83   | 128   | 0      | 9    | 348        | 165                       | 88   | 105   | 0      | 5    | 358        | 3607       |
| 1:00 PM              | 43                      | 311  | 22    | 4      | 16   | 380        | 51                      | 346  | 66    | 0      | 1    | 463        | 34                      | 20   | 22    | 0      | 5    | 76         | 42                        | 18   | 42    | 0      | 2    | 102        | 1021       |
| 1:15 PM              | 40                      | 297  | 38    | 4      | 3    | 379        | 35                      | 259  | 53    | 1      | 4    | 348        | 35                      | 20   | 25    | 0      | 5    | 80         | 40                        | 24   | 30    | 0      | 2    | 94         | 901        |
| 1:30 PM              | 53                      | 309  | 26    | 2      | 13   | 390        | 29                      | 292  | 64    | 1      | 2    | 386        | 36                      | 11   | 27    | 1      | 8    | 75         | 34                        | 12   | 26    | 0      | 1    | 72         | 923        |
| 1:45 PM              | 57                      | 300  | 20    | 2      | 8    | 379        | 31                      | 309  | 56    | 2      | 6    | 398        | 30                      | 21   | 28    | 0      | 4    | 79         | 40                        | 21   | 24    | 0      | 1    | 85         | 941        |
| Hourly Total         | 193                     | 1217 | 106   | 12     | 40   | 1528       | 146                     | 1206 | 239   | 4      | 13   | 1595       | 135                     | 72   | 102   | 1      | 22   | 310        | 156                       | 75   | 122   | 0      | 6    | 353        | 3786       |
| 2:00 PM              | 59                      | 317  | 27    | 1      | 6    | 404        | 47                      | 300  | 60    | 0      | 1    | 407        | 31                      | 21   | 31    | 0      | 3    | 83         | 46                        | 23   | 41    | 0      | 0    | 110        | 1004       |
| 2:15 PM              | 63                      | 328  | 36    | 1      | 11   | 428        | 45                      | 315  | 55    | 1      | 4    | 416        | 26                      | 15   | 19    | 1      | 4    | 61         | 46                        | 15   | 28    | 0      | 2    | 89         | 994        |
| 2:30 PM              | 59                      | 308  | 27    | 1      | 10   | 395        | 44                      | 277  | 59    | 0      | 0    | 380        | 37                      | 25   | 25    | 0      | 1    | 87         | 35                        | 17   | 31    | 0      | 2    | 83         | 945        |
| 2:45 PM              | 59                      | 318  | 24    | 2      | 12   | 403        | 47                      | 264  | 51    | 0      | 0    | 362        | 35                      | 17   | 37    | 0      | 4    | 89         | 44                        | 29   | 42    | 0      | 0    | 115        | 969        |
| Hourly Total         | 240                     | 1271 | 114   | 5      | 39   | 1630       | 183                     | 1156 | 225   | 1      | 5    | 1565       | 129                     | 78   | 112   | 1      | 12   | 320        | 171                       | 84   | 142   | 0      | 4    | 397        | 3912       |
| Grand Total          | 857                     | 4673 | 434   | 28     | 115  | 5992       | 633                     | 4570 | 952   | 8      | 26   | 6163       | 538                     | 312  | 442   | 3      | 54   | 1295       | 659                       | 328  | 504   | 0      | 18   | 1491       | 14941      |
| Approach %           | 14.3                    | 78.0 | 7.2   | 0.5    | -    | -          | 10.3                    | 74.2 | 15.4  | 0.1    | -    | -          | 41.5                    | 24.1 | 34.1  | 0.2    | -    | -          | 44.2                      | 22.0 | 33.8  | 0.0    | -    | -          | -          |
| Total %              | 5.7                     | 31.3 | 2.9   | 0.2    | -    | 40.1       | 4.2                     | 30.6 | 6.4   | 0.1    | -    | 41.2       | 3.6                     | 2.1  | 3.0   | 0.0    | -    | 8.7        | 4.4                       | 2.2  | 3.4   | 0.0    | -    | 10.0       | -          |
| Motorcycles          | 1                       | 3    | 1     | 0      | -    | 5          | 1                       | 6    | 1     | 0      | -    | 8          | 2                       | 0    | 0     | 0      | -    | 2          | 0                         | 0    | 1     | 0      | -    | 1          | 16         |
| % Motorcycles        | 0.1                     | 0.1  | 0.2   | 0.0    | -    | 0.1        | 0.2                     | 0.1  | 0.1   | 0.0    | -    | 0.1        | 0.4                     | 0.0  | 0.0   | 0.0    | -    | 0.2        | 0.0                       | 0.0  | 0.2   | -      | -    | 0.1        | 0.1        |
| Cars & Light Goods   | 856                     | 4627 | 431   | 28     | -    | 5942       | 631                     | 4521 | 950   | 8      | -    | 6110       | 535                     | 310  | 441   | 3      | -    | 1289       | 659                       | 326  | 502   | 0      | -    | 1487       | 14828      |
| % Cars & Light Goods | 99.9                    | 99.0 | 99.3  | 100.0  | -    | 99.2       | 99.7                    | 98.9 | 99.8  | 100.0  | -    | 99.1       | 99.4                    | 99.4 | 99.8  | 100.0  | -    | 99.5       | 100.0                     | 99.4 | 99.6  | -      | -    | 99.7       | 99.2       |
| Buses                | 0                       | 17   | 0     | 0      | -    | 17         | 0                       | 19   | 0     | 0      | -    | 19         | 0                       | 0    | 0     | 0      | -    | 0          | 0                         | 0    | 0     | 0      | -    | 0          | 36         |
| % Buses              | 0.0                     | 0.4  | 0.0   | 0.0    | -    | 0.3        | 0.0                     | 0.4  | 0.0   | 0.0    | -    | 0.3        | 0.0                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.2        |
| Single-Unit Trucks   | 0                       | 20   | 0     | 0      | -    | 20         | 1                       | 22   | 1     | 0      | -    | 24         | 1                       | 0    | 1     | 0      | -    | 2          | 0                         | 0    | 0     | 0      | -    | 0          | 46         |
| % Single-Unit Trucks | 0.0                     | 0.4  | 0.0   | 0.0    | -    | 0.3        | 0.2                     | 0.5  | 0.1   | 0.0    | -    | 0.4        | 0.2                     | 0.0  | 0.2   | 0.0    | -    | 0.2        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.3        |
| Articulated Trucks   | 0                       | 3    | 0     | 0      | -    | 3          | 0                       | 2    | 0     | 0      | -    | 2          | 0                       | 0    | 0     | 0      | -    | 0          | 0                         | 0    | 0     | 0      | -    | 0          | 5          |
| % Articulated Trucks | 0.0                     | 0.1  | 0.0   | 0.0    | -    | 0.1        | 0.0                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                     | 0.0  | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0  | 0.0   | -      | -    | 0.0        | 0.0        |

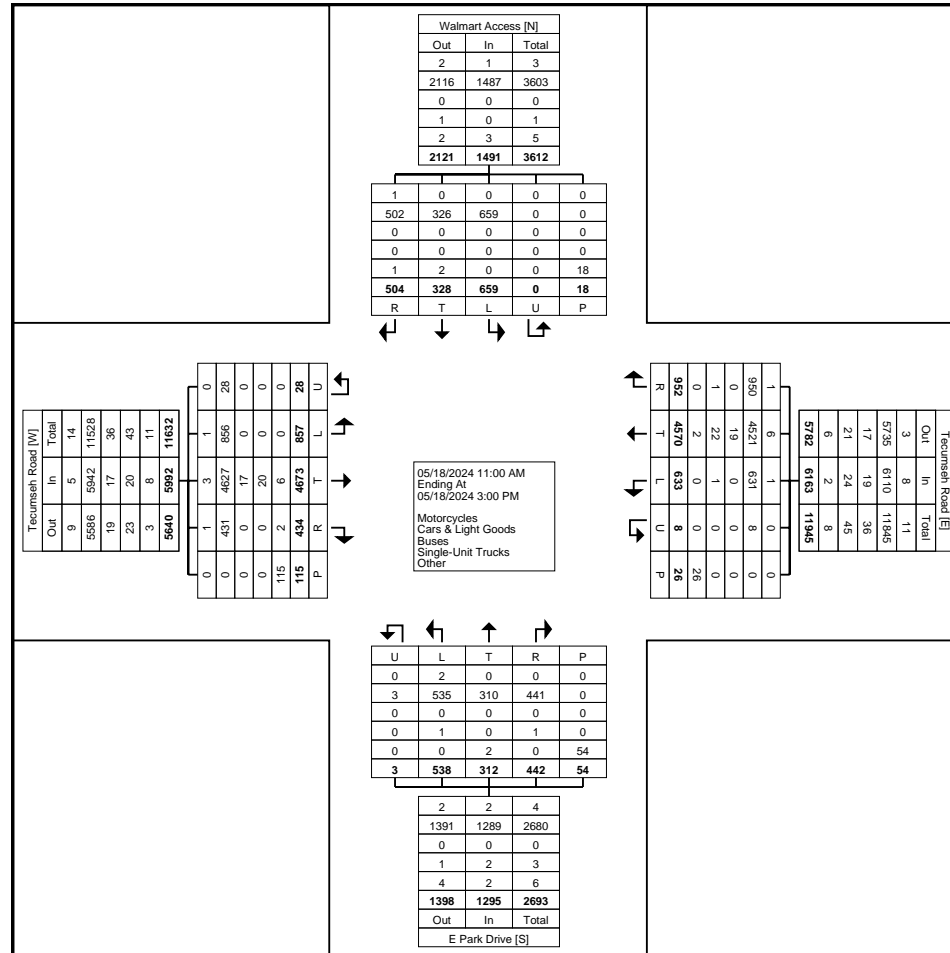
|                         |     |     |     |     |      |     |     |     |     |      |   |     |     |     |     |     |      |     |     |     |     |   |      |     |     |
|-------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|------|---|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|---|------|-----|-----|
| Bicycles on Road        | 0   | 3   | 2   | 0   | -    | 5   | 0   | 0   | 0   | 0    | - | 0   | 0   | 2   | 0   | 0   | -    | 2   | 0   | 2   | 1   | 0 | -    | 3   | 10  |
| % Bicycles on Road      | 0.0 | 0.1 | 0.5 | 0.0 | -    | 0.1 | 0.0 | 0.0 | 0.0 | 0.0  | - | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | -    | 0.2 | 0.0 | 0.6 | 0.2 | - | -    | 0.2 | 0.1 |
| Bicycles on Crosswalk   | -   | -   | -   | -   | 1    | -   | -   | -   | -   | 2    | - | -   | -   | -   | -   | -   | 8    | -   | -   | -   | -   | - | 3    | -   | -   |
| % Bicycles on Crosswalk | -   | -   | -   | -   | 0.9  | -   | -   | -   | -   | 7.7  | - | -   | -   | -   | -   | -   | 14.8 | -   | -   | -   | -   | - | 16.7 | -   | -   |
| Pedestrians             | -   | -   | -   | -   | 114  | -   | -   | -   | -   | 24   | - | -   | -   | -   | -   | -   | 46   | -   | -   | -   | -   | - | 15   | -   | -   |
| % Pedestrians           | -   | -   | -   | -   | 99.1 | -   | -   | -   | -   | 92.3 | - | -   | -   | -   | -   | -   | 85.2 | -   | -   | -   | -   | - | 83.3 | -   | -   |



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Walmart  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
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Count Name: Tecumseh Road & Walmart  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 4

### Turning Movement Peak Hour Data (2:00 PM)

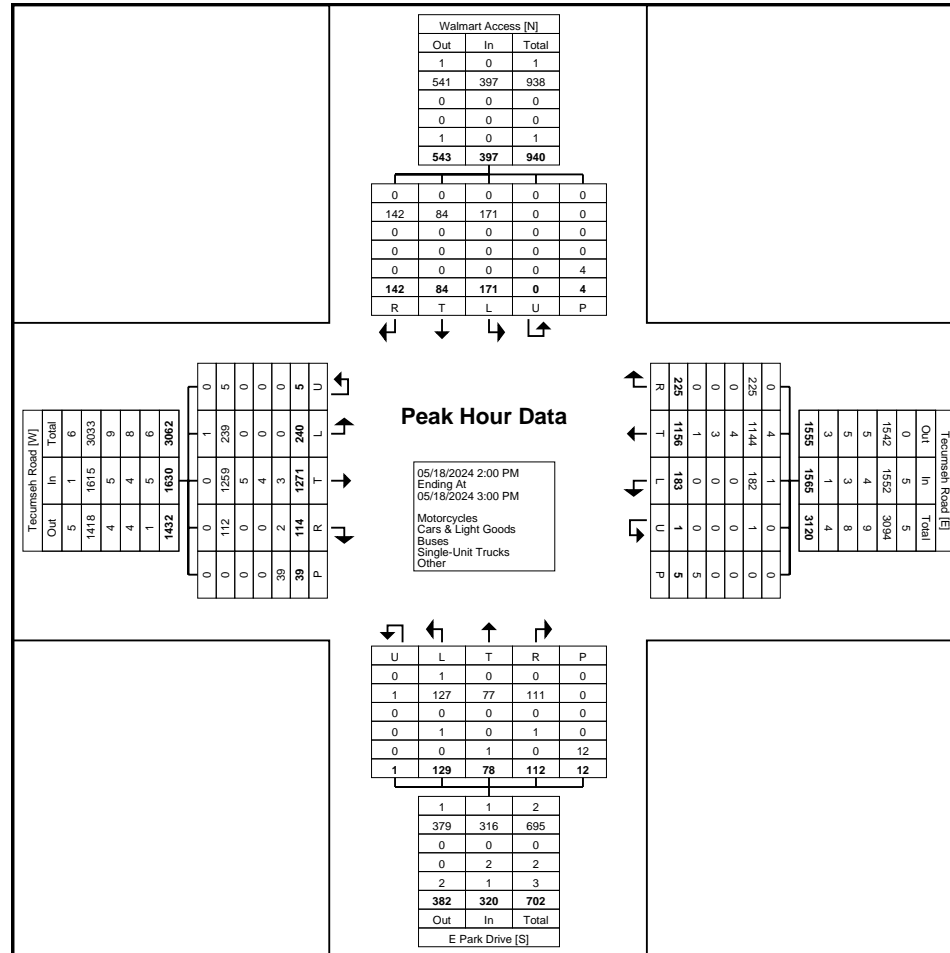
| Start Time              | Tecumseh Road Eastbound |             |            |          |           |             | Tecumseh Road Westbound |             |            |          |          |             | E Park Drive Northbound |           |            |          |           |            | Walmart Access Southbound |           |            |          |          |            | Int. Total  |
|-------------------------|-------------------------|-------------|------------|----------|-----------|-------------|-------------------------|-------------|------------|----------|----------|-------------|-------------------------|-----------|------------|----------|-----------|------------|---------------------------|-----------|------------|----------|----------|------------|-------------|
|                         | Left                    | Thru        | Right      | U-Turn   | Peds      | App. Total  | Left                    | Thru        | Right      | U-Turn   | Peds     | App. Total  | Left                    | Thru      | Right      | U-Turn   | Peds      | App. Total | Left                      | Thru      | Right      | U-Turn   | Peds     | App. Total |             |
| 2:00 PM                 | 59                      | 317         | 27         | 1        | 6         | 404         | 47                      | 300         | 60         | 0        | 1        | 407         | 31                      | 21        | 31         | 0        | 3         | 83         | 46                        | 23        | 41         | 0        | 0        | 110        | 1004        |
| 2:15 PM                 | 63                      | 328         | 36         | 1        | 11        | 428         | 45                      | 315         | 55         | 1        | 4        | 416         | 26                      | 15        | 19         | 1        | 4         | 61         | 46                        | 15        | 28         | 0        | 2        | 89         | 994         |
| 2:30 PM                 | 59                      | 308         | 27         | 1        | 10        | 395         | 44                      | 277         | 59         | 0        | 0        | 380         | 37                      | 25        | 25         | 0        | 1         | 87         | 35                        | 17        | 31         | 0        | 2        | 83         | 945         |
| 2:45 PM                 | 59                      | 318         | 24         | 2        | 12        | 403         | 47                      | 264         | 51         | 0        | 0        | 362         | 35                      | 17        | 37         | 0        | 4         | 89         | 44                        | 29        | 42         | 0        | 0        | 115        | 969         |
| <b>Total</b>            | <b>240</b>              | <b>1271</b> | <b>114</b> | <b>5</b> | <b>39</b> | <b>1630</b> | <b>183</b>              | <b>1156</b> | <b>225</b> | <b>1</b> | <b>5</b> | <b>1565</b> | <b>129</b>              | <b>78</b> | <b>112</b> | <b>1</b> | <b>12</b> | <b>320</b> | <b>171</b>                | <b>84</b> | <b>142</b> | <b>0</b> | <b>4</b> | <b>397</b> | <b>3912</b> |
| Approach %              | 14.7                    | 78.0        | 7.0        | 0.3      | -         | -           | 11.7                    | 73.9        | 14.4       | 0.1      | -        | -           | 40.3                    | 24.4      | 35.0       | 0.3      | -         | -          | 43.1                      | 21.2      | 35.8       | 0.0      | -        | -          | -           |
| Total %                 | 6.1                     | 32.5        | 2.9        | 0.1      | -         | 41.7        | 4.7                     | 29.6        | 5.8        | 0.0      | -        | 40.0        | 3.3                     | 2.0       | 2.9        | 0.0      | -         | 8.2        | 4.4                       | 2.1       | 3.6        | 0.0      | -        | 10.1       | -           |
| PHF                     | 0.952                   | 0.969       | 0.792      | 0.625    | -         | 0.952       | 0.973                   | 0.917       | 0.938      | 0.250    | -        | 0.941       | 0.872                   | 0.780     | 0.757      | 0.250    | -         | 0.899      | 0.929                     | 0.724     | 0.845      | 0.000    | -        | 0.863      | 0.974       |
| Motorcycles             | 1                       | 0           | 0          | 0        | -         | 1           | 1                       | 4           | 0          | 0        | -        | 5           | 1                       | 0         | 0          | 0        | -         | 1          | 0                         | 0         | 0          | 0        | -        | 0          | 7           |
| % Motorcycles           | 0.4                     | 0.0         | 0.0        | 0.0      | -         | 0.1         | 0.5                     | 0.3         | 0.0        | 0.0      | -        | 0.3         | 0.8                     | 0.0       | 0.0        | 0.0      | -         | 0.3        | 0.0                       | 0.0       | 0.0        | -        | -        | 0.0        | 0.2         |
| Cars & Light Goods      | 239                     | 1259        | 112        | 5        | -         | 1615        | 182                     | 1144        | 225        | 1        | -        | 1552        | 127                     | 77        | 111        | 1        | -         | 316        | 171                       | 84        | 142        | 0        | -        | 397        | 3880        |
| % Cars & Light Goods    | 99.6                    | 99.1        | 98.2       | 100.0    | -         | 99.1        | 99.5                    | 99.0        | 100.0      | 100.0    | -        | 99.2        | 98.4                    | 98.7      | 99.1       | 100.0    | -         | 98.8       | 100.0                     | 100.0     | 100.0      | -        | -        | 100.0      | 99.2        |
| Buses                   | 0                       | 5           | 0          | 0        | -         | 5           | 0                       | 4           | 0          | 0        | -        | 4           | 0                       | 0         | 0          | 0        | -         | 0          | 0                         | 0         | 0          | 0        | -        | 0          | 9           |
| % Buses                 | 0.0                     | 0.4         | 0.0        | 0.0      | -         | 0.3         | 0.0                     | 0.3         | 0.0        | 0.0      | -        | 0.3         | 0.0                     | 0.0       | 0.0        | 0.0      | -         | 0.0        | 0.0                       | 0.0       | 0.0        | -        | -        | 0.0        | 0.2         |
| Single-Unit Trucks      | 0                       | 4           | 0          | 0        | -         | 4           | 0                       | 3           | 0          | 0        | -        | 3           | 1                       | 0         | 1          | 0        | -         | 2          | 0                         | 0         | 0          | 0        | -        | 0          | 9           |
| % Single-Unit Trucks    | 0.0                     | 0.3         | 0.0        | 0.0      | -         | 0.2         | 0.0                     | 0.3         | 0.0        | 0.0      | -        | 0.2         | 0.8                     | 0.0       | 0.9        | 0.0      | -         | 0.6        | 0.0                       | 0.0       | 0.0        | -        | -        | 0.0        | 0.2         |
| Articulated Trucks      | 0                       | 1           | 0          | 0        | -         | 1           | 0                       | 1           | 0          | 0        | -        | 1           | 0                       | 0         | 0          | 0        | -         | 0          | 0                         | 0         | 0          | 0        | -        | 0          | 2           |
| % Articulated Trucks    | 0.0                     | 0.1         | 0.0        | 0.0      | -         | 0.1         | 0.0                     | 0.1         | 0.0        | 0.0      | -        | 0.1         | 0.0                     | 0.0       | 0.0        | 0.0      | -         | 0.0        | 0.0                       | 0.0       | 0.0        | -        | -        | 0.0        | 0.1         |
| Bicycles on Road        | 0                       | 2           | 2          | 0        | -         | 4           | 0                       | 0           | 0          | 0        | -        | 0           | 0                       | 1         | 0          | 0        | -         | 1          | 0                         | 0         | 0          | 0        | -        | 0          | 5           |
| % Bicycles on Road      | 0.0                     | 0.2         | 1.8        | 0.0      | -         | 0.2         | 0.0                     | 0.0         | 0.0        | 0.0      | -        | 0.0         | 0.0                     | 1.3       | 0.0        | 0.0      | -         | 0.3        | 0.0                       | 0.0       | 0.0        | -        | -        | 0.0        | 0.1         |
| Bicycles on Crosswalk   | -                       | -           | -          | -        | 0         | -           | -                       | -           | -          | -        | 1        | -           | -                       | -         | -          | -        | 6         | -          | -                         | -         | -          | -        | 1        | -          | -           |
| % Bicycles on Crosswalk | -                       | -           | -          | -        | 0.0       | -           | -                       | -           | -          | -        | 20.0     | -           | -                       | -         | -          | -        | 50.0      | -          | -                         | -         | -          | -        | 25.0     | -          | -           |
| Pedestrians             | -                       | -           | -          | -        | 39        | -           | -                       | -           | -          | -        | 4        | -           | -                       | -         | -          | -        | 6         | -          | -                         | -         | -          | -        | 3        | -          | -           |
| % Pedestrians           | -                       | -           | -          | -        | 100.0     | -           | -                       | -           | -          | -        | 80.0     | -           | -                       | -         | -          | -        | 50.0      | -          | -                         | -         | -          | -        | 75.0     | -          | -           |



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Walmart  
Access  
Site Code: 230538  
Start Date: 05/18/2024  
Page No: 5



Turning Movement Peak Hour Data Plot (2:00 PM)



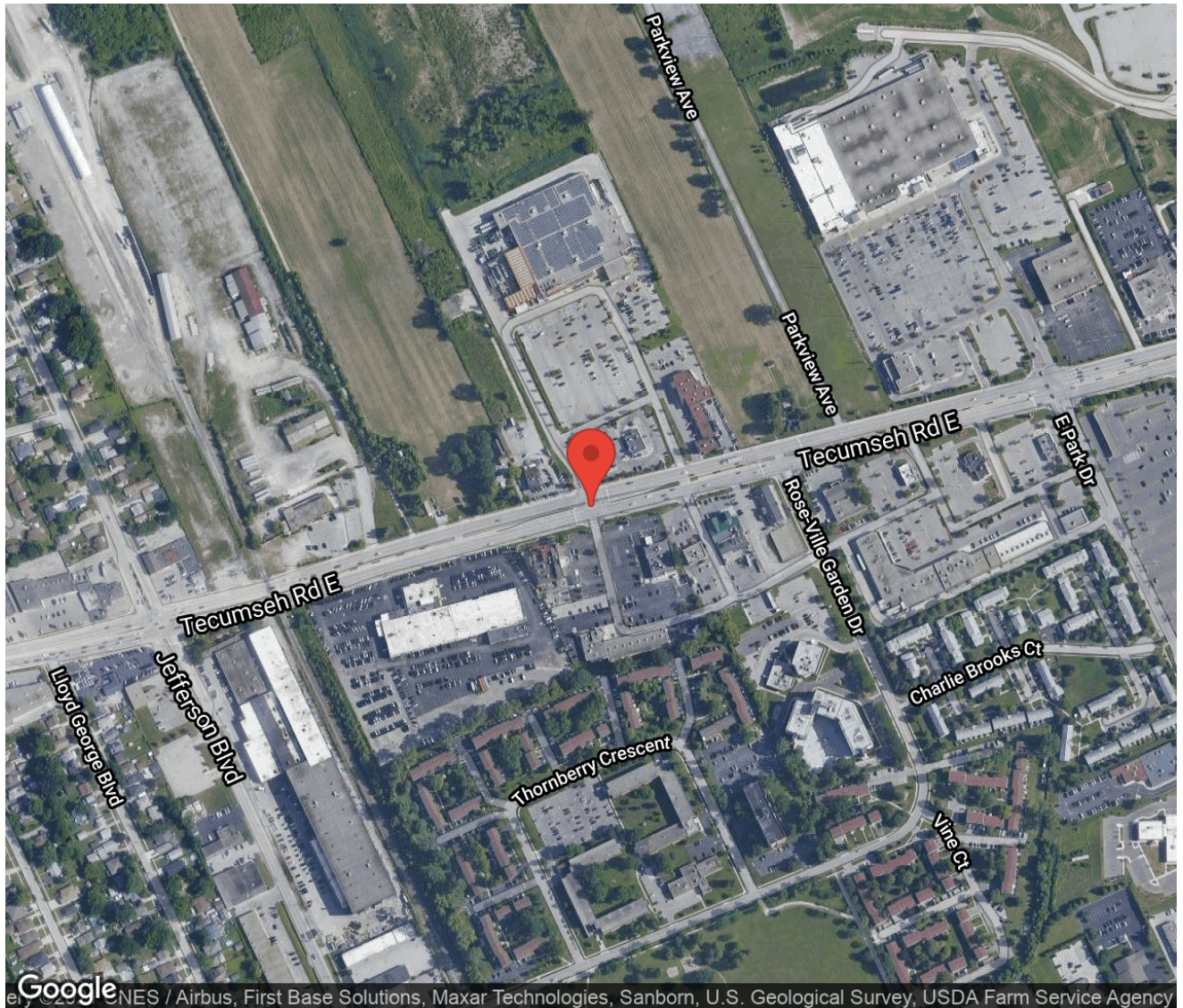
## Project #21-037 - City of Windsor

### Intersection Count Report

**Intersection:** TECUMSEH RD E & HOME DEPOT ACCESS RD  
**Municipality:** Windsor  
**Count Date:** Mar 24, 2021  
**Site Code:** 2103700088  
**Count Categories:** Cars, Medium Trucks + Buses, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear

## Traffic Count Map

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
Site Code: 2103700088  
Municipality: Windsor  
Count Date: Mar 24, 2021





# Traffic Count Summary

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

## HOME DEPOT ACCESS RD - Traffic Summary

| Hour               | North Approach Totals |           |            |          |             |           | South Approach Totals |           |            |          |            |           | Total       |
|--------------------|-----------------------|-----------|------------|----------|-------------|-----------|-----------------------|-----------|------------|----------|------------|-----------|-------------|
|                    | Left                  | Thru      | Right      | U-Turn   | Total       | Peds      | Left                  | Thru      | Right      | U-Turn   | Total      | Peds      |             |
| 07:00 - 08:00      | 30                    | 0         | 34         | 0        | 64          | 1         | 22                    | 1         | 4          | 0        | 27         | 4         | 91          |
| 08:00 - 09:00      | 73                    | 2         | 81         | 0        | 156         | 2         | 34                    | 3         | 13         | 0        | 50         | 3         | 206         |
| 09:00 - 10:00      | 81                    | 3         | 65         | 0        | 149         | 1         | 49                    | 8         | 24         | 0        | 81         | 2         | 230         |
| BREAK              |                       |           |            |          |             |           |                       |           |            |          |            |           |             |
| 11:00 - 12:00      | 141                   | 5         | 105        | 0        | 251         | 2         | 45                    | 6         | 41         | 0        | 92         | 8         | 343         |
| 12:00 - 13:00      | 171                   | 10        | 108        | 0        | 289         | 2         | 73                    | 3         | 49         | 0        | 125        | 14        | 414         |
| 13:00 - 14:00      | 152                   | 4         | 96         | 0        | 252         | 4         | 60                    | 7         | 45         | 0        | 112        | 5         | 364         |
| BREAK              |                       |           |            |          |             |           |                       |           |            |          |            |           |             |
| 15:00 - 16:00      | 166                   | 2         | 113        | 0        | 281         | 8         | 49                    | 3         | 46         | 0        | 98         | 9         | 379         |
| 16:00 - 17:00      | 143                   | 4         | 102        | 0        | 249         | 3         | 46                    | 4         | 38         | 0        | 88         | 9         | 337         |
| 17:00 - 18:00      | 141                   | 3         | 110        | 0        | 254         | 2         | 28                    | 3         | 18         | 0        | 49         | 4         | 303         |
| <b>GRAND TOTAL</b> | <b>1098</b>           | <b>33</b> | <b>814</b> | <b>0</b> | <b>1945</b> | <b>25</b> | <b>406</b>            | <b>38</b> | <b>278</b> | <b>0</b> | <b>722</b> | <b>58</b> | <b>2667</b> |





# Traffic Count Summary

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

## TECUMSEH RD E - Traffic Summary

| Hour               | East Approach Totals |             |            |            |             |           | West Approach Totals |             |            |           |             |          | Total     |              |
|--------------------|----------------------|-------------|------------|------------|-------------|-----------|----------------------|-------------|------------|-----------|-------------|----------|-----------|--------------|
|                    | Left                 | Thru        | Right      | U-Turn     | Total       | Peds      | Left                 | Thru        | Right      | U-Turn    | Total       | Peds     |           |              |
| 07:00 - 08:00      | 12                   | 542         | 7          | 5          | 566         | 0         | 43                   | 601         | 20         | 0         | 664         | 0        | 1230      |              |
| 08:00 - 09:00      | 25                   | 813         | 7          | 8          | 853         | 3         | 78                   | 747         | 33         | 3         | 861         | 2        | 1714      |              |
| 09:00 - 10:00      | 35                   | 745         | 14         | 7          | 801         | 1         | 83                   | 828         | 33         | 1         | 945         | 0        | 1746      |              |
| BREAK              |                      |             |            |            |             |           |                      |             |            |           |             |          |           |              |
| 11:00 - 12:00      | 38                   | 985         | 11         | 11         | 1045        | 1         | 108                  | 1034        | 49         | 0         | 1191        | 2        | 2236      |              |
| 12:00 - 13:00      | 44                   | 1069        | 14         | 18         | 1145        | 1         | 127                  | 1101        | 60         | 2         | 1290        | 0        | 2435      |              |
| 13:00 - 14:00      | 36                   | 1080        | 12         | 13         | 1141        | 3         | 111                  | 1143        | 44         | 3         | 1301        | 3        | 2442      |              |
| BREAK              |                      |             |            |            |             |           |                      |             |            |           |             |          |           |              |
| 15:00 - 16:00      | 21                   | 1372        | 16         | 13         | 1422        | 1         | 126                  | 1454        | 52         | 0         | 1632        | 1        | 3054      |              |
| 16:00 - 17:00      | 22                   | 1182        | 14         | 14         | 1232        | 5         | 92                   | 1216        | 41         | 1         | 1350        | 2        | 2582      |              |
| 17:00 - 18:00      | 26                   | 1062        | 8          | 11         | 1107        | 2         | 35                   | 1151        | 95         | 1         | 1282        | 0        | 2389      |              |
| <b>GRAND TOTAL</b> | <b>259</b>           | <b>8850</b> | <b>103</b> | <b>100</b> | <b>9312</b> | <b>17</b> | <b>803</b>           | <b>9275</b> | <b>427</b> | <b>11</b> | <b>1051</b> | <b>6</b> | <b>10</b> | <b>19828</b> |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### North Approach - HOME DEPOT ACCESS RD

| Start Time      | Cars |   |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |   |
|-----------------|------|---|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|---|
|                 | ←    | ↑ | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |   |
| 07:00           | 5    | 0 | 2   | 0 | 7     | 0                     | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |   |
| 07:15           | 9    | 0 | 9   | 0 | 18    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |   |
| 07:30           | 3    | 0 | 12  | 0 | 15    | 0                     | 0 | 0 | 0 | 0     | 1            | 0 | 0 | 0 | 1     | 2        | 0 | 0 | 0 | 0     | 2          | 0 |
| 07:45           | 10   | 0 | 9   | 0 | 19    | 0                     | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:00           | 8    | 0 | 17  | 0 | 25    | 0                     | 0 | 0 | 0 | 0     | 1            | 0 | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:15           | 21   | 0 | 16  | 0 | 37    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:30           | 20   | 0 | 21  | 0 | 41    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 08:45           | 22   | 2 | 25  | 0 | 49    | 0                     | 0 | 1 | 0 | 1     | 1            | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 09:00           | 11   | 1 | 13  | 0 | 25    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:15           | 28   | 2 | 18  | 0 | 48    | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 09:30           | 20   | 0 | 20  | 0 | 40    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:45           | 21   | 0 | 14  | 0 | 35    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| <b>SUBTOTAL</b> | 178  | 5 | 176 | 0 | 359   | 1                     | 0 | 3 | 0 | 4     | 3            | 0 | 1 | 0 | 4     | 2        | 0 | 0 | 0 | 2     | 4          |   |





## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### North Approach - HOME DEPOT ACCESS RD

| Start Time         | Cars |    |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|--------------------|------|----|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                    | ←    | ↑  | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 15:00              | 39   | 0  | 26  | 0 | 65    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 15:15              | 46   | 0  | 32  | 0 | 78    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 15:30              | 43   | 2  | 31  | 0 | 76    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 4          |
| 15:45              | 37   | 0  | 24  | 0 | 61    | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 16:00              | 35   | 1  | 30  | 0 | 66    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 16:15              | 32   | 0  | 28  | 0 | 60    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30              | 46   | 3  | 27  | 0 | 76    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 16:45              | 30   | 0  | 17  | 0 | 47    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00              | 41   | 2  | 28  | 0 | 71    | 1                     | 0 | 0 | 0 | 1     | 1            | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15              | 33   | 0  | 21  | 0 | 54    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 1 | 0 | 1     | 0          |
| 17:30              | 30   | 0  | 30  | 0 | 60    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45              | 35   | 1  | 30  | 0 | 66    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| <b>SUBTOTAL</b>    | 447  | 9  | 324 | 0 | 780   | 2                     | 0 | 0 | 0 | 2     | 1            | 0 | 0 | 0 | 1     | 0        | 0 | 1 | 0 | 1     | 13         |
| <b>GRAND TOTAL</b> | 1089 | 33 | 808 | 0 | 1930  | 3                     | 0 | 4 | 0 | 7     | 4            | 0 | 1 | 0 | 5     | 2        | 0 | 1 | 0 | 3     | 25         |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - HOME DEPOT ACCESS RD

| Start Time      | Cars |    |    |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | →  | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 3    | 1  | 1  | 0 | 5     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 6    | 0  | 3  | 0 | 9     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 7    | 0  | 0  | 0 | 7     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 07:45           | 6    | 0  | 0  | 0 | 6     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| 08:00           | 7    | 1  | 1  | 0 | 9     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 1 | 1 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 6    | 0  | 1  | 0 | 7     | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:30           | 9    | 1  | 6  | 0 | 16    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 08:45           | 12   | 1  | 4  | 0 | 17    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:00           | 12   | 4  | 2  | 0 | 18    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 7    | 0  | 7  | 0 | 14    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 09:30           | 10   | 2  | 7  | 0 | 19    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:45           | 20   | 2  | 8  | 0 | 30    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| <b>SUBTOTAL</b> | 105  | 12 | 40 | 0 | 157   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 1 | 1 | 0     | 0        | 0 | 0 | 0 | 0     | 9          |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - HOME DEPOT ACCESS RD

| Start Time      | Cars |    |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 15   | 4  | 9   | 0 | 28    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 11:15           | 9    | 0  | 11  | 0 | 20    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:30           | 12   | 1  | 11  | 0 | 24    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:45           | 9    | 1  | 10  | 0 | 20    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 4          |
| 12:00           | 11   | 1  | 14  | 0 | 26    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 4          |
| 12:15           | 12   | 2  | 9   | 0 | 23    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| 12:30           | 30   | 0  | 12  | 0 | 42    | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 12:45           | 18   | 0  | 14  | 0 | 32    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 5          |
| 13:00           | 9    | 4  | 13  | 0 | 26    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 13:15           | 17   | 1  | 11  | 0 | 29    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 13:30           | 20   | 1  | 13  | 0 | 34    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:45           | 14   | 1  | 8   | 0 | 23    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 176  | 16 | 135 | 0 | 327   | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 27         |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - HOME DEPOT ACCESS RD

| Start Time         | Cars       |           |            |          |            | Medium Trucks + Buses |          |          |          |          | Heavy Trucks |          |          |          |          | Bicycles |          |          |          |          | Total Peds |
|--------------------|------------|-----------|------------|----------|------------|-----------------------|----------|----------|----------|----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
|                    | ←          | ↑         | →          | ↻        | Total      | ←                     | ↑        | →        | ↻        | Total    | ←            | ↑        | →        | ↻        | Total    | ←        | ↑        | →        | ↻        | Total    |            |
| 15:00              | 14         | 1         | 8          | 0        | 23         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4          |
| 15:15              | 15         | 1         | 8          | 0        | 24         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 1          |
| 15:30              | 11         | 0         | 16         | 0        | 27         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3          |
| 15:45              | 9          | 1         | 13         | 0        | 23         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 16:00              | 20         | 0         | 11         | 0        | 31         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 16:15              | 9          | 1         | 12         | 0        | 22         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 16:30              | 4          | 2         | 5          | 0        | 11         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 5          |
| 16:45              | 13         | 1         | 10         | 0        | 24         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2          |
| 17:00              | 12         | 0         | 8          | 0        | 20         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 17:15              | 6          | 0         | 4          | 0        | 10         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 17:30              | 8          | 1         | 4          | 0        | 13         | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:45              | 2          | 2         | 2          | 0        | 6          | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2          |
| <b>SUBTOTAL</b>    | 123        | 10        | 101        | 0        | 234        | 0                     | 0        | 0        | 0        | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 22         |
| <b>GRAND TOTAL</b> | <b>404</b> | <b>38</b> | <b>276</b> | <b>0</b> | <b>718</b> | <b>1</b>              | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b>     | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>2</b> | <b>58</b>  |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |    |    |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|----|----|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →  | ↻  | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 1    | 111  | 4  | 1  | 117   | 0                     | 0  | 0 | 0 | 0     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 1    | 99   | 2  | 1  | 103   | 1                     | 4  | 0 | 0 | 5     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 3    | 147  | 0  | 1  | 151   | 0                     | 3  | 0 | 0 | 3     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 6    | 170  | 1  | 2  | 179   | 0                     | 4  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 2 | 0 | 0 | 2     | 0          |
| 08:00           | 5    | 177  | 0  | 1  | 183   | 0                     | 6  | 0 | 0 | 6     | 0            | 0  | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 6    | 194  | 1  | 3  | 204   | 0                     | 2  | 0 | 0 | 2     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 8    | 194  | 2  | 1  | 205   | 0                     | 6  | 0 | 0 | 6     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:45           | 6    | 221  | 3  | 3  | 233   | 0                     | 6  | 0 | 0 | 6     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 2          |
| 09:00           | 9    | 185  | 3  | 4  | 201   | 1                     | 2  | 0 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 10   | 142  | 4  | 2  | 158   | 0                     | 3  | 0 | 0 | 3     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 09:30           | 8    | 202  | 3  | 0  | 213   | 0                     | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| 09:45           | 5    | 198  | 4  | 1  | 208   | 1                     | 3  | 0 | 0 | 4     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 68   | 2040 | 27 | 20 | 2155  | 3                     | 43 | 0 | 0 | 46    | 1            | 14 | 1 | 0 | 16    | 0        | 3 | 0 | 0 | 3     | 4          |





## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |    |    |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|----|----|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →  | ↻  | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 7    | 215  | 3  | 1  | 226   | 0                     | 5  | 0 | 0 | 5     | 0            | 2  | 0 | 0 | 2     | 0        | 2 | 0 | 0 | 2     | 1          |
| 11:15           | 13   | 217  | 0  | 2  | 232   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 11:30           | 12   | 260  | 2  | 3  | 277   | 0                     | 6  | 0 | 0 | 6     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:45           | 5    | 265  | 6  | 5  | 281   | 0                     | 6  | 0 | 0 | 6     | 0            | 1  | 0 | 0 | 1     | 1        | 0 | 0 | 0 | 1     | 0          |
| 12:00           | 11   | 289  | 2  | 5  | 307   | 0                     | 7  | 0 | 0 | 7     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:15           | 9    | 245  | 2  | 3  | 259   | 1                     | 2  | 0 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 12:30           | 13   | 249  | 3  | 6  | 271   | 0                     | 4  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:45           | 10   | 265  | 7  | 4  | 286   | 0                     | 2  | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:00           | 7    | 280  | 3  | 2  | 292   | 0                     | 3  | 0 | 0 | 3     | 0            | 0  | 0 | 0 | 0     | 0        | 2 | 0 | 0 | 2     | 2          |
| 13:15           | 10   | 251  | 4  | 5  | 270   | 0                     | 3  | 0 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:30           | 13   | 260  | 3  | 3  | 279   | 0                     | 4  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:45           | 6    | 269  | 2  | 3  | 280   | 0                     | 4  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 116  | 3065 | 37 | 42 | 3260  | 1                     | 47 | 0 | 0 | 48    | 0            | 17 | 0 | 0 | 17    | 1        | 5 | 0 | 0 | 6     | 5          |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time         | Cars |      |     |     |       | Medium Trucks + Buses |     |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |    |   |   |       | Total Peds |
|--------------------|------|------|-----|-----|-------|-----------------------|-----|---|---|-------|--------------|----|---|---|-------|----------|----|---|---|-------|------------|
|                    | ←    | ↑    | →   | ↻   | Total | ←                     | ↑   | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑  | → | ↻ | Total |            |
| 15:00              | 6    | 383  | 5   | 3   | 397   | 0                     | 6   | 0 | 0 | 6     | 0            | 0  | 0 | 0 | 0     | 0        | 1  | 0 | 0 | 1     | 0          |
| 15:15              | 5    | 335  | 6   | 0   | 346   | 0                     | 1   | 0 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:30              | 9    | 343  | 2   | 4   | 358   | 0                     | 2   | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 1          |
| 15:45              | 1    | 297  | 3   | 6   | 307   | 0                     | 1   | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 1  | 0 | 0 | 1     | 0          |
| 16:00              | 8    | 274  | 5   | 5   | 292   | 0                     | 4   | 0 | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:15              | 4    | 253  | 4   | 3   | 264   | 0                     | 1   | 0 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 2          |
| 16:30              | 6    | 313  | 1   | 3   | 323   | 0                     | 0   | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 3          |
| 16:45              | 4    | 335  | 4   | 3   | 346   | 0                     | 1   | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:00              | 10   | 292  | 1   | 1   | 304   | 0                     | 2   | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 1          |
| 17:15              | 7    | 270  | 0   | 1   | 278   | 0                     | 0   | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 1          |
| 17:30              | 6    | 269  | 2   | 2   | 279   | 0                     | 1   | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 1  | 0 | 0 | 1     | 0          |
| 17:45              | 3    | 225  | 5   | 7   | 240   | 0                     | 0   | 0 | 0 | 0     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b>    | 69   | 3589 | 38  | 38  | 3734  | 0                     | 19  | 0 | 0 | 19    | 0            | 5  | 0 | 0 | 5     | 0        | 3  | 0 | 0 | 3     | 8          |
| <b>GRAND TOTAL</b> | 253  | 8694 | 102 | 100 | 9149  | 4                     | 109 | 0 | 0 | 113   | 1            | 36 | 1 | 0 | 38    | 1        | 11 | 0 | 0 | 12    | 17         |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time      | Cars |      |    |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |   |
|-----------------|------|------|----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|---|
|                 | ←    | ↑    | →  | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |   |
| 07:00           | 9    | 106  | 1  | 0 | 116   | 0                     | 2  | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:15           | 8    | 134  | 6  | 0 | 148   | 0                     | 2  | 0 | 0 | 2     | 0            | 2  | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:30           | 13   | 168  | 3  | 0 | 184   | 0                     | 6  | 0 | 0 | 6     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:45           | 12   | 179  | 8  | 0 | 199   | 0                     | 2  | 0 | 0 | 2     | 1            | 0  | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:00           | 10   | 164  | 8  | 0 | 182   | 0                     | 2  | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:15           | 19   | 156  | 5  | 1 | 181   | 0                     | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:30           | 19   | 180  | 6  | 1 | 206   | 0                     | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 08:45           | 30   | 227  | 13 | 1 | 271   | 0                     | 4  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 1 | 0 | 1     | 1          | 1 |
| 09:00           | 26   | 217  | 7  | 0 | 250   | 0                     | 3  | 0 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:15           | 13   | 185  | 6  | 1 | 205   | 0                     | 3  | 0 | 0 | 3     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:30           | 26   | 194  | 6  | 0 | 226   | 0                     | 2  | 0 | 0 | 2     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          | 0 |
| 09:45           | 18   | 214  | 14 | 0 | 246   | 0                     | 2  | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| <b>SUBTOTAL</b> | 203  | 2124 | 83 | 4 | 2414  | 0                     | 36 | 0 | 0 | 36    | 1            | 15 | 2 | 0 | 18    | 0        | 1 | 1 | 0 | 2     | 2          | 2 |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 23   | 204  | 10  | 0 | 237   | 1                     | 1  | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:15           | 25   | 262  | 13  | 0 | 300   | 0                     | 4  | 0 | 0 | 4     | 1            | 3  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:30           | 31   | 283  | 11  | 0 | 325   | 0                     | 4  | 0 | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:45           | 27   | 267  | 15  | 0 | 309   | 0                     | 5  | 0 | 0 | 5     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 33   | 260  | 13  | 1 | 307   | 0                     | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:15           | 40   | 279  | 24  | 0 | 343   | 0                     | 3  | 0 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:30           | 34   | 276  | 15  | 1 | 326   | 0                     | 2  | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:45           | 20   | 266  | 8   | 0 | 294   | 0                     | 5  | 0 | 0 | 5     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:00           | 30   | 248  | 15  | 1 | 294   | 0                     | 1  | 2 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:15           | 27   | 273  | 7   | 1 | 308   | 0                     | 5  | 0 | 0 | 5     | 0            | 1  | 0 | 0 | 1     | 0        | 2 | 0 | 0 | 2     | 1          |
| 13:30           | 21   | 287  | 9   | 0 | 317   | 0                     | 0  | 1 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 33   | 318  | 10  | 1 | 362   | 0                     | 4  | 0 | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 1          |
| <b>SUBTOTAL</b> | 344  | 3223 | 150 | 5 | 3722  | 1                     | 38 | 3 | 0 | 42    | 1            | 14 | 0 | 0 | 15    | 0        | 3 | 0 | 0 | 3     | 5          |



## Traffic Count Data

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time         | Cars |      |     |    |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |    |   |   |       | Total Peds |
|--------------------|------|------|-----|----|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|----|---|---|-------|------------|
|                    | ←    | ↑    | →   | ↻  | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑  | → | ↻ | Total |            |
| 15:00              | 31   | 361  | 18  | 0  | 410   | 0                     | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 1          |
| 15:15              | 35   | 404  | 6   | 0  | 445   | 0                     | 4  | 0 | 0 | 4     | 0            | 4  | 0 | 0 | 4     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:30              | 34   | 320  | 12  | 0  | 366   | 0                     | 8  | 0 | 0 | 8     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:45              | 26   | 339  | 16  | 0  | 381   | 0                     | 5  | 0 | 0 | 5     | 0            | 2  | 0 | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:00              | 38   | 292  | 11  | 0  | 341   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 3  | 0 | 0 | 3     | 0          |
| 16:15              | 18   | 296  | 6   | 0  | 320   | 0                     | 0  | 0 | 0 | 0     | 0            | 2  | 0 | 0 | 2     | 0        | 1  | 0 | 0 | 1     | 1          |
| 16:30              | 25   | 328  | 0   | 0  | 353   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:45              | 11   | 289  | 23  | 1  | 324   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 1 | 0 | 2     | 0        | 1  | 0 | 0 | 1     | 1          |
| 17:00              | 9    | 303  | 24  | 1  | 337   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:15              | 8    | 283  | 26  | 0  | 317   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:30              | 10   | 311  | 20  | 0  | 341   | 0                     | 0  | 0 | 0 | 0     | 0            | 1  | 0 | 0 | 1     | 0        | 1  | 0 | 0 | 1     | 0          |
| 17:45              | 7    | 248  | 25  | 0  | 280   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 1        | 0  | 0 | 0 | 1     | 0          |
| <b>SUBTOTAL</b>    | 252  | 3774 | 187 | 2  | 4215  | 0                     | 25 | 0 | 0 | 25    | 0            | 16 | 1 | 0 | 17    | 1        | 6  | 0 | 0 | 7     | 3          |
| <b>GRAND TOTAL</b> | 799  | 9121 | 420 | 11 | 10351 | 1                     | 99 | 3 | 0 | 103   | 2            | 45 | 3 | 0 | 50    | 1        | 10 | 1 | 0 | 12    | 10         |

## Peak Hour Diagram

### Specified Period

From: 07:00:00  
To: 10:00:00

### One Hour Peak

From: 08:45:00  
To: 09:45:00

**Intersection:** TECUMSEH RD E & HOME DEPOT ACCESS RD  
**Site Code:** 2103700088  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 162        | 115        | 277        |
| MTB           | 2          | 0          | 2          |
| HT            | 1          | 0          | 1          |
|               | 0          | 0          | 0          |
| <b>Totals</b> | <b>165</b> | <b>115</b> | <b>280</b> |

### HOME DEPOT ACCESS RD

|               |           |          |           |          |
|---------------|-----------|----------|-----------|----------|
|               | 0         | 0        | 0         | 0        |
| HT            | 0         | 0        | 1         | 0        |
| MTB           | 1         | 0        | 1         | 0        |
|               | 76        | 5        | 81        | 0        |
| <b>Totals</b> | <b>77</b> | <b>5</b> | <b>83</b> | <b>0</b> |

### East Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
|               | 805        | 933        | 1738        |
| MTB           | 16         | 13         | 29          |
| HT            | 6          | 9          | 15          |
|               | 1          | 1          | 2           |
| <b>Totals</b> | <b>828</b> | <b>956</b> | <b>1784</b> |

### TECUMSEH RD E

|   | HT | MTB |     | Totals     |
|---|----|-----|-----|------------|
| 0 | 0  | 0   | 2   | <b>2</b>   |
| 0 | 0  | 0   | 95  | <b>95</b>  |
| 1 | 8  | 12  | 823 | <b>844</b> |
| 1 | 0  | 0   | 32  | <b>33</b>  |

Peds: 2



### TECUMSEH RD E

| Totals     |     | MTB | HT |   |
|------------|-----|-----|----|---|
| <b>9</b>   | 9   | 0   | 0  | 0 |
| <b>13</b>  | 13  | 0   | 0  | 0 |
| <b>772</b> | 750 | 15  | 6  | 1 |
| <b>34</b>  | 33  | 1   | 0  | 0 |

### West Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
|               | 952        | 869        | 1821        |
| MTB           | 12         | 16         | 28          |
| HT            | 8          | 6          | 14          |
|               | 2          | 1          | 3           |
| <b>Totals</b> | <b>974</b> | <b>892</b> | <b>1866</b> |

| Totals    |           |          |           |          |
|-----------|-----------|----------|-----------|----------|
| <b>41</b> | <b>41</b> | <b>7</b> | <b>20</b> | <b>0</b> |
| MTB       | 0         | 0        | 0         | 0        |
| HT        | 0         | 0        | 0         | 0        |
|           | 0         | 0        | 0         | 0        |

### HOME DEPOT ACCESS RD

### South Approach

|               | Out       | In        | Total      |
|---------------|-----------|-----------|------------|
|               | 68        | 70        | 138        |
| MTB           | 0         | 1         | 1          |
| HT            | 0         | 0         | 0          |
|               | 0         | 1         | 1          |
| <b>Totals</b> | <b>68</b> | <b>72</b> | <b>140</b> |

- Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

- Bicycles

### Comments



## Peak Hour Summary

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Count Date: Mar 24, 2021  
 Period: 07:00 - 10:00

### Peak Hour Data (08:45 - 09:45)

| Start Time              | North Approach<br>HOME DEPOT ACCESS RD |             |             |          |             |             | South Approach<br>HOME DEPOT ACCESS RD |             |             |          |             |             | East Approach<br>TECUMSEH RD E |             |             |             |             |             | West Approach<br>TECUMSEH RD E |             |             |            |             |             | Total<br>Vehicles |  |
|-------------------------|--|-------------|-------------|----------|-------------|-------------|--|-------------|-------------|----------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|------------|-------------|-------------|-------------------|--|
|                         | ←                                      | ↑           | →           | ↻        | Peds        | Total       | ←                                      | ↑           | →           | ↻        | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻          | Peds        | Total       |                   |  |
| 08:45                   | 23                                     | 2           | 26          | 0        | 1           | 51          | 12                                     | 1           | 4           | 0        | 0           | 17          | 6                              | 229         | 3           | 3           | 2           | 241         | 30                             | 232         | 14          | 1          | 1           | 277         | 586               |  |
| 09:00                   | 11                                     | 1           | 13          | 0        | 0           | 25          | 12                                     | 4           | 2           | 0        | 0           | 18          | 10                             | 189         | 3           | 4           | 0           | 206         | 26                             | 222         | 7           | 0          | 0           | 255         | 504               |  |
| 09:15                   | 29                                     | 2           | 18          | 0        | 1           | 49          | 7                                      | 0           | 7           | 0        | 1           | 14          | 10                             | 145         | 4           | 2           | 1           | 161         | 13                             | 191         | 6           | 1          | 0           | 211         | 435               |  |
| 09:30                   | 20                                     | 0           | 20          | 0        | 0           | 40          | 10                                     | 2           | 7           | 0        | 0           | 19          | 8                              | 209         | 3           | 0           | 0           | 220         | 26                             | 199         | 6           | 0          | 0           | 231         | 510               |  |
| <b>Grand Total</b>      | <b>83</b>                              | <b>5</b>    | <b>77</b>   | <b>0</b> | <b>2</b>    | <b>165</b>  | <b>41</b>                              | <b>7</b>    | <b>20</b>   | <b>0</b> | <b>1</b>    | <b>68</b>   | <b>34</b>                      | <b>772</b>  | <b>13</b>   | <b>9</b>    | <b>3</b>    | <b>828</b>  | <b>95</b>                      | <b>844</b>  | <b>33</b>   | <b>2</b>   | <b>1</b>    | <b>974</b>  | <b>2035</b>       |  |
| Approach %              | 50.3                                   | 3           | 46.7        | 0        | -           | -           | 60.3                                   | 10.3        | 29.4        | 0        | -           | -           | 4.1                            | 93.2        | 1.6         | 1.1         | -           | -           | 9.8                            | 86.7        | 3.4         | 0.2        | -           | -           | -                 |  |
| Totals %                | 4.1                                    | 0.2         | 3.8         | 0        | 8.1         | 3.3         | 2                                      | 0.3         | 1           | 0        | 3.3         | 40.7        | 1.7                            | 37.9        | 0.6         | 0.4         | 40.7        | 47.9        | 4.7                            | 41.5        | 1.6         | 0.1        | 47.9        | 47.9        | 47.9              |  |
| <b>PHF</b>              | <b>0.72</b>                            | <b>0.63</b> | <b>0.74</b> | <b>0</b> | <b>0.81</b> | <b>0.89</b> | <b>0.85</b>                            | <b>0.44</b> | <b>0.71</b> | <b>0</b> | <b>0.89</b> | <b>0.86</b> | <b>0.85</b>                    | <b>0.84</b> | <b>0.81</b> | <b>0.56</b> | <b>0.86</b> | <b>0.86</b> | <b>0.79</b>                    | <b>0.91</b> | <b>0.59</b> | <b>0.5</b> | <b>0.88</b> | <b>0.88</b> | <b>0.87</b>       |  |
| Cars                    | 81                                     | 5           | 76          | 0        | 162         | 68          | 41                                     | 7           | 20          | 0        | 68          | 805         | 33                             | 750         | 13          | 9           | 805         | 952         | 95                             | 823         | 32          | 2          | 952         | 1987        | 1987              |  |
| % Cars                  | 97.6                                   | 100         | 98.7        | 0        | 98.2        | 100         | 100                                    | 100         | 100         | 0        | 100         | 97.2        | 97.1                           | 97.2        | 100         | 100         | 97.2        | 97.7        | 100                            | 97.5        | 97          | 100        | 97.7        | 97.6        | 97.6              |  |
| Medium Trucks + Buses   | 1                                      | 0           | 1           | 0        | 2           | 0           | 0                                      | 0           | 0           | 0        | 0           | 16          | 1                              | 15          | 0           | 0           | 16          | 12          | 0                              | 12          | 0           | 0          | 12          | 30          | 30                |  |
| % Medium Trucks + Buses | 1.2                                    | 0           | 1.3         | 0        | 1.2         | 0           | 0                                      | 0           | 0           | 0        | 0           | 1.9         | 2.9                            | 1.9         | 0           | 0           | 1.9         | 1.4         | 0                              | 1.4         | 0           | 0          | 1.2         | 1.5         | 1.5               |  |
| Heavy Trucks            | 1                                      | 0           | 0           | 0        | 1           | 0           | 0                                      | 0           | 0           | 0        | 0           | 6           | 0                              | 6           | 0           | 0           | 6           | 8           | 0                              | 8           | 0           | 0          | 8           | 15          | 15                |  |
| % Heavy Trucks          | 1.2                                    | 0           | 0           | 0        | 0.6         | 0           | 0                                      | 0           | 0           | 0        | 0           | 0.7         | 0                              | 0.8         | 0           | 0           | 0.7         | 0.9         | 0                              | 0.9         | 0           | 0          | 0.8         | 0.7         | 0.7               |  |
| Bicycles                | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                                      | 0           | 0           | 0        | 0           | 1           | 0                              | 1           | 0           | 0           | 1           | 1           | 0                              | 1           | 1           | 0          | 2           | 3           | 3                 |  |
| % Bicycles              | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                                      | 0           | 0           | 0        | 0           | 0.1         | 0                              | 0.1         | 0           | 0           | 0.1         | 0.1         | 0                              | 0.1         | 3           | 0          | 0.2         | 0.1         | 0.1               |  |
| Peds                    |  |             |             |          | 2           | -           |  |             |             |          | 1           | -           |                                |             |             |             | 3           | -           |                                |             |             |            | 1           | -           | 7                 |  |
| % Peds                  |  |             |             |          | 28.6        | -           |  |             |             |          | 14.3        | -           |                                |             |             |             | 42.9        | -           |                                |             |             |            | 14.3        | -           | 7                 |  |

## Peak Hour Diagram

### Specified Period

From: 11:00:00  
To: 14:00:00

### One Hour Peak

From: 11:45:00  
To: 12:45:00

**Intersection:** TECUMSEH RD E & HOME DEPOT ACCESS RD  
**Site Code:** 2103700088  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 291        | 151        | 442        |
| MTB           | 0          | 0          | 0          |
| HT            | 0          | 0          | 0          |
|               | 0          | 0          | 0          |
| <b>Totals</b> | <b>291</b> | <b>151</b> | <b>442</b> |

### HOME DEPOT ACCESS RD

|               |            |          |            |          |
|---------------|------------|----------|------------|----------|
|               | 0          | 0        | 0          | 0        |
| HT            | 0          | 0        | 0          | 0        |
| MTB           | 0          | 0        | 0          | 0        |
|               | 114        | 5        | 172        | 0        |
| <b>Totals</b> | <b>114</b> | <b>5</b> | <b>172</b> | <b>0</b> |

### East Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1118        | 1318        | 2436        |
| MTB           | 20          | 14          | 34          |
| HT            | 6           | 4           | 10          |
|               | 1           | 0           | 1           |
| <b>Totals</b> | <b>1145</b> | <b>1336</b> | <b>2481</b> |

### TECUMSEH RD E

|  | HT | MTB |      | Totals      |
|--|----|-----|------|-------------|
|  | 0  | 0   | 2    | <b>2</b>    |
|  | 0  | 0   | 134  | <b>134</b>  |
|  | 4  | 14  | 1082 | <b>1100</b> |
|  | 0  | 0   | 67   | <b>67</b>   |

Peds: 1

Peds: 0



Peds: 1

Peds: 13

### TECUMSEH RD E

| Totals      |      | MTB | HT |   |
|-------------|------|-----|----|---|
| <b>19</b>   | 19   | 0   | 0  | 0 |
| <b>13</b>   | 13   | 0   | 0  | 0 |
| <b>1073</b> | 1048 | 19  | 6  | 0 |
| <b>40</b>   | 38   | 1   | 0  | 1 |

### West Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1285        | 1226        | 2511        |
| MTB           | 14          | 20          | 34          |
| HT            | 4           | 6           | 10          |
|               | 0           | 1           | 1           |
| <b>Totals</b> | <b>1303</b> | <b>1253</b> | <b>2556</b> |

| Totals    |          |           |          |   |
|-----------|----------|-----------|----------|---|
| <b>64</b> | <b>4</b> | <b>45</b> | <b>0</b> |   |
|           | 62       | 4         | 45       | 0 |
| MTB       | 1        | 0         | 0        | 0 |
| HT        | 0        | 0         | 0        | 0 |
|           | 1        | 0         | 0        | 0 |

### HOME DEPOT ACCESS RD

### South Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 111        | 110        | 221        |
| MTB           | 1          | 1          | 2          |
| HT            | 0          | 0          | 0          |
|               | 1          | 1          | 2          |
| <b>Totals</b> | <b>113</b> | <b>112</b> | <b>225</b> |

- Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

- Bicycles

### Comments





## Peak Hour Summary

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Count Date: Mar 24, 2021  
 Period: 11:00 - 14:00

### Peak Hour Data (11:45 - 12:45)

| Start Time              | North Approach<br>HOME DEPOT ACCESS RD |             |             |          |             |             | South Approach<br>HOME DEPOT ACCESS RD |            |           |             |             |            | East Approach<br>TECUMSEH RD E |             |            |             |             |             | West Approach<br>TECUMSEH RD E |             |             |             |             |             | Total<br>Vehicles |
|-------------------------|--|-------------|-------------|----------|-------------|-------------|--|------------|-----------|-------------|-------------|------------|--------------------------------|-------------|------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------------|
|                         | ←                                      | ↑           | →           | ↻        | Peds        | Total       | ←                                      | ↑          | →         | ↻           | Peds        | Total      | ←                              | ↑           | →          | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       |                   |
| 11:45                   | 44                                     | 0           | 30          | 0        | 0           | 74          | 9                                      | 1          | 10        | 0           | 4           | 20         | 6                              | 272         | 6          | 5           | 0           | 289         | 27                             | 272         | 15          | 0           | 0           | 314         | 697               |
| 12:00                   | 48                                     | 2           | 29          | 0        | 1           | 79          | 12                                     | 1          | 14        | 0           | 4           | 27         | 11                             | 299         | 2          | 5           | 0           | 317         | 33                             | 266         | 13          | 1           | 0           | 313         | 736               |
| 12:15                   | 30                                     | 2           | 30          | 0        | 0           | 62          | 12                                     | 2          | 9         | 0           | 3           | 23         | 10                             | 248         | 2          | 3           | 1           | 263         | 40                             | 283         | 24          | 0           | 0           | 347         | 695               |
| 12:30                   | 50                                     | 1           | 25          | 0        | 0           | 76          | 31                                     | 0          | 12        | 0           | 2           | 43         | 13                             | 254         | 3          | 6           | 0           | 276         | 34                             | 279         | 15          | 1           | 0           | 329         | 724               |
| <b>Grand Total</b>      | <b>172</b>                             | <b>5</b>    | <b>114</b>  | <b>0</b> | <b>1</b>    | <b>291</b>  | <b>64</b>                              | <b>4</b>   | <b>45</b> | <b>0</b>    | <b>13</b>   | <b>113</b> | <b>40</b>                      | <b>1073</b> | <b>13</b>  | <b>19</b>   | <b>1</b>    | <b>1145</b> | <b>134</b>                     | <b>1100</b> | <b>67</b>   | <b>2</b>    | <b>0</b>    | <b>1303</b> | <b>2852</b>       |
| Approach %              | 59.1                                   | 1.7         | 39.2        | 0        | -           | -           | 56.6                                   | 3.5        | 39.8      | 0           | -           | -          | 3.5                            | 93.7        | 1.1        | 1.7         | -           | -           | 10.3                           | 84.4        | 5.1         | 0.2         | -           | -           | -                 |
| Totals %                | 6                                      | 0.2         | 4           | 0        | 10.2        | -           | 2.2                                    | 0.1        | 1.6       | 0           | 4           | -          | 1.4                            | 37.6        | 0.5        | 0.7         | 40.1        | -           | 4.7                            | 38.6        | 2.3         | 0.1         | -           | -           | 45.7              |
| <b>PHF</b>              | <b>0.86</b>                            | <b>0.63</b> | <b>0.95</b> | <b>0</b> | <b>0.92</b> | <b>0.52</b> | <b>0.5</b>                             | <b>0.8</b> | <b>0</b>  | <b>0.66</b> | <b>0.77</b> | <b>0.9</b> | <b>0.54</b>                    | <b>0.79</b> | <b>0.9</b> | <b>0.84</b> | <b>0.97</b> | <b>0.7</b>  | <b>0.5</b>                     | <b>0.94</b> | <b>0.97</b> | <b>0.94</b> | <b>0.97</b> | <b>0.97</b> |                   |
| Cars                    | 172                                    | 5           | 114         | 0        | 291         | 62          | 4                                      | 45         | 0         | 111         | 38          | 1048       | 13                             | 19          | 1118       | 134         | 1082        | 67          | 2                              | 1285        | 2805        |             |             |             |                   |
| % Cars                  | 100                                    | 100         | 100         | 0        | 100         | 96.9        | 100                                    | 100        | 0         | 98.2        | 95          | 97.7       | 100                            | 100         | 97.6       | 100         | 98.4        | 100         | 100                            | 98.6        | 98.6        | 98.4        |             |             |                   |
| Medium Trucks + Buses   | 0                                      | 0           | 0           | 0        | 0           | 1           | 0                                      | 0          | 0         | 1           | 1           | 19         | 0                              | 0           | 20         | 0           | 14          | 0           | 0                              | 14          | 35          |             |             |             |                   |
| % Medium Trucks + Buses | 0                                      | 0           | 0           | 0        | 0           | 1.6         | 0                                      | 0          | 0         | 0.9         | 2.5         | 1.8        | 0                              | 0           | 1.7        | 0           | 1.3         | 0           | 0                              | 1.1         | 1.2         |             |             |             |                   |
| Heavy Trucks            | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                                      | 0          | 0         | 0           | 0           | 6          | 0                              | 0           | 6          | 0           | 4           | 0           | 0                              | 4           | 10          |             |             |             |                   |
| % Heavy Trucks          | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                                      | 0          | 0         | 0           | 0           | 0.6        | 0                              | 0           | 0.5        | 0           | 0.4         | 0           | 0                              | 0.3         | 0.4         |             |             |             |                   |
| Bicycles                | 0                                      | 0           | 0           | 0        | 0           | 1           | 0                                      | 0          | 0         | 1           | 1           | 0          | 0                              | 0           | 1          | 0           | 0           | 0           | 0                              | 0           | 0           | 2           |             |             |                   |
| % Bicycles              | 0                                      | 0           | 0           | 0        | 0           | 1.6         | 0                                      | 0          | 0         | 0.9         | 2.5         | 0          | 0                              | 0           | 0.1        | 0           | 0           | 0           | 0                              | 0           | 0           | 0.1         |             |             |                   |
| Peds                    |  |             |             |          | 1           | -           |  |            |           | 13          | -           |            |                                |             | 1          | -           |             |             |                                | 0           | -           | 15          |             |             |                   |
| % Peds                  |  |             |             |          | 6.7         | -           |  |            |           | 86.7        | -           |            |                                |             | 6.7        | -           |             |             |                                | 0           | -           | -           |             |             |                   |

## Peak Hour Diagram

### Specified Period

From: 15:00:00  
To: 18:00:00

### One Hour Peak

From: 15:00:00  
To: 16:00:00

**Intersection:** TECUMSEH RD E & HOME DEPOT ACCESS RD  
**Site Code:** 2103700088  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 280        | 145        | 425        |
| MTB           | 1          | 0          | 1          |
| HT            | 0          | 0          | 0          |
|               | 0          | 0          | 0          |
| <b>Totals</b> | <b>281</b> | <b>145</b> | <b>426</b> |

### HOME DEPOT ACCESS RD

|               |            |          |            |          |
|---------------|------------|----------|------------|----------|
|               | 0          | 0        | 0          | 0        |
| HT            | 0          | 0        | 0          | 0        |
| MTB           | 0          | 0        | 1          | 0        |
|               | 113        | 2        | 165        | 0        |
| <b>Totals</b> | <b>113</b> | <b>2</b> | <b>166</b> | <b>0</b> |

### East Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1408        | 1647        | 3055        |
| MTB           | 10          | 22          | 32          |
| HT            | 2           | 9           | 11          |
|               | 2           | 1           | 3           |
| <b>Totals</b> | <b>1422</b> | <b>1679</b> | <b>3101</b> |

### TECUMSEH RD E

|   | HT | MTB |      | Totals |
|---|----|-----|------|--------|
| 0 | 0  | 0   | 0    | 0      |
| 0 | 0  | 0   | 126  | 126    |
| 0 | 9  | 21  | 1424 | 1454   |
| 0 | 0  | 0   | 52   | 52     |

Peds: 8

Peds: 1



Peds: 1

Peds: 9

### TECUMSEH RD E

| Totals |      | MTB | HT |   |
|--------|------|-----|----|---|
| 13     | 13   | 0   | 0  | 0 |
| 16     | 16   | 0   | 0  | 0 |
| 1372   | 1358 | 10  | 2  | 2 |
| 21     | 21   | 0   | 0  | 0 |

### West Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1602        | 1520        | 3122        |
| MTB           | 21          | 10          | 31          |
| HT            | 9           | 2           | 11          |
|               | 0           | 2           | 2           |
| <b>Totals</b> | <b>1632</b> | <b>1534</b> | <b>3166</b> |

| Totals | 49 | 3 | 46 | 0 |
|--------|----|---|----|---|
|        | 49 | 3 | 45 | 0 |
| MTB    | 0  | 0 | 0  | 0 |
| HT     | 0  | 0 | 0  | 0 |
|        | 0  | 0 | 1  | 0 |

### HOME DEPOT ACCESS RD

### South Approach

|               | Out       | In        | Total      |
|---------------|-----------|-----------|------------|
|               | 97        | 75        | 172        |
| MTB           | 0         | 0         | 0          |
| HT            | 0         | 0         | 0          |
|               | 1         | 0         | 1          |
| <b>Totals</b> | <b>98</b> | <b>75</b> | <b>173</b> |

- Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

- Bicycles

### Comments

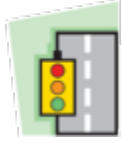


## Peak Hour Summary

Intersection: TECUMSEH RD E & HOME DEPOT ACCESS RD  
 Site Code: 2103700088  
 Count Date: Mar 24, 2021  
 Period: 15:00 - 18:00

### Peak Hour Data (15:00 - 16:00)

| Start Time              | North Approach<br>HOME DEPOT ACCESS RD |             |             |          |            |             | South Approach<br>HOME DEPOT ACCESS RD |             |             |          |             |             | East Approach<br>TECUMSEH RD E |             |             |             |             |             | West Approach<br>TECUMSEH RD E |             |           |            |            |             | Total<br>Vehicles |
|-------------------------|--|-------------|-------------|----------|------------|-------------|--|-------------|-------------|----------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-----------|------------|------------|-------------|-------------------|
|                         | ←                                      | ↑           | →           | ↻        | Peds       | Total       | ←                                      | ↑           | →           | ↻        | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       | ←                              | ↑           | →         | ↻          | Peds       | Total       |                   |
| 15:00                   | 39                                     | 0           | 26          | 0        | 2          | 65          | 14                                     | 1           | 8           | 0        | 4           | 23          | 6                              | 390         | 5           | 3           | 0           | 404         | 31                             | 367         | 18        | 0          | 1          | 416         | 908               |
| 15:15                   | 46                                     | 0           | 32          | 0        | 0          | 78          | 15                                     | 1           | 9           | 0        | 1           | 25          | 5                              | 336         | 6           | 0           | 0           | 347         | 35                             | 412         | 6         | 0          | 0          | 453         | 903               |
| 15:30                   | 43                                     | 2           | 31          | 0        | 4          | 76          | 11                                     | 0           | 16          | 0        | 3           | 27          | 9                              | 346         | 2           | 4           | 1           | 361         | 34                             | 329         | 12        | 0          | 0          | 375         | 839               |
| 15:45                   | 38                                     | 0           | 24          | 0        | 2          | 62          | 9                                      | 1           | 13          | 0        | 1           | 23          | 1                              | 300         | 3           | 6           | 0           | 310         | 26                             | 346         | 16        | 0          | 0          | 388         | 783               |
| <b>Grand Total</b>      | <b>166</b>                             | <b>2</b>    | <b>113</b>  | <b>0</b> | <b>8</b>   | <b>281</b>  | <b>49</b>                              | <b>3</b>    | <b>46</b>   | <b>0</b> | <b>9</b>    | <b>98</b>   | <b>21</b>                      | <b>1372</b> | <b>16</b>   | <b>13</b>   | <b>1</b>    | <b>1422</b> | <b>126</b>                     | <b>1454</b> | <b>52</b> | <b>0</b>   | <b>1</b>   | <b>1632</b> | <b>3433</b>       |
| Approach %              | 59.1                                   | 0.7         | 40.2        | 0        | -          | -           | 50                                     | 3.1         | 46.9        | 0        | -           | -           | 1.5                            | 96.5        | 1.1         | 0.9         | -           | -           | 7.7                            | 89.1        | 3.2       | 0          | -          | -           | -                 |
| Totals %                | 4.8                                    | 0.1         | 3.3         | 0        | 8.2        | -           | 1.4                                    | 0.1         | 1.3         | 0        | 2.9         | -           | 0.6                            | 40          | 0.5         | 0.4         | 41.4        | -           | 3.7                            | 42.4        | 1.5       | 0          | -          | 47.5        | -                 |
| <b>PHF</b>              | <b>0.9</b>                             | <b>0.25</b> | <b>0.88</b> | <b>0</b> | <b>0.9</b> | <b>0.91</b> | <b>0.82</b>                            | <b>0.75</b> | <b>0.72</b> | <b>0</b> | <b>0.91</b> | <b>0.58</b> | <b>0.88</b>                    | <b>0.67</b> | <b>0.54</b> | <b>0.88</b> | <b>0.88</b> | <b>0.9</b>  | <b>0.88</b>                    | <b>0.72</b> | <b>0</b>  | <b>0.9</b> | <b>0.9</b> | <b>0.95</b> |                   |
| Cars                    | 165                                    | 2           | 113         | 0        | 280        | 280         | 49                                     | 3           | 45          | 0        | 97          | 97          | 21                             | 1358        | 16          | 13          | 1408        | 1408        | 126                            | 1424        | 52        | 0          | 1602       | 3387        |                   |
| % Cars                  | 99.4                                   | 100         | 100         | 0        | 99.6       | 99.6        | 100                                    | 100         | 97.8        | 0        | 99          | 99          | 100                            | 99          | 100         | 100         | 99          | 99          | 100                            | 97.9        | 100       | 0          | 98.2       | 98.7        |                   |
| Medium Trucks + Buses   | 1                                      | 0           | 0           | 0        | 1          | 1           | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                              | 10          | 0           | 0           | 10          | 10          | 0                              | 21          | 0         | 0          | 21         | 32          |                   |
| % Medium Trucks + Buses | 0.6                                    | 0           | 0           | 0        | 0.4        | 0.4         | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                              | 0.7         | 0           | 0           | 0.7         | 0.7         | 0                              | 1.4         | 0         | 0          | 1.3        | 0.9         |                   |
| Heavy Trucks            | 0                                      | 0           | 0           | 0        | 0          | 0           | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                              | 2           | 0           | 0           | 2           | 2           | 0                              | 9           | 0         | 0          | 9          | 11          |                   |
| % Heavy Trucks          | 0                                      | 0           | 0           | 0        | 0          | 0           | 0                                      | 0           | 0           | 0        | 0           | 0           | 0                              | 0.1         | 0           | 0           | 0.1         | 0.1         | 0                              | 0.6         | 0         | 0          | 0.6        | 0.3         |                   |
| Bicycles                | 0                                      | 0           | 0           | 0        | 0          | 0           | 0                                      | 0           | 1           | 0        | 1           | 1           | 0                              | 2           | 0           | 0           | 2           | 2           | 0                              | 0           | 0         | 0          | 0          | 3           |                   |
| % Bicycles              | 0                                      | 0           | 0           | 0        | 0          | 0           | 0                                      | 0           | 2.2         | 0        | 1           | 1           | 0                              | 0.1         | 0           | 0           | 0.1         | 0.1         | 0                              | 0           | 0         | 0          | 0          | 0.1         |                   |
| Peds                    |  |             |             |          | 8          | 8           |  |             |             |          | 9           | 9           |                                |             |             |             | 1           | 1           |                                |             |           |            | 1          | 19          |                   |
| % Peds                  |  |             |             |          | 42.1       | 42.1        |  |             |             |          | 47.4        | 47.4        |                                |             |             |             | 5.3         | 5.3         |                                |             |           |            | 5.3        | 5.3         |                   |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #20-035 - City of Windsor

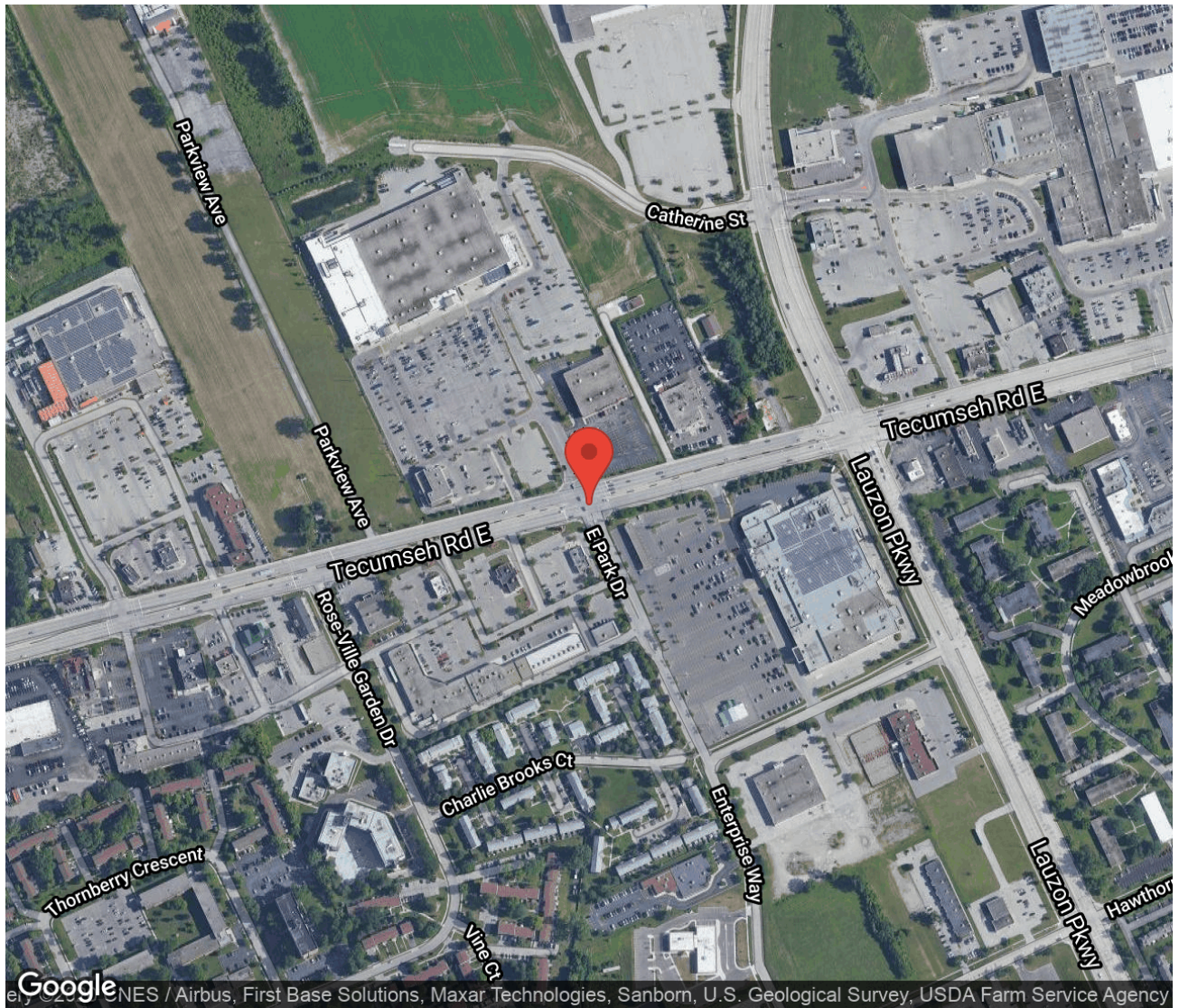
### Intersection Count Report

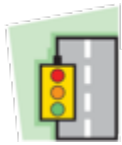
**Intersection:** TECUMSEH RD E & EAST PARK DR  
**Municipality:** Windsor  
**Count Date:** Nov 24, 2020  
**Site Code:** 2003500051  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Bicycles, Pedestrians  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020



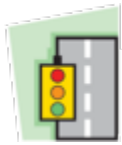


## Traffic Count Summary

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### Plaza Access - Traffic Summary

| Hour                 | North Approach Totals                                |            |            |          |             |          | South Approach Totals                                |            |            |          |             |           |
|----------------------|--|------------|------------|----------|-------------|----------|--|------------|------------|----------|-------------|-----------|
|                      | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles |            |            |          |             |          | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles |            |            |          |             |           |
|                      | Left   | Thru       | Right      | U-Turn   | Total       | Peds     | Left   | Thru       | Right      | U-Turn   | Total       | Peds      |
| <b>07:00 - 08:00</b> | 20   | 5          | 18         | 0        | 43          | 0        | 30   | 16         | 11         | 0        | 57          | 2         |
| <b>08:00 - 09:00</b> | 27   | 20         | 49         | 0        | 96          | 0        | 49   | 9          | 14         | 0        | 72          | 3         |
| <b>09:00 - 10:00</b> | 77   | 32         | 62         | 0        | 171         | 0        | 60   | 46         | 32         | 0        | 138         | 6         |
| BREAK                |  |            |            |          |             |          |  |            |            |          |             |           |
| <b>11:00 - 12:00</b> | 146  | 66         | 114        | 0        | 326         | 0        | 104  | 56         | 86         | 0        | 246         | 9         |
| <b>12:00 - 13:00</b> | 171  | 80         | 120        | 0        | 371         | 0        | 150  | 69         | 95         | 0        | 314         | 7         |
| <b>13:00 - 14:00</b> | 183  | 98         | 88         | 0        | 369         | 0        | 116  | 71         | 100        | 0        | 287         | 10        |
| BREAK                |  |            |            |          |             |          |  |            |            |          |             |           |
| <b>15:00 - 16:00</b> | 171  | 75         | 108        | 0        | 354         | 0        | 180  | 90         | 114        | 0        | 384         | 6         |
| <b>16:00 - 17:00</b> | 169  | 75         | 116        | 0        | 360         | 0        | 186  | 69         | 97         | 0        | 352         | 12        |
| <b>17:00 - 18:00</b> | 122  | 71         | 100        | 0        | 293         | 0        | 152  | 50         | 100        | 0        | 302         | 3         |
| <b>GRAND TOTAL</b>   | <b>1086</b>  | <b>522</b> | <b>775</b> | <b>0</b> | <b>2383</b> | <b>0</b> | <b>1027</b>  | <b>476</b> | <b>649</b> | <b>0</b> | <b>2152</b> | <b>58</b> |



## Traffic Count Summary

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### TECUMSEH RD E - Traffic Summary

#### East Approach Totals

#### West Approach Totals

| Hour                 | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles |             |             |           |              |           | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles |             |            |           |              |           |
|----------------------|--|-------------|-------------|-----------|--------------|-----------|--|-------------|------------|-----------|--------------|-----------|
|                      | Left   | Thru        | Right       | U-Turn    | Total        | Peds      | Left   | Thru        | Right      | U-Turn    | Total        | Peds      |
| <b>07:00 - 08:00</b> | 21   | 597         | 36          | 0         | 654          | 0         | 47   | 519         | 57         | 1         | 624          | 0         |
| <b>08:00 - 09:00</b> | 43   | 914         | 90          | 4         | 1051         | 0         | 89   | 733         | 65         | 0         | 887          | 0         |
| <b>09:00 - 10:00</b> | 88   | 909         | 141         | 5         | 1143         | 0         | 152  | 792         | 95         | 1         | 1040         | 5         |
| BREAK                |  |             |             |           |              |           |  |             |            |           |              |           |
| <b>11:00 - 12:00</b> | 148  | 975         | 190         | 8         | 1321         | 7         | 201  | 1119        | 77         | 0         | 1397         | 9         |
| <b>12:00 - 13:00</b> | 156  | 1099        | 220         | 9         | 1484         | 3         | 207  | 1128        | 124        | 0         | 1459         | 7         |
| <b>13:00 - 14:00</b> | 159  | 1097        | 195         | 2         | 1453         | 0         | 179  | 1145        | 105        | 4         | 1433         | 16        |
| BREAK                |  |             |             |           |              |           |  |             |            |           |              |           |
| <b>15:00 - 16:00</b> | 173  | 1289        | 208         | 2         | 1672         | 0         | 214  | 1430        | 138        | 0         | 1782         | 25        |
| <b>16:00 - 17:00</b> | 137  | 1105        | 180         | 6         | 1428         | 1         | 181  | 1346        | 128        | 2         | 1657         | 14        |
| <b>17:00 - 18:00</b> | 116  | 1026        | 129         | 5         | 1276         | 0         | 162  | 1217        | 93         | 2         | 1474         | 4         |
| <b>GRAND TOTAL</b>   | <b>1041</b>  | <b>9011</b> | <b>1389</b> | <b>41</b> | <b>11482</b> | <b>11</b> | <b>1432</b>  | <b>9429</b> | <b>882</b> | <b>10</b> | <b>11753</b> | <b>80</b> |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### North Approach - Plaza Access

| Start Time      | Cars |    |     |   |       | Medium Trucks |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|-----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | →   | ↻ | Total | ←             | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 1    | 0  | 4   | 0 | 5     | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 5    | 1  | 1   | 0 | 7     | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 6    | 3  | 5   | 0 | 14    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 8    | 1  | 8   | 0 | 17    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 1    | 3  | 11  | 0 | 15    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 8    | 3  | 14  | 0 | 25    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 10   | 7  | 10  | 0 | 27    | 0             | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 8    | 7  | 12  | 0 | 27    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:00           | 17   | 9  | 8   | 0 | 34    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 20   | 9  | 15  | 0 | 44    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:30           | 16   | 6  | 21  | 0 | 43    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 0          |
| 09:45           | 22   | 8  | 18  | 0 | 48    | 1             | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 122  | 57 | 127 | 0 | 306   | 1             | 0 | 1 | 0 | 2     | 0            | 0 | 1 | 0 | 1     | 1        | 0 | 0 | 0 | 1     | 0          |





**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### North Approach - Plaza Access

| Start Time      | Cars |     |     |   |       | Medium Trucks |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|-----|-----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑   | →   | ↻ | Total | ←             | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 35   | 10  | 27  | 0 | 72    | 0             | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:15           | 39   | 16  | 29  | 0 | 84    | 2             | 0 | 1 | 0 | 3     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:30           | 41   | 20  | 27  | 0 | 88    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:45           | 29   | 20  | 29  | 0 | 78    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 46   | 18  | 30  | 0 | 94    | 0             | 1 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:15           | 37   | 18  | 23  | 0 | 78    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:30           | 55   | 15  | 38  | 0 | 108   | 0             | 4 | 0 | 0 | 4     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:45           | 33   | 24  | 28  | 0 | 85    | 0             | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:00           | 48   | 28  | 28  | 0 | 104   | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:15           | 45   | 25  | 24  | 0 | 94    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:30           | 40   | 29  | 23  | 0 | 92    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 50   | 15  | 13  | 0 | 78    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 498  | 238 | 319 | 0 | 1055  | 2             | 5 | 3 | 0 | 10    | 0            | 0 | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 0          |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### North Approach - Plaza Access

| Start Time         | Cars        |            |            |          |             | Medium Trucks |          |          |          |           | Heavy Trucks |          |          |          |          | Bicycles |          |          |          |          | Total Peds |
|--------------------|-------------|------------|------------|----------|-------------|---------------|----------|----------|----------|-----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
|                    | ←           | ↑          | →          | ↻        | Total       | ←             | ↑        | →        | ↻        | Total     | ←            | ↑        | →        | ↻        | Total    | ←        | ↑        | →        | ↻        | Total    |            |
| 15:00              | 42          | 15         | 23         | 0        | 80          | 0             | 0        | 1        | 0        | 1         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 15:15              | 46          | 20         | 36         | 0        | 102         | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 15:30              | 39          | 18         | 25         | 0        | 82          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 15:45              | 44          | 22         | 23         | 0        | 89          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 16:00              | 40          | 20         | 28         | 0        | 88          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 16:15              | 41          | 17         | 27         | 0        | 85          | 1             | 1        | 0        | 0        | 2         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 16:30              | 52          | 18         | 33         | 0        | 103         | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 16:45              | 35          | 19         | 28         | 0        | 82          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:00              | 37          | 22         | 35         | 0        | 94          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:15              | 24          | 16         | 17         | 0        | 57          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:30              | 29          | 12         | 26         | 0        | 67          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:45              | 31          | 21         | 22         | 0        | 74          | 1             | 0        | 0        | 0        | 1         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| <b>SUBTOTAL</b>    | 460         | 220        | 323        | 0        | 1003        | 2             | 1        | 1        | 0        | 4         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| <b>GRAND TOTAL</b> | <b>1080</b> | <b>515</b> | <b>769</b> | <b>0</b> | <b>2364</b> | <b>5</b>      | <b>6</b> | <b>5</b> | <b>0</b> | <b>16</b> | <b>0</b>     | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>1</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>0</b>   |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### South Approach - EAST PARK DR

| Start Time      | Cars |    |    |   |       | Medium Trucks |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | →  | ↻ | Total | ←             | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 10   | 5  | 2  | 0 | 17    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 7    | 4  | 1  | 0 | 12    | 1             | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 07:30           | 6    | 4  | 3  | 0 | 13    | 0             | 0 | 1 | 0 | 1     | 1            | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 5    | 3  | 4  | 0 | 12    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:00           | 7    | 1  | 1  | 0 | 9     | 0             | 0 | 1 | 0 | 1     | 0            | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |
| 08:15           | 10   | 2  | 3  | 0 | 15    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:30           | 13   | 2  | 5  | 0 | 20    | 1             | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 18   | 4  | 3  | 0 | 25    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:00           | 13   | 19 | 9  | 0 | 41    | 0             | 0 | 0 | 0 | 0     | 2            | 0 | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 12   | 6  | 7  | 0 | 25    | 1             | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 09:30           | 15   | 9  | 6  | 0 | 30    | 2             | 0 | 0 | 0 | 2     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 09:45           | 15   | 12 | 10 | 0 | 37    | 0             | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| <b>SUBTOTAL</b> | 131  | 71 | 54 | 0 | 256   | 5             | 0 | 2 | 0 | 7     | 3            | 0 | 1 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 11         |





**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### South Approach - EAST PARK DR

| Start Time         | Cars        |            |            |          |             | Medium Trucks |          |          |          |           | Heavy Trucks |          |          |          |          | Bicycles |          |          |          |          | Total Peds |
|--------------------|-------------|------------|------------|----------|-------------|---------------|----------|----------|----------|-----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
|                    | ←           | ↑          | →          | ↻        | Total       | ←             | ↑        | →        | ↻        | Total     | ←            | ↑        | →        | ↻        | Total    | ←        | ↑        | →        | ↻        | Total    |            |
| 15:00              | 82          | 24         | 43         | 0        | 149         | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2          |
| 15:15              | 46          | 20         | 26         | 0        | 92          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 15:30              | 44          | 25         | 26         | 0        | 95          | 0             | 0        | 0        | 0        | 0         | 0            | 1        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 1          |
| 15:45              | 5           | 20         | 19         | 0        | 44          | 1             | 0        | 0        | 0        | 1         | 0            | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1          |
| 16:00              | 57          | 16         | 22         | 0        | 95          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| 16:15              | 46          | 22         | 24         | 0        | 92          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3          |
| 16:30              | 44          | 20         | 30         | 0        | 94          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 8          |
| 16:45              | 37          | 11         | 21         | 0        | 69          | 1             | 0        | 0        | 0        | 1         | 1            | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:00              | 46          | 16         | 25         | 0        | 87          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2          |
| 17:15              | 35          | 10         | 21         | 0        | 66          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:30              | 37          | 12         | 28         | 0        | 77          | 0             | 0        | 1        | 0        | 1         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          |
| 17:45              | 34          | 12         | 25         | 0        | 71          | 0             | 0        | 0        | 0        | 0         | 0            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          |
| <b>SUBTOTAL</b>    | 513         | 208        | 310        | 0        | 1031        | 2             | 0        | 1        | 0        | 3         | 1            | 1        | 0        | 0        | 2        | 2        | 0        | 0        | 0        | 2        | 21         |
| <b>GRAND TOTAL</b> | <b>1010</b> | <b>472</b> | <b>644</b> | <b>0</b> | <b>2126</b> | <b>11</b>     | <b>3</b> | <b>4</b> | <b>0</b> | <b>18</b> | <b>4</b>     | <b>1</b> | <b>1</b> | <b>0</b> | <b>6</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>58</b>  |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|---------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←             | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 7    | 89   | 5   | 0 | 101   | 0             | 0  | 0 | 0 | 0     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 4    | 109  | 14  | 0 | 127   | 0             | 1  | 0 | 0 | 1     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 4    | 191  | 9   | 0 | 204   | 0             | 1  | 0 | 0 | 1     | 0            | 5  | 0 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 6    | 189  | 8   | 0 | 203   | 0             | 4  | 0 | 0 | 4     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 4    | 205  | 13  | 1 | 223   | 0             | 3  | 0 | 0 | 3     | 0            | 5  | 0 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 6    | 195  | 18  | 0 | 219   | 0             | 3  | 0 | 0 | 3     | 0            | 5  | 0 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 12   | 226  | 26  | 0 | 264   | 0             | 3  | 0 | 0 | 3     | 0            | 9  | 0 | 0 | 9     | 0        | 1 | 0 | 0 | 1     | 0          |
| 08:45           | 21   | 249  | 33  | 3 | 306   | 0             | 2  | 0 | 0 | 2     | 0            | 8  | 0 | 0 | 8     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:00           | 19   | 237  | 26  | 2 | 284   | 0             | 5  | 0 | 0 | 5     | 0            | 5  | 0 | 0 | 5     | 0        | 1 | 0 | 0 | 1     | 0          |
| 09:15           | 18   | 197  | 35  | 0 | 250   | 0             | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 1 | 0 | 2     | 0          |
| 09:30           | 26   | 215  | 32  | 3 | 276   | 0             | 2  | 0 | 0 | 2     | 0            | 4  | 0 | 0 | 4     | 1        | 0 | 0 | 0 | 1     | 0          |
| 09:45           | 24   | 230  | 46  | 0 | 300   | 0             | 2  | 1 | 0 | 3     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 151  | 2332 | 265 | 9 | 2757  | 0             | 30 | 1 | 0 | 31    | 0            | 55 | 0 | 0 | 55    | 1        | 3 | 1 | 0 | 5     | 0          |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |    |       | Medium Trucks |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|----|-------|---------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻  | Total | ←             | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 38   | 200  | 49  | 2  | 289   | 0             | 1  | 1 | 0 | 2     | 0            | 3  | 0 | 0 | 3     | 0        | 1 | 0 | 0 | 1     | 3          |
| 11:15           | 34   | 227  | 45  | 2  | 308   | 0             | 2  | 0 | 0 | 2     | 0            | 5  | 1 | 0 | 6     | 0        | 1 | 0 | 0 | 1     | 0          |
| 11:30           | 38   | 244  | 47  | 2  | 331   | 0             | 1  | 0 | 0 | 1     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| 11:45           | 38   | 282  | 47  | 2  | 369   | 0             | 3  | 0 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 4          |
| 12:00           | 45   | 273  | 72  | 3  | 393   | 0             | 2  | 0 | 0 | 2     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| 12:15           | 27   | 265  | 55  | 3  | 350   | 0             | 2  | 0 | 0 | 2     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 1          |
| 12:30           | 34   | 258  | 46  | 2  | 340   | 0             | 3  | 0 | 0 | 3     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 1 | 0 | 1     | 2          |
| 12:45           | 50   | 279  | 46  | 1  | 376   | 0             | 3  | 0 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:00           | 57   | 278  | 58  | 0  | 393   | 0             | 0  | 0 | 0 | 0     | 0            | 8  | 0 | 0 | 8     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:15           | 32   | 257  | 37  | 1  | 327   | 0             | 1  | 0 | 0 | 1     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:30           | 33   | 290  | 46  | 0  | 369   | 0             | 3  | 0 | 0 | 3     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 37   | 250  | 54  | 1  | 342   | 0             | 2  | 0 | 0 | 2     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 463  | 3103 | 602 | 19 | 4187  | 0             | 23 | 1 | 0 | 24    | 0            | 38 | 1 | 0 | 39    | 0        | 7 | 1 | 0 | 8     | 10         |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### East Approach - TECUMSEH RD E

| Start Time         | Cars |      |      |    |       | Medium Trucks |    |   |   |       | Heavy Trucks |     |   |   |       | Bicycles |    |   |   |       | Total Peds |
|--------------------|------|------|------|----|-------|---------------|----|---|---|-------|--------------|-----|---|---|-------|----------|----|---|---|-------|------------|
|                    | ←    | ↑    | →    | ↻  | Total | ←             | ↑  | → | ↻ | Total | ←            | ↑   | → | ↻ | Total | ←        | ↑  | → | ↻ | Total |            |
| 15:00              | 41   | 328  | 55   | 0  | 424   | 0             | 1  | 0 | 0 | 1     | 0            | 5   | 0 | 0 | 5     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:15              | 43   | 311  | 50   | 1  | 405   | 0             | 2  | 0 | 0 | 2     | 0            | 6   | 0 | 0 | 6     | 0        | 1  | 1 | 0 | 2     | 0          |
| 15:30              | 42   | 336  | 54   | 0  | 432   | 0             | 1  | 0 | 0 | 1     | 0            | 3   | 0 | 0 | 3     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:45              | 47   | 289  | 48   | 1  | 385   | 0             | 3  | 0 | 0 | 3     | 0            | 3   | 0 | 0 | 3     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:00              | 38   | 293  | 52   | 2  | 385   | 0             | 3  | 0 | 0 | 3     | 0            | 4   | 0 | 0 | 4     | 0        | 1  | 0 | 0 | 1     | 0          |
| 16:15              | 27   | 271  | 48   | 0  | 346   | 0             | 0  | 1 | 0 | 1     | 0            | 2   | 0 | 0 | 2     | 0        | 2  | 0 | 0 | 2     | 0          |
| 16:30              | 25   | 249  | 44   | 2  | 320   | 0             | 1  | 0 | 0 | 1     | 0            | 2   | 0 | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 1          |
| 16:45              | 47   | 276  | 35   | 2  | 360   | 0             | 0  | 0 | 0 | 0     | 0            | 1   | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:00              | 32   | 278  | 29   | 2  | 341   | 0             | 1  | 0 | 0 | 1     | 0            | 1   | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:15              | 39   | 278  | 33   | 1  | 351   | 0             | 0  | 0 | 0 | 0     | 0            | 2   | 0 | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:30              | 28   | 247  | 42   | 2  | 319   | 0             | 0  | 1 | 0 | 1     | 0            | 1   | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:45              | 17   | 216  | 24   | 0  | 257   | 0             | 0  | 0 | 0 | 0     | 0            | 2   | 0 | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b>    | 426  | 3372 | 514  | 13 | 4325  | 0             | 12 | 2 | 0 | 14    | 0            | 32  | 0 | 0 | 32    | 0        | 4  | 1 | 0 | 5     | 1          |
| <b>GRAND TOTAL</b> | 1040 | 8807 | 1381 | 41 | 11269 | 0             | 65 | 4 | 0 | 69    | 0            | 125 | 1 | 0 | 126   | 1        | 14 | 3 | 0 | 18    | 11         |





**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### West Approach - TECUMSEH RD E

| Start Time      | Cars       |             |            |          |             | Medium Trucks |           |          |          |           | Heavy Trucks |           |          |          |           | Bicycles |          |          |          |          | Total Peds |
|-----------------|------------|-------------|------------|----------|-------------|---------------|-----------|----------|----------|-----------|--------------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|------------|
|                 | ←          | ↑           | →          | ↻        | Total       | ←             | ↑         | →        | ↻        | Total     | ←            | ↑         | →        | ↻        | Total     | ←        | ↑        | →        | ↻        | Total    |            |
| 07:00           | 14         | 81          | 12         | 1        | 108         | 0             | 0         | 1        | 0        | 1         | 0            | 1         | 0        | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 0          |
| 07:15           | 5          | 108         | 11         | 0        | 124         | 0             | 2         | 1        | 0        | 3         | 0            | 3         | 0        | 0        | 3         | 0        | 0        | 0        | 0        | 0        | 0          |
| 07:30           | 16         | 150         | 14         | 0        | 180         | 0             | 0         | 0        | 0        | 0         | 0            | 5         | 0        | 0        | 5         | 0        | 0        | 0        | 0        | 0        | 0          |
| 07:45           | 12         | 165         | 18         | 0        | 195         | 0             | 2         | 0        | 0        | 2         | 0            | 2         | 0        | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 0          |
| 08:00           | 10         | 162         | 13         | 0        | 185         | 0             | 6         | 1        | 0        | 7         | 0            | 7         | 0        | 0        | 7         | 0        | 0        | 0        | 0        | 0        | 0          |
| 08:15           | 23         | 159         | 18         | 0        | 200         | 0             | 2         | 0        | 0        | 2         | 0            | 6         | 0        | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 0          |
| 08:30           | 16         | 167         | 17         | 0        | 200         | 0             | 3         | 0        | 0        | 3         | 1            | 1         | 0        | 0        | 2         | 0        | 0        | 1        | 0        | 1        | 0          |
| 08:45           | 37         | 213         | 14         | 0        | 264         | 1             | 0         | 1        | 0        | 2         | 1            | 7         | 0        | 0        | 8         | 0        | 0        | 0        | 0        | 0        | 0          |
| 09:00           | 30         | 180         | 22         | 0        | 232         | 0             | 0         | 0        | 0        | 0         | 0            | 2         | 1        | 0        | 3         | 0        | 0        | 1        | 0        | 1        | 1          |
| 09:15           | 31         | 156         | 18         | 1        | 206         | 0             | 5         | 0        | 0        | 5         | 0            | 6         | 0        | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 1          |
| 09:30           | 40         | 216         | 21         | 0        | 277         | 0             | 1         | 1        | 0        | 2         | 0            | 3         | 0        | 0        | 3         | 0        | 1        | 0        | 0        | 1        | 2          |
| 09:45           | 49         | 210         | 29         | 0        | 288         | 1             | 6         | 2        | 0        | 9         | 1            | 6         | 0        | 0        | 7         | 0        | 0        | 0        | 0        | 0        | 1          |
| <b>SUBTOTAL</b> | <b>283</b> | <b>1967</b> | <b>207</b> | <b>2</b> | <b>2459</b> | <b>2</b>      | <b>27</b> | <b>7</b> | <b>0</b> | <b>36</b> | <b>3</b>     | <b>49</b> | <b>1</b> | <b>0</b> | <b>53</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>3</b> | <b>5</b>   |



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### West Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|---------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←             | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 49   | 279  | 16  | 0 | 344   | 0             | 4  | 0 | 0 | 4     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 2          |
| 11:15           | 45   | 249  | 23  | 0 | 317   | 0             | 2  | 0 | 0 | 2     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 4          |
| 11:30           | 53   | 268  | 24  | 0 | 345   | 0             | 6  | 0 | 0 | 6     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 2          |
| 11:45           | 53   | 296  | 14  | 0 | 363   | 0             | 4  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 12:00           | 58   | 255  | 37  | 0 | 350   | 1             | 3  | 1 | 0 | 5     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 1          |
| 12:15           | 45   | 284  | 21  | 0 | 350   | 0             | 1  | 0 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| 12:30           | 47   | 293  | 29  | 0 | 369   | 0             | 1  | 0 | 0 | 1     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 2          |
| 12:45           | 56   | 279  | 35  | 0 | 370   | 0             | 2  | 1 | 0 | 3     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:00           | 44   | 250  | 22  | 1 | 317   | 1             | 3  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 4          |
| 13:15           | 48   | 294  | 36  | 2 | 380   | 0             | 0  | 1 | 0 | 1     | 0            | 5  | 0 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 6          |
| 13:30           | 46   | 277  | 23  | 0 | 346   | 0             | 4  | 0 | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 5          |
| 13:45           | 39   | 306  | 23  | 1 | 369   | 1             | 1  | 0 | 0 | 2     | 0            | 4  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 1          |
| <b>SUBTOTAL</b> | 583  | 3330 | 303 | 4 | 4220  | 3             | 31 | 3 | 0 | 37    | 1            | 30 | 0 | 0 | 31    | 0        | 1 | 0 | 0 | 1     | 32         |



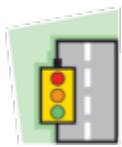
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: TECUMSEH RD E & EAST PARK DR  
Municipality: Windsor  
Count Date: Nov 24, 2020

### West Approach - TECUMSEH RD E

| Start Time         | Cars |      |     |    |       | Medium Trucks |    |    |   |       | Heavy Trucks |     |   |   |       | Bicycles |   |   |   |       | Total Peds |
|--------------------|------|------|-----|----|-------|---------------|----|----|---|-------|--------------|-----|---|---|-------|----------|---|---|---|-------|------------|
|                    | ←    | ↑    | →   | ↻  | Total | ←             | ↑  | →  | ↻ | Total | ←            | ↑   | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 15:00              | 50   | 354  | 31  | 0  | 435   | 0             | 1  | 0  | 0 | 1     | 0            | 3   | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 6          |
| 15:15              | 59   | 332  | 38  | 0  | 429   | 0             | 4  | 1  | 0 | 5     | 0            | 3   | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 14         |
| 15:30              | 58   | 399  | 27  | 0  | 484   | 1             | 4  | 0  | 0 | 5     | 0            | 4   | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 3          |
| 15:45              | 46   | 321  | 41  | 0  | 408   | 0             | 3  | 0  | 0 | 3     | 0            | 2   | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 2          |
| 16:00              | 49   | 355  | 43  | 0  | 447   | 0             | 2  | 1  | 0 | 3     | 0            | 1   | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |
| 16:15              | 51   | 348  | 29  | 0  | 428   | 0             | 1  | 2  | 0 | 3     | 0            | 2   | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 5          |
| 16:30              | 54   | 323  | 33  | 2  | 412   | 0             | 0  | 0  | 0 | 0     | 0            | 1   | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 5          |
| 16:45              | 27   | 312  | 20  | 0  | 359   | 0             | 0  | 0  | 0 | 0     | 0            | 1   | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |
| 17:00              | 36   | 322  | 27  | 0  | 385   | 0             | 0  | 0  | 0 | 0     | 1            | 1   | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 2          |
| 17:15              | 46   | 336  | 15  | 0  | 397   | 0             | 0  | 0  | 0 | 0     | 0            | 2   | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 17:30              | 38   | 296  | 29  | 1  | 364   | 0             | 1  | 0  | 0 | 1     | 0            | 1   | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45              | 41   | 256  | 22  | 1  | 320   | 0             | 0  | 0  | 0 | 0     | 0            | 2   | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| <b>SUBTOTAL</b>    | 555  | 3954 | 355 | 4  | 4868  | 1             | 16 | 4  | 0 | 21    | 1            | 23  | 0 | 0 | 24    | 0        | 0 | 0 | 0 | 0     | 43         |
| <b>GRAND TOTAL</b> | 1421 | 9251 | 865 | 10 | 11547 | 6             | 74 | 14 | 0 | 94    | 5            | 102 | 1 | 0 | 108   | 0        | 2 | 2 | 0 | 4     | 80         |



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 09:00:00  
To: 10:00:00

**Intersection:** TECUMSEH RD E & EAST PARK DR  
**Site ID:** 2003500051  
**Count Date:** Nov 24, 2020

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

**North Approach**

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
| 🚗             | 169        | 335        | 504        |
| MT            | 1          | 2          | 3          |
| HT            | 0          | 1          | 1          |
| 🚲             | 1          | 1          | 2          |
| <b>Totals</b> | <b>171</b> | <b>339</b> | <b>510</b> |

**Plaza Access**

|               |           |           |           |          |
|---------------|-----------|-----------|-----------|----------|
| 🚲             | 0         | 0         | 1         | 0        |
| HT            | 0         | 0         | 0         | 0        |
| MT            | 0         | 0         | 1         | 0        |
| 🚗             | 62        | 32        | 75        | 0        |
| <b>Totals</b> | <b>62</b> | <b>32</b> | <b>77</b> | <b>0</b> |

**East Approach**

|               | Out         | In         | Total       |
|---------------|-------------|------------|-------------|
| 🚗             | 1110        | 874        | 1984        |
| MT            | 14          | 13         | 27          |
| HT            | 15          | 17         | 32          |
| 🚲             | 4           | 2          | 6           |
| <b>Totals</b> | <b>1143</b> | <b>906</b> | <b>2049</b> |

**TECUMSEH RD E**

|    | HT | MT | 🚗   | Totals |
|----|----|----|-----|--------|
| 🚲  | 0  | 0  | 1   | 1      |
| HT | 0  | 1  | 150 | 152    |
| MT | 17 | 12 | 762 | 792    |
| 🚗  | 1  | 3  | 90  | 95     |

Peds: 0



Peds: 5

Peds: 0

**TECUMSEH RD E**

| Totals | 🚗   | MT | HT | 🚲 |
|--------|-----|----|----|---|
| 5      | 5   | 0  | 0  | 0 |
| 141    | 139 | 1  | 0  | 1 |
| 909    | 879 | 13 | 15 | 2 |
| 88     | 87  | 0  | 0  | 1 |

Peds: 6

**West Approach**

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
| 🚗             | 1003        | 997         | 2000        |
| MT            | 16          | 16          | 32          |
| HT            | 19          | 17          | 36          |
| 🚲             | 2           | 2           | 4           |
| <b>Totals</b> | <b>1040</b> | <b>1032</b> | <b>2072</b> |

| Totals | 🚗  | MT | HT | 🚲 |
|--------|----|----|----|---|
| 60     | 46 | 32 | 0  |   |
| 55     | 46 | 32 | 0  |   |
| MT     | 3  | 0  | 0  | 0 |
| HT     | 2  | 0  | 0  | 0 |
| 🚲      | 0  | 0  | 0  | 0 |

**EAST PARK DR**

**South Approach**

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
| 🚗             | 133        | 209        | 342        |
| MT            | 3          | 3          | 6          |
| HT            | 2          | 1          | 3          |
| 🚲             | 0          | 2          | 2          |
| <b>Totals</b> | <b>138</b> | <b>215</b> | <b>353</b> |

🚗 - Cars

MT - Medium Trucks

HT - Heavy Trucks

🚲 - Bicycles

**Comments**



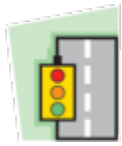
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: TECUMSEH RD E & EAST PARK DR  
Count Date: Nov 24, 2020  
Period: 07:00 - 10:00

### Peak Hour Data (09:00 - 10:00)

| Start Time         | North Approach<br>Plaza Access |             |             |          |          |             | South Approach<br>EAST PARK DR |             |            |          |          |            | East Approach<br>TECUMSEH RD E |             |             |             |          |             | West Approach<br>TECUMSEH RD E |             |             |             |          |             | Total<br>Vehic<br>es |             |
|--------------------|--------------------------------|-------------|-------------|----------|----------|-------------|--------------------------------|-------------|------------|----------|----------|------------|--------------------------------|-------------|-------------|-------------|----------|-------------|--------------------------------|-------------|-------------|-------------|----------|-------------|----------------------|-------------|
|                    | ←                              | ↑           | →           | ↻        | Peds     | Total       | ←                              | ↑           | →          | ↻        | Peds     | Total      | ←                              | ↑           | →           | ↻           | Peds     | Total       | ←                              | ↑           | →           | ↻           | Peds     | Total       |                      |             |
| 09:00              | 17                             | 9           | 8           | 0        | 0        | 34          | 15                             | 19          | 9          | 0        | 0        | 43         | 19                             | 248         | 26          | 2           | 0        | 295         | 30                             | 182         | 24          | 0           | 1        | 236         | 608                  |             |
| 09:15              | 20                             | 9           | 15          | 0        | 0        | 44          | 13                             | 6           | 7          | 0        | 1        | 26         | 18                             | 204         | 36          | 0           | 0        | 258         | 31                             | 167         | 18          | 1           | 1        | 217         | 545                  |             |
| 09:30              | 17                             | 6           | 21          | 0        | 0        | 44          | 17                             | 9           | 6          | 0        | 2        | 32         | 27                             | 221         | 32          | 3           | 0        | 283         | 40                             | 221         | 22          | 0           | 2        | 283         | 642                  |             |
| 09:45              | 23                             | 8           | 18          | 0        | 0        | 49          | 15                             | 12          | 10         | 0        | 3        | 37         | 24                             | 236         | 47          | 0           | 0        | 307         | 51                             | 222         | 31          | 0           | 1        | 304         | 697                  |             |
| <b>Grand Total</b> | <b>77</b>                      | <b>32</b>   | <b>62</b>   | <b>0</b> | <b>0</b> | <b>171</b>  | <b>60</b>                      | <b>46</b>   | <b>32</b>  | <b>0</b> | <b>6</b> | <b>138</b> | <b>88</b>                      | <b>909</b>  | <b>141</b>  | <b>5</b>    | <b>0</b> | <b>1143</b> | <b>152</b>                     | <b>792</b>  | <b>95</b>   | <b>1</b>    | <b>5</b> | <b>1040</b> | <b>2492</b>          |             |
| Approach %         | 45                             | 18.7        | 36.3        | 0        | -        | -           | 43.5                           | 33.3        | 23.2       | 0        | -        | -          | 7.7                            | 79.5        | 12.3        | 0.4         | -        | -           | 14.6                           | 76.2        | 9.1         | 0.1         | -        | -           | -                    |             |
| Totals %           | 3.1                            | 1.3         | 2.5         | 0        | -        | 6.9         | 2.4                            | 1.8         | 1.3        | 0        | -        | 5.5        | 3.5                            | 36.5        | 5.7         | 0.2         | -        | 45.9        | 6.1                            | 31.8        | 3.8         | 0           | -        | -           | 41.7                 |             |
| <b>PHF</b>         | <b>0.84</b>                    | <b>0.89</b> | <b>0.74</b> | <b>0</b> | <b>0</b> | <b>0.87</b> | <b>0.88</b>                    | <b>0.61</b> | <b>0.8</b> | <b>0</b> | <b>0</b> | <b>0.8</b> | <b>0.81</b>                    | <b>0.92</b> | <b>0.75</b> | <b>0.42</b> | <b>0</b> | <b>0.93</b> | <b>0.75</b>                    | <b>0.89</b> | <b>0.77</b> | <b>0.25</b> | <b>0</b> | <b>0</b>    | <b>0.86</b>          | <b>0.89</b> |
| Cars               | 75                             | 32          | 62          | 0        | -        | 169         | 55                             | 46          | 32         | 0        | -        | 133        | 87                             | 879         | 139         | 5           | -        | 1110        | 150                            | 762         | 90          | 1           | -        | 1003        | 2415                 |             |
| % Cars             | 97.4                           | 100         | 100         | 0        | -        | 98.8        | 91.7                           | 100         | 100        | 0        | -        | 96.4       | 98.9                           | 96.7        | 98.6        | 100         | -        | 97.1        | 98.7                           | 96.2        | 94.7        | 100         | -        | -           | 96.4                 | 96.9        |
| Medium Trucks      | 1                              | 0           | 0           | 0        | -        | 1           | 3                              | 0           | 0          | 0        | -        | 3          | 0                              | 13          | 1           | 0           | -        | 14          | 1                              | 12          | 3           | 0           | -        | 16          | 34                   |             |
| % Medium Trucks    | 1.3                            | 0           | 0           | 0        | -        | 0.6         | 5                              | 0           | 0          | 0        | -        | 2.2        | 0                              | 1.4         | 0.7         | 0           | -        | 1.2         | 0.7                            | 1.5         | 3.2         | 0           | -        | 1.5         | 1.4                  |             |
| Heavy Trucks       | 0                              | 0           | 0           | 0        | -        | 0           | 2                              | 0           | 0          | 0        | -        | 2          | 0                              | 15          | 0           | 0           | -        | 15          | 1                              | 17          | 1           | 0           | -        | 19          | 36                   |             |
| % Heavy Trucks     | 0                              | 0           | 0           | 0        | -        | 0           | 3.3                            | 0           | 0          | 0        | -        | 1.4        | 0                              | 1.7         | 0           | 0           | -        | 1.3         | 0.7                            | 2.1         | 1.1         | 0           | -        | 1.8         | 1.4                  |             |
| Bicycles           | 1                              | 0           | 0           | 0        | -        | 1           | 0                              | 0           | 0          | 0        | -        | 0          | 1                              | 2           | 1           | 0           | -        | 4           | 0                              | 1           | 1           | 0           | -        | 2           | 7                    |             |
| % Bicycles         | 1.3                            | 0           | 0           | 0        | -        | 0.6         | 0                              | 0           | 0          | 0        | -        | 0          | 1.1                            | 0.2         | 0.7         | 0           | -        | 0.3         | 0                              | 0.1         | 1.1         | 0           | -        | 0.2         | 0.3                  |             |
| Peds               | -                              | -           | -           | -        | 0        | -           | -                              | -           | -          | -        | 6        | -          | -                              | -           | -           | -           | 0        | -           | -                              | -           | -           | -           | 5        | -           | 11                   |             |
| % Peds             | -                              | -           | -           | -        | 0        | -           | -                              | -           | -          | -        | 54.5     | -          | -                              | -           | -           | -           | 0        | -           | -                              | -           | -           | -           | 45.5     | -           | -                    |             |



# Peak Hour Diagram

## Specified Period

From: 11:00:00  
To: 14:00:00

## One Hour Peak

From: 12:00:00  
To: 13:00:00

**Intersection:** TECUMSEH RD E & EAST PARK DR  
**Site ID:** 2003500051  
**Count Date:** Nov 24, 2020

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
| 🚗             | 365        | 494        | 859        |
| MT            | 6          | 1          | 7          |
| HT            | 0          | 0          | 0          |
| 🚲             | 0          | 1          | 1          |
| <b>Totals</b> | <b>371</b> | <b>496</b> | <b>867</b> |

### Plaza Access

|               |            |           |            |          |
|---------------|------------|-----------|------------|----------|
| 🚲             | 0          | 0         | 0          | 0        |
| HT            | 0          | 0         | 0          | 0        |
| MT            | 1          | 5         | 0          | 0        |
| 🚗             | 119        | 75        | 171        | 0        |
| <b>Totals</b> | <b>120</b> | <b>80</b> | <b>171</b> | <b>0</b> |

### East Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
| 🚗             | 1459        | 1385        | 2844        |
| MT            | 10          | 8           | 18          |
| HT            | 12          | 9           | 21          |
| 🚲             | 3           | 1           | 4           |
| <b>Totals</b> | <b>1484</b> | <b>1403</b> | <b>2887</b> |

### TECUMSEH RD E

|    | HT | MT | 🚗    | Totals |
|----|----|----|------|--------|
| 🚲  | 0  | 0  | 0    | 0      |
| HT | 0  | 0  | 1    | 206    |
| MT | 9  | 7  | 1111 | 1128   |
| 🚗  | 0  | 0  | 2    | 124    |

Peds: 0



Peds: 7

Peds: 3

### TECUMSEH RD E

| Totals | 🚗    | MT | HT | 🚲 |
|--------|------|----|----|---|
| 9      | 9    | 0  | 0  | 0 |
| 220    | 219  | 0  | 0  | 1 |
| 1099   | 1075 | 10 | 12 | 2 |
| 156    | 156  | 0  | 0  | 0 |

Peds: 7

### West Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
| 🚗             | 1439        | 1342        | 2781        |
| MT            | 10          | 13          | 23          |
| HT            | 9           | 12          | 21          |
| 🚲             | 1           | 2           | 3           |
| <b>Totals</b> | <b>1459</b> | <b>1369</b> | <b>2828</b> |

| Totals | 🚗   | MT | HT | 🚲 |
|--------|-----|----|----|---|
| 150    | 148 | 69 | 94 | 0 |
| MT     | 2   | 0  | 1  | 0 |
| HT     | 0   | 0  | 0  | 0 |
| 🚲      | 0   | 0  | 0  | 0 |

EAST PARK DR

### South Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
| 🚗             | 311        | 353        | 664        |
| MT            | 3          | 7          | 10         |
| HT            | 0          | 0          | 0          |
| 🚲             | 0          | 0          | 0          |
| <b>Totals</b> | <b>314</b> | <b>360</b> | <b>674</b> |

🚗 - Cars

MT - Medium Trucks

HT - Heavy Trucks

🚲 - Bicycles

## Comments



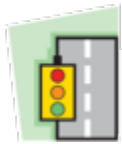
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: TECUMSEH RD E & EAST PARK DR  
Count Date: Nov 24, 2020  
Period: 11:00 - 14:00

### Peak Hour Data (12:00 - 13:00)

| Start Time             | North Approach<br>Plaza Access |             |             |          |             |            | South Approach<br>EAST PARK DR |             |             |          |             |            | East Approach<br>TECUMSEH RD E |             |             |             |             |             | West Approach<br>TECUMSEH RD E |             |             |          |             |             | Total<br>Vehicl<br>es |
|------------------------|--------------------------------|-------------|-------------|----------|-------------|------------|--------------------------------|-------------|-------------|----------|-------------|------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|----------|-------------|-------------|-----------------------|
|                        | ←                              | ↑           | →           | ↻        | Peds        | Total      | ←                              | ↑           | →           | ↻        | Peds        | Total      | ←                              | ↑           | →           | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻        | Peds        | Total       |                       |
| 12:00                  | 46                             | 19          | 30          | 0        | 0           | 95         | 38                             | 15          | 21          | 0        | 2           | 74         | 45                             | 278         | 72          | 3           | 0           | 398         | 59                             | 261         | 38          | 0        | 1           | 358         | 925                   |
| 12:15                  | 37                             | 18          | 23          | 0        | 0           | 78         | 48                             | 23          | 24          | 0        | 1           | 95         | 27                             | 271         | 55          | 3           | 1           | 356         | 45                             | 285         | 21          | 0        | 3           | 351         | 880                   |
| 12:30                  | 55                             | 19          | 38          | 0        | 0           | 112        | 34                             | 16          | 31          | 0        | 3           | 81         | 34                             | 265         | 47          | 2           | 2           | 348         | 47                             | 297         | 29          | 0        | 2           | 373         | 914                   |
| 12:45                  | 33                             | 24          | 29          | 0        | 0           | 86         | 30                             | 15          | 19          | 0        | 1           | 64         | 50                             | 285         | 46          | 1           | 0           | 382         | 56                             | 285         | 36          | 0        | 1           | 377         | 909                   |
| <b>Grand Total</b>     | <b>171</b>                     | <b>80</b>   | <b>120</b>  | <b>0</b> | <b>0</b>    | <b>371</b> | <b>150</b>                     | <b>69</b>   | <b>95</b>   | <b>0</b> | <b>7</b>    | <b>314</b> | <b>156</b>                     | <b>1099</b> | <b>220</b>  | <b>9</b>    | <b>3</b>    | <b>1484</b> | <b>207</b>                     | <b>1128</b> | <b>124</b>  | <b>0</b> | <b>7</b>    | <b>1459</b> | <b>3628</b>           |
| <b>Approach %</b>      | 46.1                           | 21.6        | 32.3        | 0        | -           | -          | 47.8                           | 22          | 30.3        | 0        | -           | -          | 10.5                           | 74.1        | 14.8        | 0.6         | -           | -           | 14.2                           | 77.3        | 8.5         | 0        | -           | -           | -                     |
| <b>Totals %</b>        | 4.7                            | 2.2         | 3.3         | 0        | 10.2        | -          | 4.1                            | 1.9         | 2.6         | 0        | 8.7         | -          | 4.3                            | 30.3        | 6.1         | 0.2         | 40.9        | -           | 5.7                            | 31.1        | 3.4         | 0        | 40.2        | -           | -                     |
| <b>PHF</b>             | <b>0.78</b>                    | <b>0.83</b> | <b>0.79</b> | <b>0</b> | <b>0.83</b> | -          | <b>0.78</b>                    | <b>0.75</b> | <b>0.77</b> | <b>0</b> | <b>0.83</b> | -          | <b>0.78</b>                    | <b>0.96</b> | <b>0.76</b> | <b>0.75</b> | <b>0.93</b> | -           | <b>0.88</b>                    | <b>0.95</b> | <b>0.82</b> | <b>0</b> | <b>0.97</b> | -           | <b>0.98</b>           |
| <b>Cars</b>            | 171                            | 75          | 119         | 0        | 0           | 365        | 148                            | 69          | 94          | 0        | 0           | 311        | 156                            | 1075        | 219         | 9           | 0           | 1459        | 206                            | 1111        | 122         | 0        | 0           | 1439        | 3574                  |
| <b>% Cars</b>          | 100                            | 93.8        | 99.2        | 0        | 0           | 98.4       | 98.7                           | 100         | 98.9        | 0        | 0           | 99         | 100                            | 97.8        | 99.5        | 100         | 0           | 98.3        | 99.5                           | 98.5        | 98.4        | 0        | 0           | 98.6        | 98.5                  |
| <b>Medium Trucks</b>   | 0                              | 5           | 1           | 0        | 0           | 6          | 2                              | 0           | 1           | 0        | 0           | 3          | 0                              | 10          | 0           | 0           | 0           | 10          | 1                              | 7           | 2           | 0        | 0           | 10          | 29                    |
| <b>% Medium Trucks</b> | 0                              | 6.3         | 0.8         | 0        | 0           | 1.6        | 1.3                            | 0           | 1.1         | 0        | 0           | 1          | 0                              | 0.9         | 0           | 0           | 0           | 0.7         | 0.5                            | 0.6         | 1.6         | 0        | 0           | 0.7         | 0.8                   |
| <b>Heavy Trucks</b>    | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 12          | 0           | 0           | 0           | 12          | 0                              | 9           | 0           | 0        | 0           | 9           | 21                    |
| <b>% Heavy Trucks</b>  | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 1.1         | 0           | 0           | 0           | 0.8         | 0                              | 0.8         | 0           | 0        | 0           | 0.6         | 0.6                   |
| <b>Bicycles</b>        | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 2           | 1           | 0           | 0           | 3           | 0                              | 1           | 0           | 0        | 0           | 1           | 4                     |
| <b>% Bicycles</b>      | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 0           | 0           | 0        | 0           | 0          | 0                              | 0.2         | 0.5         | 0           | 0           | 0.2         | 0                              | 0.1         | 0           | 0        | 0           | 0.1         | 0.1                   |
| <b>Peds</b>            |                                |             |             |          | 0           | -          |                                |             |             |          | 7           | -          |                                |             |             |             | 3           | -           |                                |             |             |          | 7           | -           | 17                    |
| <b>% Peds</b>          |                                |             |             |          | 0           | -          |                                |             |             |          | 41.2        | -          |                                |             |             |             | 17.6        | -           |                                |             |             |          | 41.2        | -           | -                     |



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 15:00:00  
To: 16:00:00

**Intersection:** TECUMSEH RD E & EAST PARK DR  
**Site ID:** 2003500051  
**Count Date:** Nov 24, 2020

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

**North Approach**

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 353        | 509        | 862        |
| MT            | 1          | 1          | 2          |
| HT            | 0          | 1          | 1          |
|               | 0          | 1          | 1          |
| <b>Totals</b> | <b>354</b> | <b>512</b> | <b>866</b> |

**Plaza Access**

|               |            |           |            |          |
|---------------|------------|-----------|------------|----------|
|               | 0          | 0         | 0          | 0        |
| HT            | 0          | 0         | 0          | 0        |
| MT            | 1          | 0         | 0          | 0        |
|               | 107        | 75        | 171        | 0        |
| <b>Totals</b> | <b>108</b> | <b>75</b> | <b>171</b> | <b>0</b> |

**East Approach**

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1646        | 1693        | 3339        |
| MT            | 7           | 12          | 19          |
| HT            | 17          | 12          | 29          |
|               | 2           | 0           | 2           |
| <b>Totals</b> | <b>1672</b> | <b>1717</b> | <b>3389</b> |

**TECUMSEH RD E**

|               | HT       | MT         |             | Totals     |
|---------------|----------|------------|-------------|------------|
|               | 0        | 0          | 0           | 0          |
|               | 0        | 0          | 1           | 213        |
|               | 0        | 12         | 12          | 1406       |
|               | 0        | 0          | 1           | 137        |
| <b>Totals</b> | <b>0</b> | <b>214</b> | <b>1430</b> | <b>138</b> |

Peds: 0



Peds: 25

Peds: 0

**TECUMSEH RD E**

| Totals      |      | MT | HT |   |
|-------------|------|----|----|---|
| <b>2</b>    | 2    | 0  | 0  | 0 |
| <b>208</b>  | 207  | 0  | 0  | 1 |
| <b>1289</b> | 1264 | 7  | 17 | 1 |
| <b>173</b>  | 173  | 0  | 0  | 0 |

Peds: 6

**West Approach**

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1756        | 1548        | 3304        |
| MT            | 14          | 9           | 23          |
| HT            | 12          | 17          | 29          |
|               | 0           | 3           | 3           |
| <b>Totals</b> | <b>1782</b> | <b>1577</b> | <b>3359</b> |

| Totals     |            |           |            |          | Totals   |
|------------|------------|-----------|------------|----------|----------|
| <b>180</b> | <b>180</b> | <b>90</b> | <b>114</b> | <b>0</b> | <b>0</b> |
|            | 177        | 89        | 114        | 0        | 0        |
| MT         | 1          | 0         | 0          | 0        | 0        |
| HT         | 0          | 1         | 0          | 0        | 0        |
|            | 2          | 0         | 0          | 0        | 0        |

**EAST PARK DR**

**South Approach**

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 380        | 385        | 765        |
| MT            | 1          | 1          | 2          |
| HT            | 1          | 0          | 1          |
|               | 2          | 0          | 2          |
| <b>Totals</b> | <b>384</b> | <b>386</b> | <b>770</b> |

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**





**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: TECUMSEH RD E & EAST PARK DR  
Count Date: Nov 24, 2020  
Period: 15:00 - 18:00

### Peak Hour Data (15:00 - 16:00)

| Start Time             | North Approach<br>Plaza Access |             |             |          |          |             | South Approach<br>EAST PARK DR |             |             |          |          |             | East Approach<br>TECUMSEH RD E |             |             |            |          |             | West Approach<br>TECUMSEH RD E |             |             |          |           |             | Total<br>Vehic<br>es |             |
|------------------------|--------------------------------|-------------|-------------|----------|----------|-------------|--------------------------------|-------------|-------------|----------|----------|-------------|--------------------------------|-------------|-------------|------------|----------|-------------|--------------------------------|-------------|-------------|----------|-----------|-------------|----------------------|-------------|
|                        | ←                              | ↑           | →           | ↻        | Peds     | Total       | ←                              | ↑           | →           | ↻        | Peds     | Total       | ←                              | ↑           | →           | ↻          | Peds     | Total       | ←                              | ↑           | →           | ↻        | Peds      | Total       |                      |             |
| 15:00                  | 42                             | 15          | 24          | 0        | 0        | 81          | 82                             | 24          | 43          | 0        | 2        | 149         | 41                             | 334         | 55          | 0          | 0        | 430         | 50                             | 358         | 31          | 0        | 6         | 439         | 1099                 |             |
| 15:15                  | 46                             | 20          | 36          | 0        | 0        | 102         | 46                             | 20          | 26          | 0        | 1        | 92          | 43                             | 320         | 51          | 1          | 0        | 415         | 59                             | 339         | 39          | 0        | 14        | 437         | 1046                 |             |
| 15:30                  | 39                             | 18          | 25          | 0        | 0        | 82          | 45                             | 26          | 26          | 0        | 1        | 97          | 42                             | 340         | 54          | 0          | 0        | 436         | 59                             | 407         | 27          | 0        | 3         | 493         | 1108                 |             |
| 15:45                  | 44                             | 22          | 23          | 0        | 0        | 89          | 7                              | 20          | 19          | 0        | 2        | 46          | 47                             | 295         | 48          | 1          | 0        | 391         | 46                             | 326         | 41          | 0        | 2         | 413         | 939                  |             |
| <b>Grand Total</b>     | <b>171</b>                     | <b>75</b>   | <b>108</b>  | <b>0</b> | <b>0</b> | <b>354</b>  | <b>180</b>                     | <b>90</b>   | <b>114</b>  | <b>0</b> | <b>6</b> | <b>384</b>  | <b>173</b>                     | <b>1289</b> | <b>208</b>  | <b>2</b>   | <b>0</b> | <b>1672</b> | <b>214</b>                     | <b>1430</b> | <b>138</b>  | <b>0</b> | <b>25</b> | <b>1782</b> | <b>4192</b>          |             |
| <b>Approach %</b>      | 48.3                           | 21.2        | 30.5        | 0        | -        | -           | 46.9                           | 23.4        | 29.7        | 0        | -        | -           | 10.3                           | 77.1        | 12.4        | 0.1        | -        | -           | 12                             | 80.2        | 7.7         | 0        | -         | -           | -                    |             |
| <b>Totals %</b>        | 4.1                            | 1.8         | 2.6         | 0        | -        | 8.4         | 4.3                            | 2.1         | 2.7         | 0        | -        | 9.2         | 4.1                            | 30.7        | 5           | 0          | -        | 39.9        | 5.1                            | 34.1        | 3.3         | 0        | -         | -           | 42.5                 |             |
| <b>PHF</b>             | <b>0.93</b>                    | <b>0.85</b> | <b>0.75</b> | <b>0</b> | <b>0</b> | <b>0.87</b> | <b>0.55</b>                    | <b>0.87</b> | <b>0.66</b> | <b>0</b> | <b>0</b> | <b>0.64</b> | <b>0.92</b>                    | <b>0.95</b> | <b>0.95</b> | <b>0.5</b> | <b>0</b> | <b>0.96</b> | <b>0.91</b>                    | <b>0.88</b> | <b>0.84</b> | <b>0</b> | <b>0</b>  | <b>0</b>    | <b>0.9</b>           | <b>0.95</b> |
| <b>Cars</b>            | 171                            | 75          | 107         | 0        | 0        | 353         | 177                            | 89          | 114         | 0        | 0        | 380         | 173                            | 1264        | 207         | 2          | 0        | 1646        | 213                            | 1406        | 137         | 0        | 0         | 1756        | 4135                 |             |
| <b>% Cars</b>          | 100                            | 100         | 99.1        | 0        | 0        | 99.7        | 98.3                           | 98.9        | 100         | 0        | 0        | 99          | 100                            | 98.1        | 99.5        | 100        | 0        | 98.4        | 99.5                           | 98.3        | 99.3        | 0        | 0         | 0           | 98.5                 | 98.6        |
| <b>Medium Trucks</b>   | 0                              | 0           | 1           | 0        | 0        | 1           | 1                              | 0           | 0           | 0        | 0        | 1           | 0                              | 7           | 0           | 0          | 7        | 7           | 1                              | 12          | 1           | 0        | 0         | 14          | 23                   |             |
| <b>% Medium Trucks</b> | 0                              | 0           | 0.9         | 0        | 0        | 0.3         | 0.6                            | 0           | 0           | 0        | 0        | 0.3         | 0                              | 0.5         | 0           | 0          | 0.4      | 0.4         | 0.5                            | 0.8         | 0.7         | 0        | 0         | 0.8         | 0.5                  |             |
| <b>Heavy Trucks</b>    | 0                              | 0           | 0           | 0        | 0        | 0           | 0                              | 1           | 0           | 0        | 0        | 1           | 0                              | 17          | 0           | 0          | 17       | 17          | 0                              | 12          | 0           | 0        | 0         | 12          | 30                   |             |
| <b>% Heavy Trucks</b>  | 0                              | 0           | 0           | 0        | 0        | 0           | 0                              | 1.1         | 0           | 0        | 0        | 0.3         | 0                              | 1.3         | 0           | 0          | 1        | 1           | 0                              | 0.8         | 0           | 0        | 0         | 0.7         | 0.7                  |             |
| <b>Bicycles</b>        | 0                              | 0           | 0           | 0        | 0        | 0           | 2                              | 0           | 0           | 0        | 0        | 2           | 0                              | 1           | 1           | 0          | 2        | 2           | 0                              | 0           | 0           | 0        | 0         | 0           | 4                    |             |
| <b>% Bicycles</b>      | 0                              | 0           | 0           | 0        | 0        | 0           | 1.1                            | 0           | 0           | 0        | 0        | 0.5         | 0                              | 0.1         | 0.5         | 0          | 0.1      | 0.1         | 0                              | 0           | 0           | 0        | 0         | 0           | 0.1                  |             |
| <b>Peds</b>            |                                |             |             |          | 0        | -           |                                |             |             |          | 6        | -           |                                |             |             |            | 0        | -           |                                |             |             |          | 25        | -           | 31                   |             |
| <b>% Peds</b>          |                                |             |             |          | 0        | -           |                                |             |             |          | 19.4     | -           |                                |             |             |            | 0        | -           |                                |             |             |          | 80.6      | -           | -                    |             |



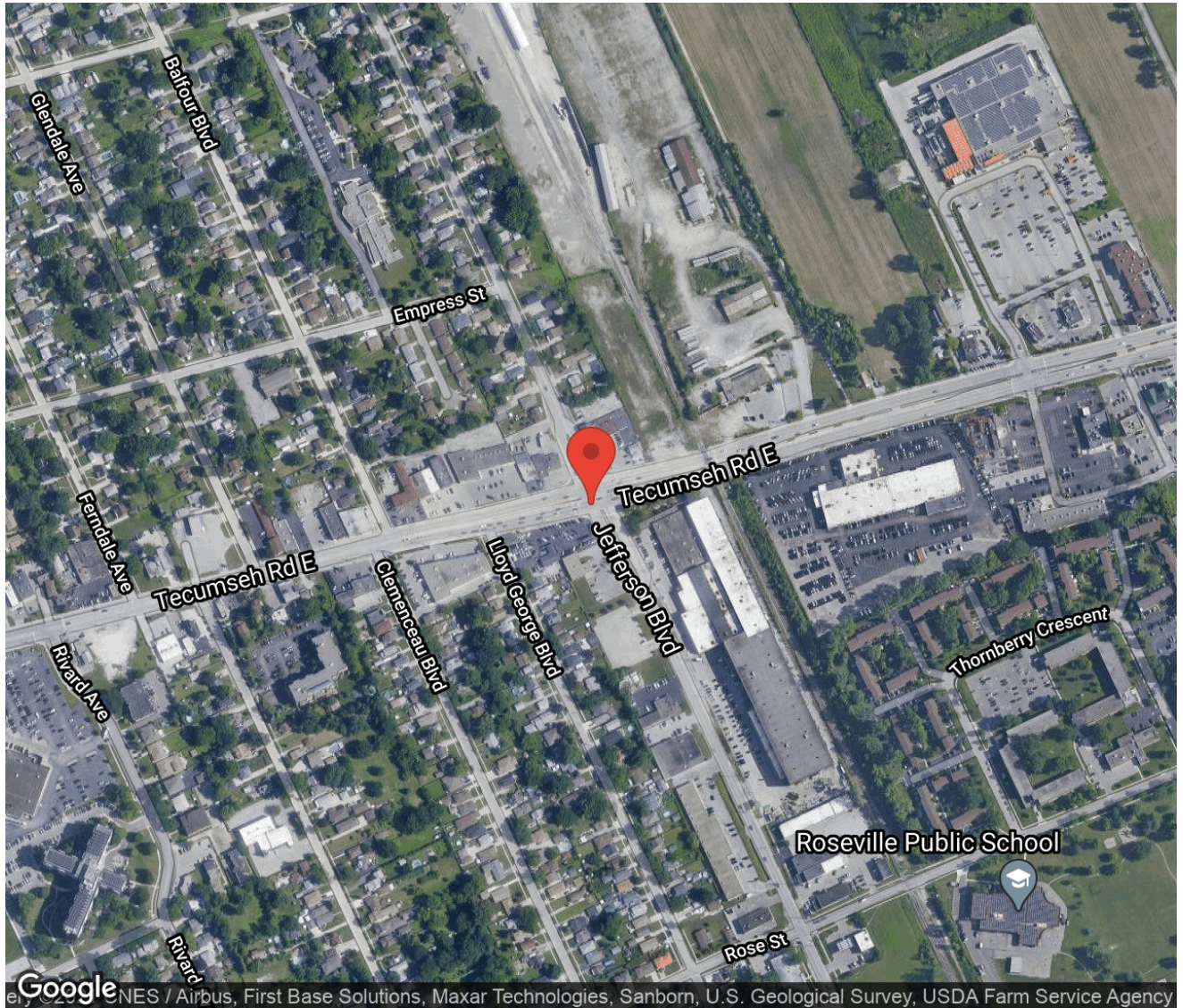
## Project #21-037 - City of Windsor

### Intersection Count Report

|                          |   |
|--------------------------|---|
| <b>Intersection:</b>     | TECUMSEH RD E & JEFFERSON BLVD                            |
| <b>Municipality:</b>     | Windsor   |
| <b>Count Date:</b>       | Mar 24, 2021  |
| <b>Site Code:</b>        | 2103700075  |
| <b>Count Categories:</b> | Cars, Medium Trucks + Buses, Heavy Trucks, Peds, Bicycles |
| <b>Count Period:</b>     | 07:00-10:00, 11:00-14:00, 15:00-18:00                     |
| <b>Weather:</b>          | Clear   |

## Traffic Count Map

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
Site Code: 2103700075  
Municipality: Windsor  
Count Date: Mar 24, 2021



## Traffic Count Summary

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### JEFFERSON BLVD - Traffic Summary

| Hour                 | North Approach Totals |             |            |          |             |           | South Approach Totals |             |            |          |             |           | Total       |
|----------------------|-----------------------|-------------|------------|----------|-------------|-----------|-----------------------|-------------|------------|----------|-------------|-----------|-------------|
|                      | Left                  | Thru        | Right      | U-Turn   | Total       | Peds      | Left                  | Thru        | Right      | U-Turn   | Total       | Peds      |             |
| <b>07:00 - 08:00</b> | 171                   | 225         | 46         | 0        | 442         | 2         | 47                    | 132         | 57         | 0        | 236         | 0         | 678         |
| <b>08:00 - 09:00</b> | 195                   | 246         | 76         | 0        | 517         | 0         | 80                    | 160         | 81         | 0        | 321         | 1         | 838         |
| <b>09:00 - 10:00</b> | 178                   | 133         | 55         | 0        | 366         | 0         | 92                    | 124         | 89         | 0        | 305         | 1         | 671         |
| BREAK                |                       |             |            |          |             |           |                       |             |            |          |             |           |             |
| <b>11:00 - 12:00</b> | 235                   | 174         | 80         | 0        | 489         | 2         | 85                    | 148         | 130        | 0        | 363         | 5         | 852         |
| <b>12:00 - 13:00</b> | 224                   | 193         | 77         | 1        | 495         | 2         | 90                    | 159         | 119        | 0        | 368         | 5         | 863         |
| <b>13:00 - 14:00</b> | 237                   | 192         | 72         | 0        | 501         | 3         | 91                    | 123         | 119        | 0        | 333         | 4         | 834         |
| BREAK                |                       |             |            |          |             |           |                       |             |            |          |             |           |             |
| <b>15:00 - 16:00</b> | 281                   | 281         | 88         | 0        | 650         | 5         | 147                   | 297         | 149        | 0        | 593         | 5         | 1243        |
| <b>16:00 - 17:00</b> | 231                   | 210         | 75         | 0        | 516         | 4         | 136                   | 280         | 105        | 0        | 521         | 5         | 1037        |
| <b>17:00 - 18:00</b> | 224                   | 188         | 74         | 0        | 486         | 4         | 141                   | 253         | 124        | 0        | 518         | 2         | 1004        |
| <b>GRAND TOTAL</b>   | <b>1976</b>           | <b>1842</b> | <b>643</b> | <b>1</b> | <b>4462</b> | <b>22</b> | <b>909</b>            | <b>1676</b> | <b>973</b> | <b>0</b> | <b>3558</b> | <b>28</b> | <b>8020</b> |

## Traffic Count Summary

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### TECUMSEH RD E - Traffic Summary

| Hour                 | East Approach Totals |             |             |           |             |          | West Approach Totals |            |             |            |          |             | Total     |              |
|----------------------|----------------------|-------------|-------------|-----------|-------------|----------|----------------------|------------|-------------|------------|----------|-------------|-----------|--------------|
|                      | Left                 | Thru        | Right       | U-Turn    | Total       | Peds     | Left                 | Thru       | Right       | U-Turn     | Total    | Peds        |           |              |
| <b>07:00 - 08:00</b> | 39                   | 448         | 107         | 1         | 595         | 0        | 33                   | 430        | 76          | 0          | 539      | 0           | 1134      |              |
| <b>08:00 - 09:00</b> | 78                   | 680         | 172         | 2         | 932         | 2        | 48                   | 582        | 57          | 0          | 687      | 0           | 1619      |              |
| <b>09:00 - 10:00</b> | 83                   | 624         | 142         | 4         | 853         | 1        | 36                   | 676        | 73          | 0          | 785      | 0           | 1638      |              |
| BREAK                |                      |             |             |           |             |          |                      |            |             |            |          |             |           |              |
| <b>11:00 - 12:00</b> | 109                  | 820         | 217         | 1         | 1147        | 2        | 72                   | 842        | 75          | 1          | 990      | 1           | 2137      |              |
| <b>12:00 - 13:00</b> | 132                  | 849         | 255         | 4         | 1240        | 0        | 69                   | 941        | 80          | 2          | 1092     | 1           | 2332      |              |
| <b>13:00 - 14:00</b> | 117                  | 861         | 253         | 3         | 1234        | 1        | 83                   | 952        | 99          | 2          | 1136     | 0           | 2370      |              |
| BREAK                |                      |             |             |           |             |          |                      |            |             |            |          |             |           |              |
| <b>15:00 - 16:00</b> | 131                  | 1079        | 323         | 3         | 1536        | 2        | 101                  | 1202       | 116         | 0          | 1419     | 5           | 2955      |              |
| <b>16:00 - 17:00</b> | 120                  | 933         | 279         | 3         | 1335        | 4        | 93                   | 1016       | 115         | 0          | 1224     | 3           | 2559      |              |
| <b>17:00 - 18:00</b> | 110                  | 813         | 280         | 2         | 1205        | 1        | 102                  | 928        | 89          | 1          | 1120     | 1           | 2325      |              |
| <b>GRAND TOTAL</b>   | <b>919</b>           | <b>7107</b> | <b>2028</b> | <b>23</b> | <b>1007</b> | <b>7</b> | <b>13</b>            | <b>637</b> | <b>7569</b> | <b>780</b> | <b>6</b> | <b>8992</b> | <b>11</b> | <b>19069</b> |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### North Approach - JEFFERSON BLVD

| Start Time      | Cars |     |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |   |
|-----------------|------|-----|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|---|
|                 | ←    | ↑   | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |   |
| 07:00           | 28   | 40  | 8   | 0 | 76    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:15           | 46   | 49  | 11  | 0 | 106   | 0                     | 1 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 07:30           | 48   | 63  | 11  | 0 | 122   | 0                     | 1 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:45           | 49   | 70  | 16  | 0 | 135   | 0                     | 1 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 08:00           | 48   | 62  | 20  | 0 | 130   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:15           | 36   | 59  | 20  | 0 | 115   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:30           | 45   | 57  | 22  | 0 | 124   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 0          | 0 |
| 08:45           | 64   | 64  | 14  | 0 | 142   | 1                     | 4 | 0 | 0 | 5     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:00           | 46   | 43  | 9   | 0 | 98    | 0                     | 0 | 2 | 0 | 2     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:15           | 38   | 23  | 13  | 0 | 74    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:30           | 47   | 30  | 17  | 0 | 94    | 0                     | 0 | 0 | 0 | 0     | 0            | 2 | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:45           | 46   | 32  | 13  | 0 | 91    | 1                     | 0 | 0 | 0 | 1     | 0            | 1 | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          | 0 |
| <b>SUBTOTAL</b> | 541  | 592 | 174 | 0 | 1307  | 2                     | 7 | 2 | 0 | 11    | 0            | 4 | 1 | 0 | 5     | 1        | 1 | 0 | 0 | 2     | 2          | 2 |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### North Approach - JEFFERSON BLVD

| Start Time      | Cars |     |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|-----|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑   | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 55   | 40  | 16  | 0 | 111   | 0                     | 0 | 0 | 0 | 0     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:15           | 62   | 52  | 18  | 0 | 132   | 1                     | 1 | 0 | 0 | 2     | 1            | 1 | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 2          |
| 11:30           | 62   | 36  | 25  | 0 | 123   | 1                     | 0 | 1 | 0 | 2     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:45           | 53   | 42  | 19  | 0 | 114   | 0                     | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 56   | 51  | 17  | 0 | 124   | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 1 | 0 | 1     | 0          |
| 12:15           | 57   | 48  | 20  | 0 | 125   | 0                     | 0 | 0 | 0 | 0     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |
| 12:30           | 60   | 36  | 18  | 1 | 115   | 1                     | 0 | 1 | 0 | 2     | 0            | 1 | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 12:45           | 46   | 52  | 18  | 0 | 116   | 3                     | 1 | 1 | 0 | 5     | 0            | 1 | 0 | 0 | 1     | 0        | 1 | 1 | 0 | 2     | 0          |
| 13:00           | 53   | 47  | 17  | 0 | 117   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:15           | 61   | 47  | 22  | 0 | 130   | 1                     | 1 | 0 | 0 | 2     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:30           | 66   | 47  | 18  | 0 | 131   | 1                     | 2 | 0 | 0 | 3     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 13:45           | 55   | 48  | 15  | 0 | 118   | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 686  | 546 | 223 | 1 | 1456  | 9                     | 5 | 4 | 0 | 18    | 1            | 6 | 0 | 0 | 7     | 0        | 2 | 2 | 0 | 4     | 7          |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### North Approach - JEFFERSON BLVD

| Start Time         | Cars |      |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|--------------------|------|------|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                    | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 15:00              | 70   | 89   | 26  | 0 | 185   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 15:15              | 66   | 58   | 19  | 0 | 143   | 0                     | 0  | 1 | 0 | 1     | 0            | 1  | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 2          |
| 15:30              | 67   | 62   | 21  | 0 | 150   | 2                     | 2  | 0 | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| 15:45              | 73   | 65   | 20  | 0 | 158   | 1                     | 4  | 0 | 0 | 5     | 1            | 0  | 0 | 0 | 1     | 1        | 0 | 0 | 0 | 1     | 0          |
| 16:00              | 56   | 53   | 18  | 0 | 127   | 0                     | 0  | 1 | 0 | 1     | 0            | 3  | 0 | 0 | 3     | 1        | 1 | 0 | 0 | 2     | 0          |
| 16:15              | 47   | 46   | 21  | 0 | 114   | 0                     | 0  | 1 | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 16:30              | 70   | 51   | 18  | 0 | 139   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45              | 57   | 54   | 16  | 0 | 127   | 0                     | 1  | 0 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |
| 17:00              | 53   | 60   | 24  | 0 | 137   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 0          |
| 17:15              | 61   | 44   | 14  | 0 | 119   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 17:30              | 62   | 49   | 23  | 0 | 134   | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45              | 46   | 35   | 13  | 0 | 94    | 0                     | 0  | 0 | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 2          |
| <b>SUBTOTAL</b>    | 728  | 666  | 233 | 0 | 1627  | 3                     | 7  | 3 | 0 | 13    | 1            | 5  | 1 | 0 | 7     | 4        | 1 | 0 | 0 | 5     | 13         |
| <b>GRAND TOTAL</b> | 1955 | 1804 | 630 | 1 | 4390  | 14                    | 19 | 9 | 0 | 42    | 2            | 15 | 2 | 0 | 19    | 5        | 4 | 2 | 0 | 11    | 22         |





## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - JEFFERSON BLVD

| Start Time      | Cars |     |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |   |
|-----------------|------|-----|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|---|
|                 | ←    | ↑   | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |   |
| 07:00           | 6    | 21  | 11  | 0 | 38    | 0                     | 1  | 0 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:15           | 10   | 23  | 9   | 0 | 42    | 0                     | 3  | 2 | 0 | 5     | 1            | 5  | 1 | 0 | 7     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:30           | 13   | 31  | 11  | 0 | 55    | 0                     | 3  | 2 | 0 | 5     | 0            | 1  | 2 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 07:45           | 15   | 43  | 19  | 0 | 77    | 1                     | 1  | 0 | 0 | 2     | 1            | 0  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:00           | 29   | 30  | 15  | 0 | 74    | 0                     | 1  | 1 | 0 | 2     | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:15           | 15   | 36  | 18  | 0 | 69    | 1                     | 0  | 1 | 0 | 2     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 08:30           | 12   | 43  | 19  | 0 | 74    | 1                     | 2  | 2 | 0 | 5     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 08:45           | 20   | 41  | 24  | 0 | 85    | 1                     | 0  | 0 | 0 | 1     | 0            | 2  | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:00           | 24   | 30  | 29  | 0 | 83    | 1                     | 1  | 0 | 0 | 2     | 1            | 0  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:15           | 18   | 27  | 17  | 0 | 62    | 0                     | 1  | 0 | 0 | 1     | 0            | 0  | 2 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 1 |
| 09:30           | 18   | 25  | 20  | 0 | 63    | 3                     | 1  | 0 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| 09:45           | 26   | 36  | 21  | 0 | 83    | 0                     | 1  | 0 | 0 | 1     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          | 0 |
| <b>SUBTOTAL</b> | 206  | 386 | 213 | 0 | 805   | 8                     | 15 | 8 | 0 | 31    | 5            | 15 | 6 | 0 | 26    | 0        | 0 | 0 | 0 | 0     | 0          | 2 |

## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - JEFFERSON BLVD

| Start Time      | Cars |     |     |   |       | Medium Trucks + Buses |   |   |   |       | Heavy Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|-----|-----|---|-------|-----------------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑   | →   | ↻ | Total | ←                     | ↑ | → | ↻ | Total | ←            | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 13   | 33  | 22  | 0 | 68    | 0                     | 1 | 1 | 0 | 2     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:15           | 21   | 35  | 28  | 0 | 84    | 0                     | 0 | 1 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:30           | 24   | 37  | 30  | 0 | 91    | 1                     | 1 | 1 | 0 | 3     | 0            | 0 | 0 | 0 | 0     | 1        | 0 | 0 | 0 | 1     | 3          |
| 11:45           | 24   | 40  | 44  | 0 | 108   | 1                     | 0 | 2 | 0 | 3     | 0            | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 25   | 44  | 32  | 0 | 101   | 1                     | 0 | 0 | 0 | 1     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |
| 12:15           | 12   | 35  | 29  | 0 | 76    | 1                     | 1 | 0 | 0 | 2     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 12:30           | 18   | 31  | 30  | 0 | 79    | 1                     | 0 | 0 | 0 | 1     | 0            | 0 | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 1          |
| 12:45           | 32   | 43  | 27  | 0 | 102   | 0                     | 1 | 1 | 0 | 2     | 0            | 1 | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:00           | 33   | 29  | 31  | 0 | 93    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |
| 13:15           | 17   | 30  | 31  | 0 | 78    | 0                     | 1 | 0 | 0 | 1     | 0            | 1 | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:30           | 24   | 24  | 26  | 0 | 74    | 0                     | 0 | 0 | 0 | 0     | 0            | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 16   | 34  | 29  | 0 | 79    | 1                     | 3 | 1 | 0 | 5     | 0            | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| <b>SUBTOTAL</b> | 259  | 415 | 359 | 0 | 1033  | 6                     | 8 | 7 | 0 | 21    | 0            | 5 | 2 | 0 | 7     | 1        | 2 | 0 | 0 | 3     | 14         |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### South Approach - JEFFERSON BLVD

| Start Time         | Cars |      |     |   |       | Medium Trucks + Buses |    |    |   |       | Heavy Trucks |    |    |   |       | Bicycles |   |   |   |       | Total Peds |   |
|--------------------|------|------|-----|---|-------|-----------------------|----|----|---|-------|--------------|----|----|---|-------|----------|---|---|---|-------|------------|---|
|                    | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | →  | ↻ | Total | ←            | ↑  | →  | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |   |
| 15:00              | 37   | 80   | 37  | 0 | 154   | 2                     | 0  | 0  | 0 | 2     | 1            | 2  | 1  | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 0          |   |
| 15:15              | 39   | 77   | 36  | 0 | 152   | 0                     | 0  | 2  | 0 | 2     | 0            | 0  | 4  | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 2          |   |
| 15:30              | 32   | 73   | 23  | 0 | 128   | 1                     | 1  | 0  | 0 | 2     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 3          |   |
| 15:45              | 34   | 64   | 43  | 0 | 141   | 1                     | 0  | 3  | 0 | 4     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |   |
| 16:00              | 26   | 69   | 33  | 0 | 128   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |   |
| 16:15              | 36   | 76   | 24  | 0 | 136   | 1                     | 1  | 0  | 0 | 2     | 0            | 0  | 1  | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 2          |   |
| 16:30              | 32   | 64   | 20  | 0 | 116   | 0                     | 0  | 0  | 0 | 0     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |   |
| 16:45              | 41   | 68   | 27  | 0 | 136   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 2          |   |
| 17:00              | 38   | 81   | 37  | 0 | 156   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 1  | 0 | 1     | 1        | 0 | 0 | 0 | 0     | 1          | 0 |
| 17:15              | 42   | 80   | 35  | 0 | 157   | 0                     | 0  | 0  | 0 | 0     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |   |
| 17:30              | 30   | 46   | 20  | 0 | 96    | 0                     | 0  | 0  | 0 | 0     | 1            | 0  | 0  | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |   |
| 17:45              | 29   | 45   | 31  | 0 | 105   | 0                     | 0  | 0  | 0 | 0     | 0            | 0  | 0  | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 1          |   |
| <b>SUBTOTAL</b>    | 416  | 823  | 366 | 0 | 1605  | 5                     | 5  | 5  | 0 | 15    | 2            | 2  | 7  | 0 | 11    | 1        | 0 | 0 | 0 | 1     | 12         |   |
| <b>GRAND TOTAL</b> | 881  | 1624 | 938 | 0 | 3443  | 19                    | 28 | 20 | 0 | 67    | 7            | 22 | 15 | 0 | 44    | 2        | 2 | 0 | 0 | 4     | 28         |   |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 10   | 78   | 27  | 0 | 115   | 0                     | 0  | 0 | 0 | 0     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 6    | 81   | 21  | 0 | 108   | 1                     | 0  | 2 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 6    | 137  | 22  | 1 | 166   | 1                     | 1  | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 13   | 144  | 34  | 0 | 191   | 2                     | 3  | 1 | 0 | 6     | 0            | 0  | 0 | 0 | 0     | 0        | 2 | 0 | 0 | 2     | 0          |
| 08:00           | 13   | 150  | 36  | 0 | 199   | 3                     | 4  | 1 | 0 | 8     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:15           | 16   | 158  | 37  | 2 | 213   | 0                     | 1  | 0 | 0 | 1     | 1            | 2  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 19   | 162  | 44  | 0 | 225   | 2                     | 0  | 1 | 0 | 3     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 1          |
| 08:45           | 23   | 189  | 52  | 0 | 264   | 1                     | 8  | 1 | 0 | 10    | 0            | 3  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:00           | 16   | 154  | 32  | 1 | 203   | 1                     | 1  | 0 | 0 | 2     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 22   | 124  | 32  | 0 | 178   | 1                     | 2  | 0 | 1 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:30           | 26   | 159  | 39  | 0 | 224   | 1                     | 3  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| 09:45           | 13   | 175  | 39  | 2 | 229   | 2                     | 1  | 0 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| <b>SUBTOTAL</b> | 183  | 1711 | 415 | 6 | 2315  | 15                    | 24 | 6 | 1 | 46    | 2            | 14 | 0 | 0 | 16    | 0        | 3 | 0 | 0 | 3     | 3          |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 27   | 198  | 42  | 0 | 267   | 0                     | 5  | 1 | 0 | 6     | 0            | 0  | 1 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 1          |
| 11:15           | 18   | 163  | 52  | 1 | 234   | 1                     | 0  | 0 | 0 | 1     | 0            | 2  | 0 | 0 | 2     | 0        | 2 | 0 | 0 | 2     | 0          |
| 11:30           | 26   | 222  | 57  | 0 | 305   | 1                     | 6  | 1 | 0 | 8     | 1            | 3  | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:45           | 34   | 213  | 63  | 0 | 310   | 1                     | 3  | 0 | 0 | 4     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 28   | 222  | 68  | 0 | 318   | 3                     | 4  | 0 | 0 | 7     | 2            | 2  | 1 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:15           | 33   | 199  | 62  | 1 | 295   | 2                     | 0  | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:30           | 39   | 205  | 58  | 1 | 303   | 0                     | 3  | 1 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:45           | 25   | 212  | 64  | 2 | 303   | 0                     | 0  | 1 | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:00           | 36   | 217  | 60  | 0 | 313   | 0                     | 4  | 0 | 0 | 4     | 1            | 0  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 1          |
| 13:15           | 27   | 201  | 60  | 0 | 288   | 0                     | 1  | 0 | 0 | 1     | 1            | 1  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:30           | 26   | 210  | 62  | 0 | 298   | 1                     | 2  | 1 | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 24   | 221  | 69  | 3 | 317   | 1                     | 3  | 1 | 0 | 5     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 343  | 2483 | 717 | 8 | 3551  | 10                    | 31 | 6 | 0 | 47    | 5            | 12 | 2 | 0 | 19    | 0        | 4 | 0 | 0 | 4     | 3          |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### East Approach - TECUMSEH RD E

| Start Time         | Cars |      |      |    |       | Medium Trucks + Buses |    |    |   |       | Heavy Trucks |    |   |   |       | Bicycles |    |   |   |       | Total Peds |
|--------------------|------|------|------|----|-------|-----------------------|----|----|---|-------|--------------|----|---|---|-------|----------|----|---|---|-------|------------|
|                    | ←    | ↑    | →    | ↻  | Total | ←                     | ↑  | →  | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑  | → | ↻ | Total |            |
| 15:00              | 34   | 298  | 90   | 0  | 422   | 1                     | 4  | 0  | 0 | 5     | 0            | 0  | 0 | 0 | 0     | 0        | 2  | 0 | 0 | 2     | 1          |
| 15:15              | 39   | 275  | 72   | 0  | 386   | 1                     | 1  | 0  | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:30              | 31   | 275  | 88   | 2  | 396   | 1                     | 1  | 0  | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:45              | 23   | 219  | 73   | 1  | 316   | 1                     | 2  | 0  | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 1          |
| 16:00              | 35   | 214  | 75   | 0  | 324   | 2                     | 1  | 0  | 0 | 3     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:15              | 20   | 210  | 65   | 1  | 296   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 2          |
| 16:30              | 33   | 249  | 64   | 1  | 347   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:45              | 30   | 256  | 75   | 1  | 362   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 2          |
| 17:00              | 36   | 207  | 89   | 1  | 333   | 1                     | 1  | 0  | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 1          |
| 17:15              | 25   | 207  | 68   | 0  | 300   | 0                     | 0  | 0  | 0 | 0     | 0            | 0  | 0 | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:30              | 27   | 215  | 68   | 1  | 311   | 0                     | 0  | 0  | 0 | 0     | 0            | 1  | 0 | 0 | 1     | 0        | 1  | 0 | 0 | 1     | 0          |
| 17:45              | 21   | 180  | 54   | 0  | 255   | 0                     | 0  | 1  | 0 | 1     | 0            | 1  | 0 | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b>    | 354  | 2805 | 881  | 8  | 4048  | 7                     | 13 | 1  | 0 | 21    | 0            | 4  | 0 | 0 | 4     | 0        | 3  | 0 | 0 | 3     | 7          |
| <b>GRAND TOTAL</b> | 880  | 6999 | 2013 | 22 | 9914  | 32                    | 68 | 13 | 1 | 114   | 7            | 30 | 2 | 0 | 39    | 0        | 10 | 0 | 0 | 10    | 13         |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks + Buses |    |    |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|-----------------------|----|----|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | →  | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 5    | 73   | 17  | 0 | 95    | 0                     | 2  | 0  | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 7    | 93   | 21  | 0 | 121   | 1                     | 2  | 0  | 0 | 3     | 0            | 2  | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 7    | 116  | 16  | 0 | 139   | 1                     | 2  | 1  | 0 | 4     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 12   | 138  | 18  | 0 | 168   | 0                     | 1  | 0  | 0 | 1     | 0            | 1  | 2 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 13   | 120  | 16  | 0 | 149   | 0                     | 3  | 3  | 0 | 6     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 13   | 134  | 14  | 0 | 161   | 1                     | 4  | 1  | 0 | 6     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 10   | 129  | 9   | 0 | 148   | 0                     | 4  | 0  | 0 | 4     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 11   | 181  | 13  | 0 | 205   | 0                     | 2  | 1  | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 09:00           | 11   | 169  | 19  | 0 | 199   | 0                     | 2  | 4  | 0 | 6     | 0            | 2  | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:15           | 7    | 159  | 13  | 0 | 179   | 0                     | 3  | 0  | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 09:30           | 7    | 155  | 15  | 0 | 177   | 1                     | 2  | 1  | 0 | 4     | 0            | 2  | 1 | 0 | 3     | 0        | 1 | 0 | 0 | 1     | 0          |
| 09:45           | 10   | 179  | 20  | 0 | 209   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 113  | 1646 | 191 | 0 | 1950  | 4                     | 28 | 11 | 0 | 43    | 0            | 12 | 4 | 0 | 16    | 0        | 2 | 0 | 0 | 2     | 0          |



## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time      | Cars |      |     |   |       | Medium Trucks + Buses |    |   |   |       | Heavy Trucks |    |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|------|-----|---|-------|-----------------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | → | ↻ | Total | ←            | ↑  | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 11:00           | 16   | 173  | 18  | 0 | 207   | 0                     | 3  | 2 | 0 | 5     | 0            | 1  | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 11:15           | 20   | 200  | 20  | 0 | 240   | 1                     | 3  | 1 | 0 | 5     | 0            | 2  | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 1          |
| 11:30           | 18   | 237  | 12  | 0 | 267   | 0                     | 2  | 0 | 0 | 2     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 11:45           | 17   | 215  | 21  | 1 | 254   | 0                     | 5  | 0 | 0 | 5     | 0            | 0  | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:00           | 21   | 211  | 20  | 0 | 252   | 0                     | 3  | 0 | 0 | 3     | 0            | 1  | 0 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 12:15           | 12   | 263  | 14  | 2 | 291   | 0                     | 2  | 0 | 0 | 2     | 0            | 2  | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 1          |
| 12:30           | 18   | 242  | 24  | 0 | 284   | 1                     | 2  | 1 | 0 | 4     | 1            | 2  | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 12:45           | 16   | 209  | 20  | 0 | 245   | 0                     | 2  | 0 | 0 | 2     | 0            | 1  | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:00           | 23   | 224  | 17  | 2 | 266   | 0                     | 2  | 0 | 0 | 2     | 0            | 0  | 1 | 0 | 1     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:15           | 19   | 224  | 25  | 0 | 268   | 0                     | 3  | 0 | 0 | 3     | 0            | 0  | 0 | 0 | 0     | 0        | 1 | 0 | 0 | 1     | 0          |
| 13:30           | 21   | 211  | 26  | 0 | 258   | 0                     | 1  | 0 | 0 | 1     | 0            | 1  | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 13:45           | 19   | 281  | 28  | 0 | 328   | 1                     | 1  | 0 | 0 | 2     | 0            | 1  | 1 | 0 | 2     | 0        | 1 | 0 | 0 | 1     | 0          |
| <b>SUBTOTAL</b> | 220  | 2690 | 245 | 5 | 3160  | 3                     | 29 | 4 | 0 | 36    | 1            | 11 | 5 | 0 | 17    | 0        | 5 | 0 | 0 | 5     | 2          |





## Traffic Count Data

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Municipality: Windsor  
 Count Date: Mar 24, 2021

### West Approach - TECUMSEH RD E

| Start Time         | Cars |      |     |   |       | Medium Trucks + Buses |    |    |   |       | Heavy Trucks |    |    |   |       | Bicycles |    |   |   |       | Total Peds |
|--------------------|------|------|-----|---|-------|-----------------------|----|----|---|-------|--------------|----|----|---|-------|----------|----|---|---|-------|------------|
|                    | ←    | ↑    | →   | ↻ | Total | ←                     | ↑  | →  | ↻ | Total | ←            | ↑  | →  | ↻ | Total | ←        | ↑  | → | ↻ | Total |            |
| 15:00              | 23   | 303  | 26  | 0 | 352   | 1                     | 3  | 1  | 0 | 5     | 0            | 0  | 0  | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 15:15              | 37   | 330  | 31  | 0 | 398   | 1                     | 4  | 0  | 0 | 5     | 0            | 2  | 0  | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 2          |
| 15:30              | 23   | 283  | 31  | 0 | 337   | 0                     | 7  | 0  | 0 | 7     | 0            | 1  | 0  | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 1          |
| 15:45              | 16   | 266  | 25  | 0 | 307   | 0                     | 2  | 1  | 0 | 3     | 0            | 1  | 1  | 0 | 2     | 0        | 0  | 0 | 0 | 0     | 2          |
| 16:00              | 27   | 239  | 24  | 0 | 290   | 0                     | 2  | 0  | 0 | 2     | 0            | 0  | 0  | 0 | 0     | 0        | 1  | 0 | 0 | 1     | 2          |
| 16:15              | 20   | 262  | 25  | 0 | 307   | 0                     | 0  | 2  | 0 | 2     | 0            | 0  | 0  | 0 | 0     | 0        | 1  | 0 | 0 | 1     | 1          |
| 16:30              | 21   | 264  | 29  | 0 | 314   | 0                     | 0  | 1  | 0 | 1     | 0            | 1  | 0  | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 16:45              | 25   | 245  | 33  | 0 | 303   | 0                     | 0  | 1  | 0 | 1     | 0            | 1  | 0  | 0 | 1     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:00              | 26   | 245  | 33  | 0 | 304   | 0                     | 1  | 0  | 0 | 1     | 0            | 0  | 0  | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| 17:15              | 28   | 214  | 30  | 0 | 272   | 0                     | 0  | 0  | 0 | 0     | 0            | 1  | 2  | 0 | 3     | 0        | 0  | 0 | 0 | 0     | 1          |
| 17:30              | 27   | 263  | 15  | 1 | 306   | 0                     | 0  | 0  | 0 | 0     | 0            | 1  | 0  | 0 | 1     | 0        | 1  | 0 | 0 | 1     | 0          |
| 17:45              | 21   | 202  | 8   | 0 | 231   | 0                     | 0  | 1  | 0 | 1     | 0            | 0  | 0  | 0 | 0     | 0        | 0  | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b>    | 294  | 3116 | 310 | 1 | 3721  | 2                     | 19 | 7  | 0 | 28    | 0            | 8  | 3  | 0 | 11    | 0        | 3  | 0 | 0 | 3     | 9          |
| <b>GRAND TOTAL</b> | 627  | 7452 | 746 | 6 | 8831  | 9                     | 76 | 22 | 0 | 107   | 1            | 31 | 12 | 0 | 44    | 0        | 10 | 0 | 0 | 10    | 11         |

## Peak Hour Diagram

### Specified Period

From: 07:00:00  
To: 10:00:00

### One Hour Peak

From: 08:15:00  
To: 09:15:00

**Intersection:** TECUMSEH RD E & JEFFERSON BLVD  
**Site Code:** 2103700075  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 479        | 360        | 839        |
| MTB           | 7          | 6          | 13         |
| HT            | 1          | 4          | 5          |
|               | 1          | 0          | 1          |
| <b>Totals</b> | <b>488</b> | <b>370</b> | <b>858</b> |

### JEFFERSON BLVD

|               |           |            |            |          |
|---------------|-----------|------------|------------|----------|
|               | 0         | 0          | 1          | 0        |
| HT            | 0         | 1          | 0          | 0        |
| MTB           | 2         | 4          | 1          | 0        |
|               | 65        | 223        | 191        | 0        |
| <b>Totals</b> | <b>67</b> | <b>228</b> | <b>193</b> | <b>0</b> |

### East Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
|               | 905        | 897        | 1802        |
| MTB           | 16         | 16         | 32          |
| HT            | 10         | 6          | 16          |
|               | 0          | 2          | 2           |
| <b>Totals</b> | <b>931</b> | <b>921</b> | <b>1852</b> |

### TECUMSEH RD E

|     | HT | MTB |     | Totals |
|-----|----|-----|-----|--------|
|     | 0  | 0   | 0   | 0      |
| HT  | 0  | 1   | 45  | 46     |
| MTB | 5  | 12  | 613 | 631    |
|     | 0  | 6   | 55  | 61     |

Peds: 0

Peds: 0



Peds: 1

Peds: 1

### TECUMSEH RD E

| Totals |     | MTB | HT |   |
|--------|-----|-----|----|---|
| 3      | 3   | 0   | 0  | 0 |
| 167    | 165 | 2   | 0  | 0 |
| 681    | 663 | 10  | 8  | 0 |
| 80     | 74  | 4   | 2  | 0 |

### West Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
|               | 713        | 799        | 1512        |
| MTB           | 19         | 16         | 35          |
| HT            | 5          | 10         | 15          |
|               | 1          | 0          | 1           |
| <b>Totals</b> | <b>738</b> | <b>825</b> | <b>1563</b> |

| Totals |     |     |    |   |
|--------|-----|-----|----|---|
| 77     | 157 | 94  | 0  |   |
|        | 71  | 150 | 90 | 0 |
| MTB    | 4   | 3   | 3  | 0 |
| HT     | 2   | 4   | 1  | 0 |
|        | 0   | 0   | 0  | 0 |

### JEFFERSON BLVD

### South Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 311        | 352        | 663        |
| MTB           | 10         | 14         | 24         |
| HT            | 7          | 3          | 10         |
|               | 0          | 0          | 0          |
| <b>Totals</b> | <b>328</b> | <b>369</b> | <b>697</b> |

- Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

- Bicycles

### Comments



## Peak Hour Summary

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Count Date: Mar 24, 2021  
 Period: 07:00 - 10:00

### Peak Hour Data (08:15 - 09:15)

| Start Time              | North Approach<br>JEFFERSON BLVD |             |             |          |             |             | South Approach<br>JEFFERSON BLVD |             |             |          |             |             | East Approach<br>TECUMSEH RD E |             |             |             |             |             | West Approach<br>TECUMSEH RD E |            |             |             |          |            | Total<br>Vehi<br>es |
|-------------------------|----------------------------------|-------------|-------------|----------|-------------|-------------|----------------------------------|-------------|-------------|----------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|------------|-------------|-------------|----------|------------|---------------------|
|                         | ←                                | ↑           | →           | ↻        | Peds        | Total       | ←                                | ↑           | →           | ↻        | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       | ←                              | ↑          | →           | ↻           | Peds     | Total      |                     |
| 08:15                   | 36                               | 59          | 20          | 0        | 0           | 115         | 17                               | 37          | 19          | 0        | 0           | 73          | 17                             | 161         | 37          | 2           | 0           | 217         | 14                             | 139        | 15          | 0           | 0        | 168        | 573                 |
| 08:30                   | 46                               | 57          | 22          | 0        | 0           | 125         | 13                               | 46          | 21          | 0        | 1           | 80          | 21                             | 164         | 45          | 0           | 1           | 230         | 10                             | 134        | 9           | 0           | 0        | 153        | 588                 |
| 08:45                   | 65                               | 68          | 14          | 0        | 0           | 147         | 21                               | 43          | 25          | 0        | 0           | 89          | 24                             | 200         | 53          | 0           | 0           | 277         | 11                             | 185        | 14          | 0           | 0        | 210        | 723                 |
| 09:00                   | 46                               | 44          | 11          | 0        | 0           | 101         | 26                               | 31          | 29          | 0        | 0           | 86          | 18                             | 156         | 32          | 1           | 0           | 207         | 11                             | 173        | 23          | 0           | 0        | 207        | 601                 |
| <b>Grand Total</b>      | <b>193</b>                       | <b>228</b>  | <b>67</b>   | <b>0</b> | <b>0</b>    | <b>488</b>  | <b>77</b>                        | <b>157</b>  | <b>94</b>   | <b>0</b> | <b>1</b>    | <b>328</b>  | <b>80</b>                      | <b>681</b>  | <b>167</b>  | <b>3</b>    | <b>1</b>    | <b>931</b>  | <b>46</b>                      | <b>631</b> | <b>61</b>   | <b>0</b>    | <b>0</b> | <b>738</b> | <b>2485</b>         |
| Approach %              | 39.5                             | 46.7        | 13.7        | 0        | -           | -           | 23.5                             | 47.9        | 28.7        | 0        | -           | -           | 8.6                            | 73.1        | 17.9        | 0.3         | -           | -           | 6.2                            | 85.5       | 8.3         | 0           | -        | -          | -                   |
| Totals %                | 7.8                              | 9.2         | 2.7         | 0        | 19.6        | 13.2        | 3.1                              | 6.3         | 3.8         | 0        | 13.2        | 3.2         | 27.4                           | 6.7         | 0.1         | 37.5        | 1.9         | 25.4        | 2.5                            | 0          | 29.7        | -           |          |            |                     |
| <b>PHF</b>              | <b>0.74</b>                      | <b>0.84</b> | <b>0.76</b> | <b>0</b> | <b>0.83</b> | <b>0.92</b> | <b>0.74</b>                      | <b>0.85</b> | <b>0.81</b> | <b>0</b> | <b>0.92</b> | <b>0.83</b> | <b>0.85</b>                    | <b>0.79</b> | <b>0.38</b> | <b>0.84</b> | <b>0.82</b> | <b>0.85</b> | <b>0.66</b>                    | <b>0</b>   | <b>0.88</b> | <b>0.86</b> |          |            |                     |
| Cars                    | 191                              | 223         | 65          | 0        | 479         | 311         | 71                               | 150         | 90          | 0        | 311         | 74          | 663                            | 165         | 3           | 905         | 45          | 613         | 55                             | 0          | 713         | 2408        |          |            |                     |
| % Cars                  | 99                               | 97.8        | 97          | 0        | 98.2        | 94.8        | 92.2                             | 95.5        | 95.7        | 0        | 94.8        | 92.5        | 97.4                           | 98.8        | 100         | 97.2        | 97.8        | 97.1        | 90.2                           | 0          | 96.6        | 96.9        |          |            |                     |
| Medium Trucks + Buses   | 1                                | 4           | 2           | 0        | 7           | 10          | 4                                | 3           | 3           | 0        | 10          | 4           | 10                             | 2           | 0           | 16          | 1           | 12          | 6                              | 0          | 19          | 52          |          |            |                     |
| % Medium Trucks + Buses | 0.5                              | 1.8         | 3           | 0        | 1.4         | 3           | 5.2                              | 1.9         | 3.2         | 0        | 3           | 5           | 1.5                            | 1.2         | 0           | 1.7         | 2.2         | 1.9         | 9.8                            | 0          | 2.6         | 2.1         |          |            |                     |
| Heavy Trucks            | 0                                | 1           | 0           | 0        | 1           | 7           | 2                                | 4           | 1           | 0        | 7           | 2           | 8                              | 0           | 0           | 10          | 0           | 5           | 0                              | 0          | 5           | 23          |          |            |                     |
| % Heavy Trucks          | 0                                | 0.4         | 0           | 0        | 0.2         | 2.1         | 2.6                              | 2.5         | 1.1         | 0        | 2.1         | 2.5         | 1.2                            | 0           | 0           | 1.1         | 0           | 0.8         | 0                              | 0          | 0.7         | 0.9         |          |            |                     |
| Bicycles                | 1                                | 0           | 0           | 0        | 1           | 0           | 0                                | 0           | 0           | 0        | 0           | 0           | 0                              | 0           | 0           | 0           | 0           | 1           | 0                              | 0          | 1           | 2           |          |            |                     |
| % Bicycles              | 0.5                              | 0           | 0           | 0        | 0.2         | 0           | 0                                | 0           | 0           | 0        | 0           | 0           | 0                              | 0           | 0           | 0           | 0           | 0.2         | 0                              | 0          | 0.1         | 0.1         |          |            |                     |
| Peds                    |                                  |             |             |          | 0           | -           |                                  |             |             |          | 1           | -           |                                |             |             |             | 1           | -           |                                |            |             |             | 0        | -          | 2                   |
| % Peds                  |                                  |             |             |          | 0           | -           |                                  |             |             |          | 50          | -           |                                |             |             |             | 50          | -           |                                |            |             |             | 0        | -          | -                   |

## Peak Hour Diagram

### Specified Period

From: 11:00:00  
To: 14:00:00

### One Hour Peak

From: 11:30:00  
To: 12:30:00

**Intersection:** TECUMSEH RD E & JEFFERSON BLVD  
**Site Code:** 2103700075  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 486        | 474        | 960        |
| MTB           | 4          | 3          | 7          |
| HT            | 2          | 2          | 4          |
|               | 1          | 0          | 1          |
| <b>Totals</b> | <b>493</b> | <b>479</b> | <b>972</b> |

### JEFFERSON BLVD

|               |           |            |            |          |
|---------------|-----------|------------|------------|----------|
|               | 1         | 0          | 0          | 0        |
| HT            | 0         | 2          | 0          | 0        |
| MTB           | 2         | 0          | 2          | 0        |
|               | 81        | 177        | 228        | 0        |
| <b>Totals</b> | <b>84</b> | <b>179</b> | <b>230</b> | <b>0</b> |

### East Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1228        | 1290        | 2518        |
| MTB           | 21          | 17          | 38          |
| HT            | 11          | 4           | 15          |
|               | 0           | 1           | 1           |
| <b>Totals</b> | <b>1260</b> | <b>1312</b> | <b>2572</b> |

### TECUMSEH RD E

|  | HT | MTB |     | Totals     |
|--|----|-----|-----|------------|
|  | 0  | 0   | 3   | <b>3</b>   |
|  | 0  | 0   | 68  | <b>68</b>  |
|  | 1  | 3   | 926 | <b>942</b> |
|  | 0  | 1   | 67  | <b>68</b>  |

Peds: 2

Peds: 1



Peds: 1

Peds: 7

### TECUMSEH RD E

| Totals     |     | MTB | HT |   |
|------------|-----|-----|----|---|
| <b>1</b>   | 1   | 0   | 0  | 0 |
| <b>252</b> | 250 | 1   | 1  | 0 |
| <b>876</b> | 856 | 13  | 7  | 0 |
| <b>131</b> | 121 | 7   | 3  | 0 |

### West Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
|               | 1064        | 1025        | 2089        |
| MTB           | 12          | 19          | 31          |
| HT            | 4           | 7           | 11          |
|               | 1           | 2           | 3           |
| <b>Totals</b> | <b>1081</b> | <b>1053</b> | <b>2134</b> |

| Totals    |            |            |          |   |
|-----------|------------|------------|----------|---|
| <b>90</b> | <b>159</b> | <b>139</b> | <b>0</b> |   |
|           | 85         | 156        | 135      | 0 |
| MTB       | 4          | 2          | 3        | 0 |
| HT        | 0          | 1          | 1        | 0 |
|           | 1          | 0          | 0        | 0 |

### JEFFERSON BLVD

### South Approach

|               | Out        | In         | Total      |
|---------------|------------|------------|------------|
|               | 376        | 365        | 741        |
| MTB           | 9          | 7          | 16         |
| HT            | 2          | 6          | 8          |
|               | 1          | 0          | 1          |
| <b>Totals</b> | <b>388</b> | <b>378</b> | <b>766</b> |

- Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

- Bicycles

### Comments



## Peak Hour Summary

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Count Date: Mar 24, 2021  
 Period: 11:00 - 14:00

### Peak Hour Data (11:30 - 12:30)

| Start Time              | North Approach<br>JEFFERSON BLVD |             |             |          |             |             | South Approach<br>JEFFERSON BLVD |             |            |             |             |             | East Approach<br>TECUMSEH RD E |             |             |             |             |             | West Approach<br>TECUMSEH RD E |             |             |             |             |             | Total<br>Vehicles |
|-------------------------|----------------------------------|-------------|-------------|----------|-------------|-------------|----------------------------------|-------------|------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------------|
|                         | ←                                | ↑           | →           | ↻        | Peds        | Total       | ←                                | ↑           | →          | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       |                   |
| 11:30                   | 63                               | 37          | 26          | 0        | 0           | 126         | 26                               | 38          | 31         | 0           | 3           | 95          | 28                             | 231         | 58          | 0           | 1           | 317         | 18                             | 239         | 12          | 0           | 0           | 269         | 807               |
| 11:45                   | 53                               | 42          | 20          | 0        | 0           | 115         | 25                               | 40          | 47         | 0           | 0           | 112         | 35                             | 218         | 63          | 0           | 0           | 316         | 17                             | 220         | 21          | 1           | 0           | 259         | 802               |
| 12:00                   | 57                               | 51          | 18          | 0        | 0           | 126         | 26                               | 45          | 32         | 0           | 2           | 103         | 33                             | 228         | 69          | 0           | 0           | 330         | 21                             | 216         | 20          | 0           | 0           | 257         | 816               |
| 12:15                   | 57                               | 49          | 20          | 0        | 2           | 126         | 13                               | 36          | 29         | 0           | 2           | 78          | 35                             | 199         | 62          | 1           | 0           | 297         | 12                             | 267         | 15          | 2           | 1           | 296         | 797               |
| <b>Grand Total</b>      | <b>230</b>                       | <b>179</b>  | <b>84</b>   | <b>0</b> | <b>2</b>    | <b>493</b>  | <b>90</b>                        | <b>159</b>  | <b>139</b> | <b>0</b>    | <b>7</b>    | <b>388</b>  | <b>131</b>                     | <b>876</b>  | <b>252</b>  | <b>1</b>    | <b>1</b>    | <b>1260</b> | <b>68</b>                      | <b>942</b>  | <b>68</b>   | <b>3</b>    | <b>1</b>    | <b>1081</b> | <b>3222</b>       |
| Approach %              | 46.7                             | 36.3        | 17          | 0        | -           | -           | 23.2                             | 41          | 35.8       | 0           | -           | -           | 10.4                           | 69.5        | 20          | 0.1         | -           | -           | 6.3                            | 87.1        | 6.3         | 0.3         | -           | -           | -                 |
| Totals %                | 7.1                              | 5.6         | 2.6         | 0        | 15.3        | -           | 2.8                              | 4.9         | 4.3        | 0           | 12          | -           | 4.1                            | 27.2        | 7.8         | 0           | 39.1        | -           | 2.1                            | 29.2        | 2.1         | 0.1         | 33.6        | -           | -                 |
| <b>PHF</b>              | <b>0.91</b>                      | <b>0.88</b> | <b>0.81</b> | <b>0</b> | <b>0.98</b> | <b>0.87</b> | <b>0.88</b>                      | <b>0.74</b> | <b>0</b>   | <b>0.87</b> | <b>0.94</b> | <b>0.95</b> | <b>0.91</b>                    | <b>0.25</b> | <b>0.95</b> | <b>0.81</b> | <b>0.88</b> | <b>0.81</b> | <b>0.38</b>                    | <b>0.91</b> | <b>0.99</b> | <b>0.91</b> | <b>0.99</b> | <b>0.99</b> | <b>0.99</b>       |
| Cars                    | 228                              | 177         | 81          | 0        | 486         | 85          | 156                              | 135         | 0          | 376         | 121         | 856         | 250                            | 1           | 1228        | 68          | 926         | 67          | 3                              | 1064        | 3154        | 3154        | 3154        | 3154        |                   |
| % Cars                  | 99.1                             | 98.9        | 96.4        | 0        | 98.6        | 94.4        | 98.1                             | 97.1        | 0          | 96.9        | 92.4        | 97.7        | 99.2                           | 100         | 97.5        | 100         | 98.3        | 98.5        | 100                            | 98.4        | 97.9        | 97.9        | 97.9        | 97.9        | 97.9              |
| Medium Trucks + Buses   | 2                                | 0           | 2           | 0        | 4           | 4           | 2                                | 3           | 0          | 9           | 7           | 13          | 1                              | 0           | 21          | 0           | 12          | 0           | 0                              | 12          | 46          | 46          | 46          | 46          |                   |
| % Medium Trucks + Buses | 0.9                              | 0           | 2.4         | 0        | 0.8         | 4.4         | 1.3                              | 2.2         | 0          | 2.3         | 5.3         | 1.5         | 0.4                            | 0           | 1.7         | 0           | 1.3         | 0           | 0                              | 1.1         | 1.4         | 1.4         | 1.4         | 1.4         |                   |
| Heavy Trucks            | 0                                | 2           | 0           | 0        | 2           | 0           | 1                                | 1           | 0          | 2           | 3           | 7           | 1                              | 0           | 11          | 0           | 3           | 1           | 0                              | 4           | 19          | 19          | 19          | 19          |                   |
| % Heavy Trucks          | 0                                | 1.1         | 0           | 0        | 0.4         | 0           | 0.6                              | 0.7         | 0          | 0.5         | 2.3         | 0.8         | 0.4                            | 0           | 0.9         | 0           | 0.3         | 1.5         | 0                              | 0.4         | 0.6         | 0.6         | 0.6         | 0.6         |                   |
| Bicycles                | 0                                | 0           | 1           | 0        | 1           | 1           | 0                                | 0           | 0          | 1           | 0           | 0           | 0                              | 0           | 0           | 0           | 1           | 0           | 0                              | 1           | 3           | 3           | 3           | 3           |                   |
| % Bicycles              | 0                                | 0           | 1.2         | 0        | 0.2         | 1.1         | 0                                | 0           | 0          | 0.3         | 0           | 0           | 0                              | 0           | 0           | 0           | 0.1         | 0           | 0                              | 0.1         | 0.1         | 0.1         | 0.1         | 0.1         |                   |
| Peds                    |                                  |             |             |          | 2           | -           |                                  |             |            | 7           | -           |             |                                |             | 1           | -           |             |             |                                | 1           | -           | -           | 11          | 11          |                   |
| % Peds                  |                                  |             |             |          | 18.2        | -           |                                  |             |            | 63.6        | -           |             |                                |             | 9.1         | -           |             |             |                                | 9.1         | -           | -           | -           | -           |                   |

## Peak Hour Diagram

### Specified Period

From: 15:00:00  
To: 18:00:00

### One Hour Peak

From: 15:00:00  
To: 16:00:00

**Intersection:** TECUMSEH RD E & JEFFERSON BLVD  
**Site Code:** 2103700075  
**Count Date:** Mar 24, 2021

**Weather conditions:** Clear

**\*\* Signalized Intersection \*\***

**Major Road:** TECUMSEH RD E runs E/W

### North Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
| Car           | 636        | 716        | 1352        |
| MTB           | 10         | 3          | 13          |
| HT            | 3          | 2          | 5           |
| Bike          | 1          | 0          | 1           |
| <b>Totals</b> | <b>650</b> | <b>721</b> | <b>1371</b> |

### JEFFERSON BLVD

|               |           |            |            |          |
|---------------|-----------|------------|------------|----------|
| Bike          | 0         | 0          | 1          | 0        |
| HT            | 1         | 1          | 1          | 0        |
| MTB           | 1         | 6          | 3          | 0        |
| Car           | 86        | 274        | 276        | 0        |
| <b>Totals</b> | <b>88</b> | <b>281</b> | <b>281</b> | <b>0</b> |

### East Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
| Car           | 1520        | 1600        | 3120        |
| MTB           | 12          | 24          | 36          |
| HT            | 2           | 10          | 12          |
| Bike          | 2           | 1           | 3           |
| <b>Totals</b> | <b>1536</b> | <b>1635</b> | <b>3171</b> |

### TECUMSEH RD E

|      | HT | MTB | Car  | Totals |
|------|----|-----|------|--------|
| Bike | 0  | 0   | 0    | 0      |
| HT   | 0  | 0   | 99   | 101    |
| MTB  | 4  | 16  | 1182 | 1202   |
| Car  | 1  | 2   | 113  | 116    |

Peds: 5

Peds: 5



Peds: 2

Peds: 5

### TECUMSEH RD E

| Totals | Car  | MTB | HT | Bike |
|--------|------|-----|----|------|
| 3      | 3    | 0   | 0  | 0    |
| 323    | 323  | 0   | 0  | 0    |
| 1079   | 1067 | 8   | 2  | 2    |
| 131    | 127  | 4   | 0  | 0    |

### West Approach

|               | Out         | In          | Total       |
|---------------|-------------|-------------|-------------|
| Car           | 1394        | 1295        | 2689        |
| MTB           | 20          | 13          | 33          |
| HT            | 5           | 4           | 9           |
| Bike          | 0           | 2           | 2           |
| <b>Totals</b> | <b>1419</b> | <b>1314</b> | <b>2733</b> |

| Totals | 147 | 297 | 149 | 0 |
|--------|-----|-----|-----|---|
| Car    | 142 | 294 | 139 | 0 |
| MTB    | 4   | 1   | 5   | 0 |
| HT     | 1   | 2   | 5   | 0 |
| Bike   | 0   | 0   | 0   | 0 |

### JEFFERSON BLVD

### South Approach

|               | Out        | In         | Total       |
|---------------|------------|------------|-------------|
| Car           | 575        | 514        | 1089        |
| MTB           | 10         | 12         | 22          |
| HT            | 8          | 2          | 10          |
| Bike          | 0          | 0          | 0           |
| <b>Totals</b> | <b>593</b> | <b>528</b> | <b>1121</b> |

Car - Cars

MTB - Medium Trucks + Buses HT - Heavy Trucks

Bike - Bicycles

### Comments



## Peak Hour Summary

Intersection: TECUMSEH RD E & JEFFERSON BLVD  
 Site Code: 2103700075  
 Count Date: Mar 24, 2021  
 Period: 15:00 - 18:00

### Peak Hour Data (15:00 - 16:00)

| Start Time              | North Approach<br>JEFFERSON BLVD |             |             |          |             |             | South Approach<br>JEFFERSON BLVD |             |            |             |             |             | East Approach<br>TECUMSEH RD E |             |            |             |             |             | West Approach<br>TECUMSEH RD E |             |             |             |             |             | Total<br>Vehic<br>es |
|-------------------------|----------------------------------|-------------|-------------|----------|-------------|-------------|----------------------------------|-------------|------------|-------------|-------------|-------------|--------------------------------|-------------|------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
|                         | ←                                | ↑           | →           | ↻        | Peds        | Total       | ←                                | ↑           | →          | ↻           | Peds        | Total       | ←                              | ↑           | →          | ↻           | Peds        | Total       | ←                              | ↑           | →           | ↻           | Peds        | Total       |                      |
| 15:00                   | 70                               | 89          | 26          | 0        | 0           | 185         | 40                               | 82          | 38         | 0           | 0           | 160         | 35                             | 304         | 90         | 0           | 1           | 429         | 24                             | 306         | 27          | 0           | 0           | 357         | 1131                 |
| 15:15                   | 66                               | 59          | 21          | 0        | 2           | 146         | 39                               | 77          | 42         | 0           | 2           | 158         | 40                             | 276         | 72         | 0           | 0           | 388         | 38                             | 336         | 31          | 0           | 2           | 405         | 1097                 |
| 15:30                   | 69                               | 64          | 21          | 0        | 3           | 154         | 33                               | 74          | 23         | 0           | 3           | 130         | 32                             | 277         | 88         | 2           | 0           | 399         | 23                             | 291         | 31          | 0           | 1           | 345         | 1028                 |
| 15:45                   | 76                               | 69          | 20          | 0        | 0           | 165         | 35                               | 64          | 46         | 0           | 0           | 145         | 24                             | 222         | 73         | 1           | 1           | 320         | 16                             | 269         | 27          | 0           | 2           | 312         | 942                  |
| <b>Grand Total</b>      | <b>281</b>                       | <b>281</b>  | <b>88</b>   | <b>0</b> | <b>5</b>    | <b>650</b>  | <b>147</b>                       | <b>297</b>  | <b>149</b> | <b>0</b>    | <b>5</b>    | <b>593</b>  | <b>131</b>                     | <b>1079</b> | <b>323</b> | <b>3</b>    | <b>2</b>    | <b>1536</b> | <b>101</b>                     | <b>1202</b> | <b>116</b>  | <b>0</b>    | <b>5</b>    | <b>1419</b> | <b>4198</b>          |
| Approach %              | 43.2                             | 43.2        | 13.5        | 0        | -           | -           | 24.8                             | 50.1        | 25.1       | 0           | -           | -           | 8.5                            | 70.2        | 21         | 0.2         | -           | -           | 7.1                            | 84.7        | 8.2         | 0           | -           | -           | -                    |
| Totals %                | 6.7                              | 6.7         | 2.1         | 0        | 15.5        | 3.5         | 7.1                              | 3.5         | 0          | 14.1        | 3.1         | 25.7        | 7.7                            | 0.1         | 36.6       | 2.4         | 28.6        | 2.8         | 0                              | 33.8        | -           | -           | -           | -           |                      |
| <b>PHF</b>              | <b>0.92</b>                      | <b>0.79</b> | <b>0.85</b> | <b>0</b> | <b>0.88</b> | <b>0.92</b> | <b>0.91</b>                      | <b>0.81</b> | <b>0</b>   | <b>0.93</b> | <b>0.82</b> | <b>0.89</b> | <b>0.9</b>                     | <b>0.38</b> | <b>0.9</b> | <b>0.66</b> | <b>0.89</b> | <b>0.94</b> | <b>0</b>                       | <b>0.88</b> | <b>0.93</b> | <b>0.93</b> | <b>0.93</b> |             |                      |
| Cars                    | 276                              | 274         | 86          | 0        | 636         | 142         | 294                              | 139         | 0          | 575         | 127         | 1067        | 323                            | 3           | 1520       | 99          | 1182        | 113         | 0                              | 1394        | 4125        | 4125        |             |             |                      |
| % Cars                  | 98.2                             | 97.5        | 97.7        | 0        | 97.8        | 96.6        | 99                               | 93.3        | 0          | 97          | 96.9        | 98.9        | 100                            | 100         | 99         | 98          | 98.3        | 97.4        | 0                              | 98.2        | 98.3        | 98.3        | 98.3        |             |                      |
| Medium Trucks + Buses   | 3                                | 6           | 1           | 0        | 10          | 4           | 1                                | 5           | 0          | 10          | 4           | 8           | 0                              | 0           | 12         | 2           | 16          | 2           | 0                              | 20          | 52          | 52          |             |             |                      |
| % Medium Trucks + Buses | 1.1                              | 2.1         | 1.1         | 0        | 1.5         | 2.7         | 0.3                              | 3.4         | 0          | 1.7         | 3.1         | 0.7         | 0                              | 0           | 0.8        | 2           | 1.3         | 1.7         | 0                              | 1.4         | 1.2         | 1.2         | 1.2         |             |                      |
| Heavy Trucks            | 1                                | 1           | 1           | 0        | 3           | 1           | 2                                | 5           | 0          | 8           | 0           | 2           | 0                              | 0           | 2          | 0           | 4           | 1           | 0                              | 5           | 18          | 18          |             |             |                      |
| % Heavy Trucks          | 0.4                              | 0.4         | 1.1         | 0        | 0.5         | 0.7         | 0.7                              | 3.4         | 0          | 1.3         | 0           | 0.2         | 0                              | 0           | 0.1        | 0           | 0.3         | 0.9         | 0                              | 0.4         | 0.4         | 0.4         | 0.4         |             |                      |
| Bicycles                | 1                                | 0           | 0           | 0        | 1           | 0           | 0                                | 0           | 0          | 0           | 0           | 2           | 0                              | 0           | 2          | 0           | 0           | 0           | 0                              | 0           | 3           | 3           |             |             |                      |
| % Bicycles              | 0.4                              | 0           | 0           | 0        | 0.2         | 0           | 0                                | 0           | 0          | 0           | 0           | 0.2         | 0                              | 0           | 0.1        | 0           | 0           | 0           | 0                              | 0           | 0.1         | 0.1         | 0.1         |             |                      |
| Peds                    |                                  |             |             |          | 5           |             |                                  |             |            | 5           |             |             |                                |             | 2          |             |             |             |                                | 5           |             |             | 17          |             |                      |
| % Peds                  |                                  |             |             |          | 29.4        |             |                                  |             |            | 29.4        |             |             |                                |             | 11.8       |             |             |             |                                | 29.4        |             |             |             |             |                      |

# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1637

Intersection Name: D4-TECUMSEH-JEFFERSON

IP Address: 10.0.4.37 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | WBL | 9  |
| 2 | EBT | 10 |
| 3 | SBL | 11 |
| 4 | NBT | 12 |
| 5 | EBL | 13 |
| 6 | WBT | 14 |
| 7 | NBL | 15 |
| 8 | SBT | 16 |

### Comment:

Date: 2024-05-08

By: signals.tech2







(3-2) Pattern Options

Pattern Num 21

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - -            |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - -            |               |         |              |         |
| Float Enable        | X X X X X X X X - - - - - - - -        |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - - -        |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - -            |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - -            |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - -            |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - -            |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - -            |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - -            |               |         |              |         |

**(3-2) Pattern Options**

Pattern Num 22

|                            |   |                      |         |                     |         |
|----------------------------|---|----------------------|---------|---------------------|---------|
| <b>Perm Mode</b>           | Sing Band                                     | <b>Ped Perm Mode</b> | Partial | <b>Max Mode</b>     | Max Inh |
| <b>Walk Rest Mode</b>      | Yield   | <b>Perm Limit</b>    | 2       | <b>Perm 2 Start</b> | 0       |
| <b>Perm 2 End</b>          | 0   |                      |         |                     |         |
|                            | <b>1 2 3 4 5 6 7 8</b>                        |                      |         | <b>TOD Link</b>     | 0       |
| <b>Alt Sequence</b>        | - - - - - - - -                               |                      |         |                     |         |
| <b>Trans Mode</b>          | Default                                       | <b>Offset Ref</b>    | Default | <b>Adapt Mode</b>   | Disable |
|                            | <b>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</b> |                      |         |                     |         |
| <b>Coord Phases</b>        | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>No Extend</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Float Enable</b>        | X X X X X X X X - - - - - - - -               |                      |         |                     |         |
| <b>Veh Equals Ped Perm</b> | - X - X - X - X - - - - - - - -               |                      |         |                     |         |
| <b>Walk Rest</b>           | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Ped Call</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Ped Recall</b>     | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recycle</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Min Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Service</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Reservice</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Veh Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Omit</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm Reserve</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm 1 Phases</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Inhibit</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>FYA Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Adapt Phases</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |

(3-2) Pattern Options

Pattern Num 23

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - - - -        |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Float Enable        | X X X X X X X X - - - - - - - - -      |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - - - -      |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - - - -        |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - - - -        |               |         |              |         |

**(5-1) TOD Pattern Events**

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode      | Pattern | Offset |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|-----------|---------|--------|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |         |        |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 25      | 1      |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 21      | 1      |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 23      | 1      |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 11    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 12    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 13    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 14    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 15    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 16    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 17    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | - | X | - | - | Scheduler | 30      | 1      |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |



# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1634

Intersection Name: D4-TECUMSEH-HOME DEPOT-

IP Address: 10.0.4.34 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | WBL | 9  |
| 2 | EBT | 10 |
| 3 |     | 11 |
| 4 | SBT | 12 |
| 5 | EBL | 13 |
| 6 | WBT | 14 |
| 7 |     | 15 |
| 8 | NBT | 16 |

### Comment:

Date: 2024-05-08

By: signals.tech2









(3-2) Pattern Options

Pattern Num 22

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - - - -        |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Float Enable        | X X - X X X - X - - - - - - - - -      |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - - - -      |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - - - -        |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - - - -        |               |         |              |         |

(3-2) Pattern Options

Pattern Num 23

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - - - -        |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Float Enable        | X X - X X X - X - - - - - - - - -      |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - - - -      |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - - - -        |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - - - -        |               |         |              |         |

**(5-1) TOD Pattern Events**

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode | Pattern   | Offset |   |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|------|-----------|--------|---|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      |           |        |   |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 25     | 1 |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 21     | 1 |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 23     | 1 |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 11    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 12    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 13    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 14    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 15    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 16    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 17    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | - | X | - | - | -    | Scheduler | 30     | 1 |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |



# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1635

Intersection Name: D4-TECUMSEH-ROSEVILLE-

IP Address: 10.0.4.35 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | WBL | 9  |
| 2 | EBT | 10 |
| 3 |     | 11 |
| 4 | NBT | 12 |
| 5 |     | 13 |
| 6 | WBT | 14 |
| 7 |     | 15 |
| 8 | SBT | 16 |

### Comment:

Date: 2024-05-08

By: signals.tech2







**(3-2) Pattern Options**

Pattern Num 21

|                            |   |                      |         |                     |         |
|----------------------------|---|----------------------|---------|---------------------|---------|
| <b>Perm Mode</b>           | Sing Band                                     | <b>Ped Perm Mode</b> | Partial | <b>Max Mode</b>     | Max Inh |
| <b>Walk Rest Mode</b>      | Yield   | <b>Perm Limit</b>    | 2       | <b>Perm 2 Start</b> | 0       |
| <b>Perm 2 End</b>          | 0   |                      |         |                     |         |
|                            | <b>1 2 3 4 5 6 7 8</b>                        |                      |         | <b>TOD Link</b>     | 0       |
| <b>Alt Sequence</b>        | - - - - - - - -                               |                      |         |                     |         |
| <b>Trans Mode</b>          | Default                                       | <b>Offset Ref</b>    | Default | <b>Adapt Mode</b>   | Disable |
|                            | <b>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</b> |                      |         |                     |         |
| <b>Coord Phases</b>        | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>No Extend</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Float Enable</b>        | X X - X - X - X - - - - - - -                 |                      |         |                     |         |
| <b>Veh Equals Ped Perm</b> | - X - X - X - X - - - - - - -                 |                      |         |                     |         |
| <b>Walk Rest</b>           | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Ped Call</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Ped Recall</b>     | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recycle</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Min Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Service</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Reservice</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Veh Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Omit</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm Reserve</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm 1 Phases</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Inhibit</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>FYA Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Adapt Phases</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |

(3-2) Pattern Options

Pattern Num 22

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - - - -        |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Float Enable        | X X - X - X - X - - - - - - - - -      |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - - - -      |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - - - -        |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - - - -        |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - - - -        |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - - - -        |               |         |              |         |

(3-2) Pattern Options

Pattern Num 23

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - -            |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - -            |               |         |              |         |
| Float Enable        | X X - X - X - X - - - - - - -          |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - -          |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - -            |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - -            |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - -            |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - -            |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - -            |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - -            |               |         |              |         |

**(5-1) TOD Pattern Events**

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode | Pattern   | Offset |   |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|------|-----------|--------|---|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      |           |        |   |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 25     | 1 |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 21     | 1 |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 23     | 1 |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 11    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 12    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 13    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 14    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 15    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 16    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 17    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | - | X | - | - | -    | Scheduler | 30     | 1 |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |



# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1636

Intersection Name: D4-TECUMSEH-EAST PARK-

IP Address: 10.0.4.36 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | WBL | 9  |
| 2 | EBT | 10 |
| 3 |     | 11 |
| 4 | NBT | 12 |
| 5 | EBL | 13 |
| 6 | WBT | 14 |
| 7 |     | 15 |
| 8 | SBT | 16 |

### Comment:

Date: 2024-05-08

By: signals.tech2









**(3-2) Pattern Options**

Pattern Num 22

|                            |   |                      |         |                     |         |
|----------------------------|---|----------------------|---------|---------------------|---------|
| <b>Perm Mode</b>           | Sing Band                                     | <b>Ped Perm Mode</b> | Partial | <b>Max Mode</b>     | Max Inh |
| <b>Walk Rest Mode</b>      | Yield   | <b>Perm Limit</b>    | 2       | <b>Perm 2 Start</b> | 0       |
| <b>Perm 2 End</b>          | 0   |                      |         |                     |         |
|                            | <b>1 2 3 4 5 6 7 8</b>                        |                      |         | <b>TOD Link</b>     | 0       |
| <b>Alt Sequence</b>        | - - - - - - - -                               |                      |         |                     |         |
| <b>Trans Mode</b>          | Default                                       | <b>Offset Ref</b>    | Default | <b>Adapt Mode</b>   | Disable |
|                            | <b>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</b> |                      |         |                     |         |
| <b>Coord Phases</b>        | - X - - - X - - - - - - - - - -               |                      |         |                     |         |
| <b>No Extend</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Float Enable</b>        | X X - X X X - X - - - - - - - - -             |                      |         |                     |         |
| <b>Veh Equals Ped Perm</b> | - X - X - X - X - - - - - - - - -             |                      |         |                     |         |
| <b>Walk Rest</b>           | - X - - - X - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Cond Ped Call</b>       | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Olap Ped Recall</b>     | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Recycle</b>         | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Min Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Max Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Cond Service</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Reservice</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Veh Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Olap Omit</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Perm Reserve</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Perm 1 Phases</b>       | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Max Inhibit</b>         | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>FYA Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Adapt Phases</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |



**(5-1) TOD Pattern Events**

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode | Pattern   | Offset |   |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|------|-----------|--------|---|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      |           |        |   |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 25     | 1 |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 21     | 1 |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 23     | 1 |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | -    | Scheduler | 22     | 1 |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 11    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 12    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 13    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 14    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 15    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 16    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 17    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | - | X | - | - | -    | Scheduler | 30     | 1 |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | -    | Scheduler | 0      | 0 |



# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1620

Intersection Name: D4-TECUMSEH-LAUZON PK-

IP Address: 10.0.4.20 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | WBL | 9  |
| 2 | EBT | 10 |
| 3 | SBL | 11 |
| 4 | NBT | 12 |
| 5 | EBL | 13 |
| 6 | WBT | 14 |
| 7 | NBL | 15 |
| 8 | SBT | 16 |

### Comment:

red/blue

Date: 2024-05-08

By: signals.tech2







**(3-2) Pattern Options**

Pattern Num 21

|                            |   |                      |         |                     |         |
|----------------------------|---|----------------------|---------|---------------------|---------|
| <b>Perm Mode</b>           | Sing Band                                     | <b>Ped Perm Mode</b> | Partial | <b>Max Mode</b>     | Max Inh |
| <b>Walk Rest Mode</b>      | Yield   | <b>Perm Limit</b>    | 2       | <b>Perm 2 Start</b> | 0       |
| <b>Perm 2 End</b>          | 0   |                      |         |                     |         |
|                            | <b>1 2 3 4 5 6 7 8</b>                        |                      |         | <b>TOD Link</b>     | 0       |
| <b>Alt Sequence</b>        | - - - - - - - -                               |                      |         |                     |         |
| <b>Trans Mode</b>          | Default                                       | <b>Offset Ref</b>    | Default | <b>Adapt Mode</b>   | Disable |
|                            | <b>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</b> |                      |         |                     |         |
| <b>Coord Phases</b>        | - X - - - X - - - - - - - - - -               |                      |         |                     |         |
| <b>No Extend</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Float Enable</b>        | X X X X X X X X - - - - - - - - - -           |                      |         |                     |         |
| <b>Veh Equals Ped Perm</b> | - X - X - X - X - - - - - - - - - -           |                      |         |                     |         |
| <b>Walk Rest</b>           | - X - - - X - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Cond Ped Call</b>       | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Olap Ped Recall</b>     | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Recycle</b>         | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Min Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Max Recall</b>          | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Cond Service</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Reservice</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Veh Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Ped Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Olap Omit</b>           | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Perm Reserve</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Perm 1 Phases</b>       | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Max Inhibit</b>         | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>FYA Omit</b>            | - - - - - - - - - - - - - - - -               |                      |         |                     |         |
| <b>Adapt Phases</b>        | - - - - - - - - - - - - - - - -               |                      |         |                     |         |



**(3-2) Pattern Options**

Pattern Num 23

|                            |   |                      |         |                     |         |
|----------------------------|---|----------------------|---------|---------------------|---------|
| <b>Perm Mode</b>           | Sing Band                                     | <b>Ped Perm Mode</b> | Partial | <b>Max Mode</b>     | Max Inh |
| <b>Walk Rest Mode</b>      | Yield   | <b>Perm Limit</b>    | 2       | <b>Perm 2 Start</b> | 0       |
| <b>Perm 2 End</b>          | 0   |                      |         |                     |         |
|                            | <b>1 2 3 4 5 6 7 8</b>                        |                      |         | <b>TOD Link</b>     | 0       |
| <b>Alt Sequence</b>        | - - - - - - - -                               |                      |         |                     |         |
| <b>Trans Mode</b>          | Default                                       | <b>Offset Ref</b>    | Default | <b>Adapt Mode</b>   | Disable |
|                            | <b>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16</b> |                      |         |                     |         |
| <b>Coord Phases</b>        | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>No Extend</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Float Enable</b>        | X X X X X X X X - - - - - - - -               |                      |         |                     |         |
| <b>Veh Equals Ped Perm</b> | - X - X - X - X - - - - - - - -               |                      |         |                     |         |
| <b>Walk Rest</b>           | - X - - - X - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Ped Call</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Ped Recall</b>     | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Recycle</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Min Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Recall</b>          | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Cond Service</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Reservice</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Veh Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Ped Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Olap Omit</b>           | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm Reserve</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Perm 1 Phases</b>       | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Max Inhibit</b>         | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>FYA Omit</b>            | - - - - - - - - - - - - - -                   |                      |         |                     |         |
| <b>Adapt Phases</b>        | - - - - - - - - - - - - - -                   |                      |         |                     |         |

(5-1) TOD Pattern Events

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode      | Pattern | Offset |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|-----------|---------|--------|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |         |        |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 25      | 1      |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 21      | 1      |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 23      | 1      |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 11    | 1:00 AM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 25      | 1      |
| 12    | 6:00 AM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 21      | 1      |
| 13    | 9:30 AM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 14    | 3:00 PM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 15    | 4:00 PM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 23      | 1      |
| 16    | 6:30 PM  | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 26      | 1      |
| 17    | 11:00 PM | X   | X | X | X | X | X | X | X       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | X | - | - | - | Scheduler | 30      | 1      |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |



# D4 2070 Controller

## Traffic Signal Program Sheet

Intersection No: 1699

Intersection Name: D4-LZN PKWY-CATHERINE

IP Address: 10.0.4.99 Port: 3000

### Phases:

|   |     |    |
|---|-----|----|
| 1 | SBL | 9  |
| 2 | NBT | 10 |
| 3 |     | 11 |
| 4 | EBT | 12 |
| 5 | NBL | 13 |
| 6 | SBT | 14 |
| 7 |     | 15 |
| 8 | WBT | 16 |

### Comment:

Date: 2024-05-08

By: signals.tech2









(3-2) Pattern Options

Pattern Num 22

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - -            |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - -            |               |         |              |         |
| Float Enable        | X X - X X X - X - - - - - - -          |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - -          |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - -            |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - -            |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - -            |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - -            |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - -            |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - -            |               |         |              |         |

(3-2) Pattern Options

Pattern Num 23

| Perm Mode           | Sing Band                              | Ped Perm Mode | Partial | Max Mode     | Max Inh |
|---------------------|--|---------------|---------|--------------|---------|
| Walk Rest Mode      | Yield                                  | Perm Limit    | 2       | Perm 2 Start | 0       |
| Perm 2 End          | 0                                      |               |         |              |         |
|                     | 1 2 3 4 5 6 7 8                        |               |         |              |         |
| Alt Sequence        | - - - - - - - -                        |               |         | TOD Link     | 0       |
| Trans Mode          | Default                                | Offset Ref    | Default | Adapt Mode   | Disable |
|                     | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |               |         |              |         |
| Coord Phases        | - X - - - X - - - - - - - -            |               |         |              |         |
| No Extend           | - - - - - - - - - - - - - -            |               |         |              |         |
| Float Enable        | X X - X X X - X - - - - - - -          |               |         |              |         |
| Veh Equals Ped Perm | - X - X - X - X - - - - - - -          |               |         |              |         |
| Walk Rest           | - X - - - X - - - - - - - -            |               |         |              |         |
| Ped Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Ped Call       | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Ped Recall     | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Recycle         | - - - - - - - - - - - - - -            |               |         |              |         |
| Min Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Recall          | - - - - - - - - - - - - - -            |               |         |              |         |
| Cond Service        | - - - - - - - - - - - - - -            |               |         |              |         |
| Reservice           | - - - - - - - - - - - - - -            |               |         |              |         |
| Veh Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Ped Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Olap Omit           | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm Reserve        | - - - - - - - - - - - - - -            |               |         |              |         |
| Perm 1 Phases       | - - - - - - - - - - - - - -            |               |         |              |         |
| Max Inhibit         | - - - - - - - - - - - - - -            |               |         |              |         |
| FYA Omit            | - - - - - - - - - - - - - -            |               |         |              |         |
| Adapt Phases        | - - - - - - - - - - - - - -            |               |         |              |         |

**(5-1) TOD Pattern Events**

| Event | Time     | DOW |   |   |   |   |   |   | Holiday |   |   |   |   |   |   |   | Mode      | Pattern | Offset |
|-------|----------|-----|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|-----------|---------|--------|
|       |          | S   | M | T | W | T | F | S | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |         |        |
| 1     | 12:00 AM | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 2     | 1:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 25      | 1      |
| 3     | 6:00 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 21      | 1      |
| 4     | 9:30 AM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 5     | 3:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 6     | 4:00 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 23      | 1      |
| 7     | 6:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 8     | 9:30 PM  | X   | X | X | X | X | X | X | -       | - | - | - | - | - | - | - | Scheduler | 22      | 1      |
| 9     | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 10    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 11    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 12    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 13    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 14    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 15    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 16    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 17    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 18    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 19    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 20    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 21    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 22    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 23    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 24    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 25    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 26    | 10:15 PM | -   | - | - | - | - | - | - | -       | - | - | - | - | X | - | - | Scheduler | 30      | 1      |
| 27    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 28    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 29    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 30    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 31    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 32    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 33    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 34    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 35    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 36    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 37    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 38    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 39    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 40    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 41    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 42    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |
| 43    | 12:00 AM | -   | - | - | - | - | - | - | -       | - | - | - | - | - | - | - | Scheduler | 0       | 0      |



# Appendix B

## Existing Traffic Operations Results





Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

Existing AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

|                         | EBL   | EBT   | EBR  | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔↔   | ↔    | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     |
| Traffic Volume (vph)    | 46    | 631   | 61   | 80    | 681   | 167   | 77    | 157   | 94    | 193   | 228   | 67    |
| Future Volume (vph)     | 46    | 631   | 61   | 80    | 681   | 167   | 77    | 157   | 94    | 193   | 228   | 67    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 55.0  |       | 50.0 | 95.0  |       | 0.0   | 65.0  |       | 60.0  | 45.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 1    | 1     |       | 1     | 1     |       | 1     | 1     |       | 0     |
| Taper Length (m)        | 60.0  |       |      | 70.0  |       |       | 55.0  |       |       | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |       |       |       | 0.99  |       |       | 1.00  |
| Frt                     |       | 0.987 |      |       |       | 0.850 |       |       | 0.850 |       | 0.966 |       |
| Fit Protected           | 0.950 |       |      | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1770  | 4935  | 0    | 1671  | 3505  | 1599  | 1671  | 3471  | 1553  | 1787  | 3411  | 0     |
| Fit Permitted           | 0.288 |       |      | 0.307 |       |       | 0.423 |       |       | 0.607 |       |       |
| Satd. Flow (perm)       | 536   | 4935  | 0    | 540   | 3505  | 1599  | 744   | 3471  | 1533  | 1141  | 3411  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 17    |      |       |       | 194   |       |       | 109   |       |       | 38    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |       |       | 50    |       |       |       | 50    |
| Link Distance (m)       |       | 230.2 |      |       | 437.3 |       |       | 222.3 |       |       |       | 200.9 |
| Travel Time (s)         |       | 13.8  |      |       | 26.2  |       |       | 16.0  |       |       |       | 14.5  |
| Confl. Peds. (#/hr)     |       |       | 1    | 1     |       |       |       |       | 1     | 1     |       |       |
| Peak Hour Factor        | 0.86  | 0.86  | 0.86 | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  |
| Heavy Vehicles (%)      | 2%    | 3%    | 10%  | 8%    | 3%    | 1%    | 8%    | 4%    | 4%    | 1%    | 2%    | 3%    |
| Adj. Flow (vph)         | 53    | 734   | 71   | 93    | 792   | 194   | 90    | 183   | 109   | 224   | 265   | 78    |
| Shared Lane Traffic (%) |       |       |      |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 53    | 805   | 0    | 93    | 792   | 194   | 90    | 183   | 109   | 224   | 343   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | pm+pt | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |       | 7     | 4     |       | 3     |       | 8     |
| Permitted Phases        | 2     |       |      | 6     |       |       | 6     | 4     |       | 4     |       | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |       | 6     | 7     |       | 4     |       | 3     |
| Switch Phase            |       |       |      |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 10.0  |      | 7.0   | 10.0  | 10.0  | 9.0   | 10.0  | 10.0  | 9.0   | 10.0  |       |
| Minimum Split (s)       | 11.0  | 40.0  |      | 11.0  | 40.0  | 40.0  | 13.0  | 35.0  | 35.0  | 13.0  | 35.0  |       |
| Total Split (s)         | 11.0  | 41.0  |      | 11.0  | 41.0  | 41.0  | 15.0  | 37.0  | 37.0  | 13.0  | 35.0  |       |
| Total Split (%)         | 10.8% | 40.2% |      | 10.8% | 40.2% | 40.2% | 14.7% | 36.3% | 36.3% | 12.7% | 34.3% |       |
| Maximum Green (s)       | 7.0   | 36.0  |      | 7.0   | 36.0  | 36.0  | 11.0  | 32.0  | 32.0  | 9.0   | 30.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |       |
| Recall Mode             | None  | C-Max |      | None  | C-Max | C-Max | None  | None  | None  | None  | None  |       |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   | 7.0   |       | 7.0   | 7.0   |       | 7.0   |       |
| Flash Dont Walk (s)     |       | 28.0  |      |       | 28.0  | 28.0  |       | 23.0  | 23.0  |       | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     | 0     |       | 0     | 0     |       | 0     |       |
| Act Effect Green (s)    | 61.3  | 54.7  |      | 61.3  | 54.7  | 54.7  | 26.5  | 15.5  | 15.5  | 25.3  | 17.1  |       |
| Actuated g/C Ratio      | 0.60  | 0.54  |      | 0.60  | 0.54  | 0.54  | 0.26  | 0.15  | 0.15  | 0.25  | 0.17  |       |
| v/c Ratio               | 0.13  | 0.30  |      | 0.23  | 0.42  | 0.20  | 0.32  | 0.35  | 0.34  | 0.66  | 0.57  |       |

Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

Existing AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

|                        | EBL  | EBT   | EBR | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|-------|-----|------|-------|------|------|-------|------|------|------|-------|
| Lane Group             | EBL  | EBT   | EBR | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR   |
| Control Delay          | 9.1  | 14.3  |     | 6.1  | 13.0  | 3.7  | 29.1 | 39.6  | 9.9  | 40.2 | 39.0 |       |
| Queue Delay            | 0.0  | 0.0   |     | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |       |
| Total Delay            | 9.1  | 14.3  |     | 6.1  | 13.0  | 3.7  | 29.1 | 39.6  | 9.9  | 40.2 | 39.0 |       |
| LOS                    | A    | B     |     | A    | B     | A    | C    | D     | A    | D    | D    |       |
| Approach Delay         |      | 14.0  |     |      | 10.8  |      |      | 28.6  |      |      |      | 39.5  |
| Approach LOS           |      | B     |     |      | B     |      |      | C     |      |      |      | D     |
| Queue Length 50th (m)  | 3.8  | 33.2  |     | 4.8  | 69.0  | 1.9  | 14.1 | 18.2  | 0.0  | 37.9 | 31.9 |       |
| Queue Length 95th (m)  | 9.3  | 44.6  |     | 7.6  | 91.6  | 4.2  | 23.6 | 25.8  | 12.7 | 52.6 | 42.6 |       |
| Internal Link Dist (m) |      | 206.2 |     |      | 413.3 |      |      | 198.3 |      |      |      | 176.9 |
| Turn Bay Length (m)    | 55.0 |       |     | 95.0 |       |      | 65.0 |       | 60.0 | 45.0 |      |       |
| Base Capacity (vph)    | 406  | 2655  |     | 402  | 1880  | 947  | 300  | 1088  | 555  | 340  | 1030 |       |
| Starvation Cap Reductn | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Spillback Cap Reductn  | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Storage Cap Reductn    | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Reduced v/c Ratio      | 0.13 | 0.30  |     | 0.23 | 0.42  | 0.20 | 0.30 | 0.17  | 0.20 | 0.66 | 0.33 |       |

Intersection Summary

Area Type: Other

Cycle Length: 102

Actuated Cycle Length: 102

Offset: 36 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 19.7

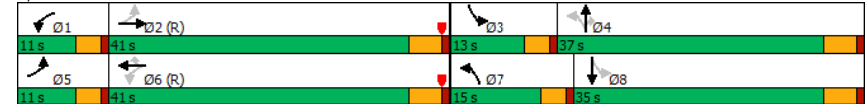
Intersection LOS: B

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Jefferson Boulevard & Tecumseh Road



HCM 6th Signalized Intersection Summary  
1: Jefferson Boulevard & Tecumseh Road

Existing AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔↔↔  |      | ↔↔   |      | ↔↔   |      | ↔↔   |      | ↔↔   |      | ↔↔   |      |
| Traffic Volume (veh/h)       | 46   | 631  | 61   | 80   | 681  | 167  | 77   | 157  | 94   | 193  | 228  | 67   |
| Future Volume (veh/h)        | 46   | 631  | 61   | 80   | 681  | 167  | 77   | 157  | 94   | 193  | 228  | 67   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      | No   |      |      |      | No   |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1856 | 1752 | 1781 | 1856 | 1885 | 1781 | 1841 | 1885 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h         | 53   | 734  | 71   | 93   | 792  | 194  | 90   | 183  | 109  | 224  | 265  | 78   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 3    | 10   | 8    | 3    | 1    | 8    | 4    | 4    | 1    | 2    | 3    |
| Cap, veh/h                   | 404  | 2526 | 243  | 469  | 1931 | 875  | 254  | 469  | 209  | 323  | 384  | 111  |
| Arrive On Green              | 0.05 | 0.54 | 0.54 | 0.06 | 0.55 | 0.55 | 0.08 | 0.13 | 0.13 | 0.09 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1781 | 4699 | 452  | 1697 | 3526 | 1597 | 1697 | 3497 | 1556 | 1795 | 2720 | 784  |
| Grp Volume(v), veh/h         | 53   | 526  | 279  | 93   | 792  | 194  | 90   | 183  | 109  | 224  | 171  | 172  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1689 | 1774 | 1697 | 1763 | 1597 | 1697 | 1749 | 1556 | 1795 | 1777 | 1727 |
| Q Serve(g_s), s              | 1.3  | 8.7  | 8.8  | 2.4  | 13.4 | 6.4  | 4.5  | 4.9  | 6.7  | 9.0  | 9.3  | 9.7  |
| Cycle Q Clear(g_c), s        | 1.3  | 8.7  | 8.8  | 2.4  | 13.4 | 6.4  | 4.5  | 4.9  | 6.7  | 9.0  | 9.3  | 9.7  |
| Prop In Lane                 | 1.00 |      | 0.25 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.45 |
| Lane Grp Cap(c), veh/h       | 404  | 1815 | 953  | 469  | 1931 | 875  | 254  | 469  | 209  | 323  | 251  | 244  |
| V/C Ratio(X)                 | 0.13 | 0.29 | 0.29 | 0.20 | 0.41 | 0.22 | 0.35 | 0.39 | 0.52 | 0.69 | 0.68 | 0.71 |
| Avail Cap(c_a), veh/h        | 431  | 1815 | 953  | 478  | 1931 | 875  | 299  | 1097 | 488  | 323  | 523  | 508  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 9.6  | 12.9 | 12.9 | 9.0  | 13.4 | 11.9 | 33.6 | 40.3 | 41.1 | 36.5 | 41.6 | 41.8 |
| Incr Delay (d2), s/veh       | 0.1  | 0.4  | 0.8  | 0.2  | 0.6  | 0.6  | 0.8  | 0.5  | 2.0  | 6.2  | 3.3  | 3.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.7  | 0.8  | 0.0  | 1.0  | 0.6  | 1.2  | 1.4  | 1.8  | 3.5  | 2.8  | 2.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 9.8  | 13.3 | 13.7 | 9.2  | 14.1 | 12.5 | 34.4 | 40.9 | 43.1 | 42.7 | 44.9 | 45.5 |
| LnGrp LOS                    | A    | B    | B    | A    | B    | B    | C    | D    | D    | D    | D    | D    |
| Approach Vol, veh/h          | 858  |      |      | 1079 |      |      | 382  |      |      | 567  |      |      |
| Approach Delay, s/veh        | 13.2 |      |      | 13.4 |      |      | 40.0 |      |      | 44.2 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.5 | 59.8 | 13.0 | 18.7 | 9.4  | 60.9 | 12.3 | 19.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0  | 36.0 | 9.0  | 32.0 | 7.0  | 36.0 | 11.0 | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 4.4  | 10.8 | 11.0 | 8.7  | 3.3  | 15.4 | 6.5  | 11.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 6.6  | 0.0  | 1.9  | 0.0  | 7.4  | 0.1  | 2.2  |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           | 22.9 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | C    |      |      |      |      |      |      |      |      |      |      |      |

Lanes, Volumes, Timings

Existing AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Lane Group                     | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|--------------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations            | ↔↔↔   |       | ↔↔   |       | ↔↔    |      | ↔↔    |       | ↔↔   |       | ↔↔    |      |
| Traffic Volume (vph)           | 95    | 844   | 33   | 34    | 772   | 13   | 41    | 7     | 20   | 83    | 5     | 77   |
| Future Volume (vph)            | 95    | 844   | 33   | 34    | 772   | 13   | 41    | 7     | 20   | 83    | 5     | 77   |
| Ideal Flow (vphpl)             | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (m)             | 35.0  |       | 0.0  | 30.0  |       | 0.0  | 0.0   |       | 0.0  | 45.0  |       | 0.0  |
| Storage Lanes                  | 1     |       | 0    | 1     |       | 0    | 0     |       | 0    | 1     |       | 0    |
| Taper Length (m)               | 30.0  |       |      | 25.0  |       |      | 7.5   |       |      | 7.5   |       |      |
| Lane Util. Factor              | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor                | 1.00  | 1.00  |      | 1.00  | 1.00  |      | 1.00  | 1.00  |      | 1.00  | 0.99  |      |
| Frnt                           | 0.994 |       |      |       | 0.998 |      | 0.960 |       |      |       | 0.859 |      |
| Fit Protected                  | 0.950 |       |      | 0.950 |       |      |       | 0.971 |      | 0.950 |       |      |
| Satd. Flow (prot)              | 1805  | 5054  | 0    | 1752  | 5026  | 0    | 0     | 1763  | 0    | 1770  | 1597  | 0    |
| Fit Permitted                  | 0.278 |       |      | 0.272 |       |      |       | 0.761 |      | 0.733 |       |      |
| Satd. Flow (perm)              | 528   | 5054  | 0    | 502   | 5026  | 0    | 0     | 1381  | 0    | 1362  | 1597  | 0    |
| Right Turn on Red              | Yes   |       |      | Yes   |       |      | Yes   |       |      | Yes   |       |      |
| Satd. Flow (RTOR)              | 8     |       |      | 3     |       |      | 21    |       |      | 89    |       |      |
| Link Speed (k/h)               | 60    |       |      | 60    |       |      | 50    |       |      | 50    |       |      |
| Link Distance (m)              | 437.3 |       |      | 186.0 |       |      | 136.6 |       |      | 186.3 |       |      |
| Travel Time (s)                | 26.2  |       |      | 11.2  |       |      | 9.8   |       |      | 13.4  |       |      |
| Confl. Peds. (#/hr)            | 2     |       | 1    | 1     |       | 2    | 1     |       | 3    | 3     |       | 1    |
| Peak Hour Factor               | 0.87  | 0.87  | 0.87 | 0.87  | 0.87  | 0.87 | 0.87  | 0.87  | 0.87 | 0.87  | 0.87  | 0.87 |
| Heavy Vehicles (%)             | 0%    | 2%    | 0%   | 3%    | 3%    | 0%   | 0%    | 0%    | 0%   | 2%    | 0%    | 1%   |
| Adj. Flow (vph)                | 109   | 970   | 38   | 39    | 887   | 15   | 47    | 8     | 23   | 95    | 6     | 89   |
| <b>Shared Lane Traffic (%)</b> |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)          | 109   | 1008  | 0    | 39    | 902   | 0    | 0     | 78    | 0    | 95    | 95    | 0    |
| Turn Type                      | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA    |      |
| Protected Phases               | 5     | 2     |      | 1     | 6     |      | 8     |       | 8    |       | 4     |      |
| Permitted Phases               | 2     |       |      | 6     |       |      | 8     |       | 8    |       | 4     |      |
| Detector Phase                 | 5     | 2     |      | 1     | 6     |      | 8     | 8     |      | 4     | 4     |      |
| <b>Switch Phase</b>            |       |       |      |       |       |      |       |       |      |       |       |      |
| Minimum Initial (s)            | 7.0   | 10.0  |      | 7.0   | 10.0  |      | 11.0  | 11.0  |      | 11.0  | 11.0  |      |
| Minimum Split (s)              | 11.0  | 40.0  |      | 11.0  | 40.0  |      | 35.0  | 35.0  |      | 35.0  | 35.0  |      |
| Total Split (s)                | 12.0  | 55.0  |      | 12.0  | 55.0  |      | 35.0  | 35.0  |      | 35.0  | 35.0  |      |
| Total Split (%)                | 11.8% | 53.9% |      | 11.8% | 53.9% |      | 34.3% | 34.3% |      | 34.3% | 34.3% |      |
| Maximum Green (s)              | 8.0   | 50.0  |      | 8.0   | 50.0  |      | 30.0  | 30.0  |      | 30.0  | 30.0  |      |
| Yellow Time (s)                | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   |      |
| All-Red Time (s)               | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      |
| Lost Time Adjust (s)           | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Lost Time (s)            | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   | 5.0   |      |
| Lead/Lag                       | Lead  | Lag   |      | Lead  | Lag   |      |       |       |      |       |       |      |
| Lead-Lag Optimize?             | Yes   | Yes   |      | Yes   | Yes   |      |       |       |      |       |       |      |
| Vehicle Extension (s)          | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      |
| Recall Mode                    | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  |      |
| Walk Time (s)                  | 7.0   |       |      | 7.0   |       |      | 7.0   | 7.0   |      | 7.0   | 7.0   |      |
| Flash Dont Walk (s)            | 28.0  |       |      | 28.0  |       |      | 23.0  | 23.0  |      | 23.0  | 23.0  |      |
| Pedestrian Calls (#/hr)        | 0     |       |      | 0     |       |      | 0     | 0     |      | 0     | 0     |      |
| Act Effct Green (s)            | 77.5  | 72.0  |      | 75.3  | 67.3  |      | 13.4  |       |      | 13.4  | 13.4  |      |
| Actuated g/C Ratio             | 0.76  | 0.71  |      | 0.74  | 0.66  |      | 0.13  |       |      | 0.13  | 0.13  |      |
| v/c Ratio                      | 0.22  | 0.28  |      | 0.09  | 0.27  |      | 0.39  |       |      | 0.53  | 0.33  |      |

Lanes, Volumes, Timings

Existing AM Peak Hour

2: Commercial Access/Home Depot Access & Tecumseh Road (201538) Forest Glade EA Transportation Analysis

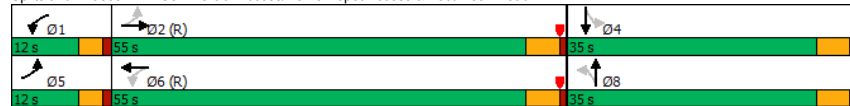


| Lane Group             | EBL   | EBT   | EBR | WBL  | WBT   | WBR | NBL | NBT   | NBR | SBL  | SBT   | SBR |
|------------------------|-------|-------|-----|------|-------|-----|-----|-------|-----|------|-------|-----|
| Control Delay          | 7.9   | 13.1  |     | 2.4  | 4.7   |     |     | 35.5  |     | 51.9 | 12.6  |     |
| Queue Delay            | 0.0   | 0.0   |     | 0.0  | 0.0   |     |     | 0.0   |     | 0.0  | 0.0   |     |
| Total Delay            | 7.9   | 13.1  |     | 2.4  | 4.7   |     |     | 35.5  |     | 51.9 | 12.6  |     |
| LOS                    | A     | B     |     | A    | A     |     |     | D     |     | D    | B     |     |
| Approach Delay         |       | 12.6  |     |      | 4.6   |     |     | 35.5  |     |      | 32.2  |     |
| Approach LOS           |       | B     |     |      | A     |     |     | D     |     |      | C     |     |
| Queue Length 50th (m)  | 11.0  | 50.5  |     | 1.0  | 13.2  |     |     | 11.1  |     | 19.0 | 1.1   |     |
| Queue Length 95th (m)  | m20.2 | 62.1  |     | 1.9  | 12.8  |     |     | 23.3  |     | 32.5 | 13.8  |     |
| Internal Link Dist (m) |       | 413.3 |     |      | 162.0 |     |     | 112.6 |     |      | 162.3 |     |
| Turn Bay Length (m)    | 35.0  |       |     | 30.0 |       |     |     |       |     | 45.0 |       |     |
| Base Capacity (vph)    | 502   | 3568  |     | 473  | 3316  |     |     | 421   |     | 400  | 532   |     |
| Starvation Cap Reductn | 0     | 0     |     | 0    | 0     |     |     | 0     |     | 0    | 0     |     |
| Spillback Cap Reductn  | 0     | 0     |     | 0    | 0     |     |     | 0     |     | 0    | 0     |     |
| Storage Cap Reductn    | 0     | 0     |     | 0    | 0     |     |     | 0     |     | 0    | 0     |     |
| Reduced v/c Ratio      | 0.22  | 0.28  |     | 0.08 | 0.27  |     |     | 0.19  |     | 0.24 | 0.18  |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 7 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 11.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Commercial Access/Home Depot Access & Tecumseh Road



HCM 6th Signalized Intersection Summary

Existing AM Peak Hour

2: Commercial Access/Home Depot Access & Tecumseh Road (201538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      |      | ↔    |      | ↔    | ↔    |      |
| Traffic Volume (veh/h)       | 95   | 844  | 33   | 34   | 772  | 13   | 41   | 7    | 20   | 83   | 5    | 77   |
| Future Volume (veh/h)        | 95   | 844  | 33   | 34   | 772  | 13   | 41   | 7    | 20   | 83   | 5    | 77   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      |      | No   |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1900 | 1856 | 1856 | 1900 | 1900 | 1900 | 1900 | 1870 | 1900 | 1885 |
| Adj Flow Rate, veh/h         | 109  | 970  | 38   | 39   | 887  | 15   | 47   | 8    | 23   | 95   | 6    | 89   |
| Peak Hour Factor             | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, %         | 0    | 2    | 0    | 3    | 3    | 0    | 0    | 0    | 0    | 2    | 0    | 1    |
| Cap, veh/h                   | 608  | 3469 | 136  | 492  | 3429 | 58   | 121  | 27   | 38   | 235  | 13   | 195  |
| Arrive On Green              | 0.07 | 0.69 | 0.69 | 0.09 | 1.00 | 1.00 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 1810 | 5041 | 197  | 1767 | 5130 | 87   | 499  | 212  | 298  | 1372 | 102  | 1513 |
| Grp Volume(v), veh/h         | 109  | 655  | 353  | 39   | 584  | 318  | 78   | 0    | 95   | 0    | 95   | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 1702 | 1835 | 1767 | 1689 | 1840 | 1009 | 0    | 1372 | 0    | 1615 | 0    |
| Q Serve(g_s), s              | 1.7  | 7.6  | 7.6  | 0.6  | 0.0  | 0.0  | 3.7  | 0.0  | 0.0  | 0.0  | 0.0  | 5.6  |
| Cycle Q Clear(g_c), s        | 1.7  | 7.6  | 7.6  | 0.6  | 0.0  | 0.0  | 9.2  | 0.0  | 0.0  | 7.4  | 0.0  | 5.6  |
| Prop In Lane                 | 1.00 |      | 0.11 | 1.00 |      | 0.05 | 0.60 |      | 0.29 | 1.00 |      | 0.94 |
| Lane Grp Cap(c), veh/h       | 608  | 2342 | 1262 | 492  | 2257 | 1230 | 186  | 0    | 235  | 0    | 208  | 0    |
| V/C Ratio(X)                 | 0.18 | 0.28 | 0.28 | 0.08 | 0.26 | 0.26 | 0.42 | 0.00 | 0.00 | 0.40 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h        | 632  | 2342 | 1262 | 549  | 2257 | 1230 | 424  | 0    | 462  | 0    | 475  | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 3.8  | 6.1  | 6.1  | 4.2  | 0.0  | 0.0  | 43.4 | 0.0  | 0.0  | 41.9 | 0.0  | 41.1 |
| Incr Delay (d2), s/veh       | 0.1  | 0.3  | 0.6  | 0.1  | 0.3  | 0.5  | 1.5  | 0.0  | 0.0  | 1.1  | 0.0  | 1.6  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.1  | 0.2  | 0.0  | 0.1  | 0.2  | 1.3  | 0.0  | 0.0  | 1.5  | 0.0  | 1.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 4.0  | 6.4  | 6.7  | 4.3  | 0.3  | 0.5  | 44.9 | 0.0  | 0.0  | 43.0 | 0.0  | 42.7 |
| LnGrp LOS                    | A    | A    | A    | A    | A    | A    | D    | A    | A    | D    | A    | D    |
| Approach Vol, veh/h          |      | 1117 |      |      | 941  |      | 78   |      |      | 190  |      |      |
| Approach Delay, s/veh        |      | 6.3  |      |      | 0.5  |      | 44.9 |      |      | 42.9 |      |      |
| Approach LOS                 |      | A    |      |      | A    |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 8.7  | 75.2 |      | 18.1 | 10.7 | 73.2 |      | 18.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 8.0  | 50.0 |      | 30.0 | 8.0  | 50.0 |      | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.6  | 9.6  |      | 9.4  | 3.7  | 2.0  |      | 11.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 9.8  |      | 1.0  | 0.1  | 8.6  |      | 0.4  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay 8.2  
 HCM 6th LOS A

Lanes, Volumes, Timings

Existing AM Peak Hour

3: Rose-Ville Gardens Drive & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

|                         | →     | ↖    | ↙     | ←     | ↘     | ↗     |
|-------------------------|-------|------|-------|-------|-------|-------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↑↑↑   |      | ↖     | ↑↑↑   | ↘     | ↗     |
| Traffic Volume (vph)    | 949   | 45   | 92    | 921   | 56    | 112   |
| Future Volume (vph)     | 949   | 45   | 92    | 921   | 56    | 112   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      |       | 0.0  | 50.0  |       | 50.0  | 0.0   |
| Storage Lanes           |       | 0    | 1     |       | 1     | 1     |
| Taper Length (m)        |       |      | 40.0  |       | 50.0  |       |
| Lane Util. Factor       | 0.91  | 0.91 | 1.00  | 0.91  | 1.00  | 1.00  |
| Ped Bike Factor         | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 0.98  |
| Frt                     | 0.993 |      |       |       |       | 0.850 |
| Flt Protected           |       |      | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)       | 4948  | 0    | 1626  | 5036  | 1736  | 1553  |
| Flt Permitted           |       |      | 0.239 |       | 0.950 |       |
| Satd. Flow (perm)       | 4948  | 0    | 408   | 5036  | 1730  | 1526  |
| Right Turn on Red       |       | Yes  |       |       |       | Yes   |
| Satd. Flow (RTOR)       | 10    |      |       |       |       | 117   |
| Link Speed (k/h)        | 60    |      | 60    | 50    |       |       |
| Link Distance (m)       | 186.0 |      | 273.0 | 289.9 |       |       |
| Travel Time (s)         | 11.2  |      | 16.4  | 20.9  |       |       |
| Conf. Peds. (#/hr)      |       | 10   | 10    | 3     | 5     |       |
| Peak Hour Factor        | 0.96  | 0.96 | 0.96  | 0.96  | 0.96  | 0.96  |
| Heavy Vehicles (%)      | 4%    | 2%   | 11%   | 3%    | 4%    | 4%    |
| Adj. Flow (vph)         | 989   | 47   | 96    | 959   | 58    | 117   |
| Shared Lane Traffic (%) |       |      |       |       |       |       |
| Lane Group Flow (vph)   | 1036  | 0    | 96    | 959   | 58    | 117   |
| Turn Type               | NA    |      | pm+pt | NA    | Prot  | Perm  |
| Protected Phases        | 2     |      | 1     | 6     | 4     |       |
| Permitted Phases        |       |      | 6     |       |       | 4     |
| Detector Phase          | 2     |      | 1     | 6     | 4     | 4     |
| Switch Phase            |       |      |       |       |       |       |
| Minimum Initial (s)     | 10.0  |      | 7.0   | 10.0  | 11.0  | 11.0  |
| Minimum Split (s)       | 28.0  |      | 11.0  | 28.0  | 34.0  | 34.0  |
| Total Split (s)         | 56.0  |      | 11.0  | 67.0  | 35.0  | 35.0  |
| Total Split (%)         | 54.9% |      | 10.8% | 65.7% | 34.3% | 34.3% |
| Maximum Green (s)       | 51.0  |      | 7.0   | 62.0  | 30.0  | 30.0  |
| Yellow Time (s)         | 4.0   |      | 3.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.0   |      | 4.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                | Lag   |      | Lead  |       |       |       |
| Lead-Lag Optimize?      | Yes   |      | Yes   |       |       |       |
| Vehicle Extension (s)   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | C-Max |      | None  | C-Max | None  | None  |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 16.0  |      | 16.0  | 22.0  | 22.0  |       |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     |       |
| Act Effct Green (s)     | 72.0  |      | 81.8  | 80.8  | 11.2  | 11.2  |
| Actuated g/C Ratio      | 0.71  |      | 0.80  | 0.79  | 0.11  | 0.11  |
| v/c Ratio               | 0.30  |      | 0.23  | 0.24  | 0.30  | 0.43  |

Lanes, Volumes, Timings

Existing AM Peak Hour

3: Rose-Ville Gardens Drive & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

|                        | →     | ↖   | ↙    | ←     | ↘     | ↗    |
|------------------------|-------|-----|------|-------|-------|------|
| Lane Group             | EBT   | EBR | WBL  | WBT   | NBL   | NBR  |
| Control Delay          | 3.0   |     | 3.2  | 1.6   | 46.3  | 13.2 |
| Queue Delay            | 0.0   |     | 0.0  | 0.0   | 0.0   | 0.0  |
| Total Delay            | 3.0   |     | 3.2  | 1.6   | 46.3  | 13.2 |
| LOS                    | A     |     | A    | A     | D     | B    |
| Approach Delay         | 3.0   |     |      | 1.7   | 24.2  |      |
| Approach LOS           | A     |     |      | A     | C     |      |
| Queue Length 50th (m)  | 9.5   |     | 1.3  | 6.2   | 11.3  | 0.0  |
| Queue Length 95th (m)  | 11.2  |     | 4.4  | 9.2   | 23.9  | 16.6 |
| Internal Link Dist (m) | 162.0 |     |      | 249.0 | 265.9 |      |
| Turn Bay Length (m)    |       |     | 50.0 |       | 50.0  |      |
| Base Capacity (vph)    | 3494  |     | 410  | 3988  | 510   | 531  |
| Starvation Cap Reductn | 0     |     | 0    | 0     | 0     | 0    |
| Spillback Cap Reductn  | 0     |     | 0    | 0     | 0     | 0    |
| Storage Cap Reductn    | 0     |     | 0    | 0     | 0     | 0    |
| Reduced v/c Ratio      | 0.30  |     | 0.23 | 0.24  | 0.11  | 0.22 |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 13 (13%), Referenced to phase 2:EBT and 6:WBTL, Start of Red  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay: 4.0  
 Intersection Capacity Utilization 48.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: Rose-Ville Gardens Drive & Tecumseh Road



HCM 6th Signalized Intersection Summary  
 3: Rose-Ville Gardens Drive & Tecumseh Road

Existing AM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑↑  |      | ↑    | ↑↑↑  | ↑    | ↑    |
| Traffic Volume (veh/h)       | 949  | 45   | 92   | 921  | 56   | 112  |
| Future Volume (veh/h)        | 949  | 45   | 92   | 921  | 56   | 112  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 0.99 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1841 | 1870 | 1737 | 1856 | 1841 | 1841 |
| Adj Flow Rate, veh/h         | 989  | 47   | 96   | 959  | 58   | 117  |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 4    | 2    | 11   | 3    | 4    | 4    |
| Cap, veh/h                   | 3398 | 161  | 526  | 4027 | 188  | 167  |
| Arrive On Green              | 1.00 | 1.00 | 0.13 | 1.00 | 0.11 | 0.11 |
| Sat Flow, veh/h              | 5079 | 233  | 1654 | 5233 | 1753 | 1560 |
| Grp Volume(v), veh/h         | 674  | 362  | 96   | 959  | 58   | 117  |
| Grp Sat Flow(s),veh/h/ln     | 1675 | 1797 | 1654 | 1689 | 1753 | 1560 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 1.4  | 0.0  | 3.1  | 7.4  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 1.4  | 0.0  | 3.1  | 7.4  |
| Prop In Lane                 |      | 0.13 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 2317 | 1243 | 526  | 4027 | 188  | 167  |
| V/C Ratio(X)                 | 0.29 | 0.29 | 0.18 | 0.24 | 0.31 | 0.70 |
| Avail Cap(c_a), veh/h        | 2317 | 1243 | 533  | 4027 | 516  | 459  |
| HCM Platoon Ratio            | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.96 | 0.96 | 0.94 | 0.94 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 2.6  | 0.0  | 42.1 | 44.0 |
| Incr Delay (d2), s/veh       | 0.3  | 0.6  | 0.2  | 0.1  | 0.9  | 5.2  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.1  | 0.2  | 0.0  | 0.0  | 0.9  | 2.1  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.3  | 0.6  | 2.7  | 0.1  | 43.0 | 49.2 |
| LnGrp LOS                    | A    | A    | A    | A    | D    | D    |
| Approach Vol, veh/h          | 1036 |      |      | 1055 | 175  |      |
| Approach Delay, s/veh        | 0.4  |      |      | 0.4  | 47.1 |      |
| Approach LOS                 | A    |      |      | A    | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |      | 6    |
| Phs Duration (G+Y+Rc), s     | 10.5 | 75.5 |      | 15.9 |      | 86.1 |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  |      | 5.0  |
| Max Green Setting (Gmax), s  | 7.0  | 51.0 |      | 30.0 |      | 62.0 |
| Max Q Clear Time (g_c+I1), s | 3.4  | 2.0  |      | 9.4  |      | 2.0  |
| Green Ext Time (p_c), s      | 0.1  | 10.6 |      | 0.7  |      | 10.4 |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 4.0  |      |      |      |
| HCM 6th LOS                  |      |      | A    |      |      |      |

Lanes, Volumes, Timings  
 5: East Park Drive/Walmart Access & Tecumseh Road

Existing AM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|------|-------|
| Lane Configurations     | ↑     | ↑↑↑   |      | ↑     | ↑↑↑   |      | ↑     | ↑     | ↑    | ↑     | ↑    | ↑     |
| Traffic Volume (vph)    | 152   | 792   | 95   | 88    | 909   | 141  | 60    | 46    | 32   | 77    | 32   | 62    |
| Future Volume (vph)     | 152   | 792   | 95   | 88    | 909   | 141  | 60    | 46    | 32   | 77    | 32   | 62    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Storage Length (m)      | 65.0  |       | 0.0  | 40.0  |       | 0.0  | 25.0  |       | 0.0  | 20.0  |      | 0.0   |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |      | 0     |
| Taper Length (m)        | 70.0  |       |      | 50.0  |       |      | 100.0 |       |      | 50.0  |      |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |      | 1.00  |       |      |       |      | 0.99  |
| Frt                     |       | 0.984 |      |       | 0.980 |      |       | 0.939 |      |       |      | 0.901 |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |      |       |
| Satd. Flow (prot)       | 1787  | 4892  | 0    | 1805  | 4948  | 0    | 1671  | 1784  | 0    | 1787  | 1693 | 0     |
| Fit Permitted           | 0.202 |       |      | 0.268 |       |      | 0.657 |       |      | 0.700 |      |       |
| Satd. Flow (perm)       | 380   | 4892  | 0    | 508   | 4948  | 0    | 1151  | 1784  | 0    | 1317  | 1693 | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |      | Yes   |
| Satd. Flow (RTOR)       |       | 29    |      |       | 40    |      |       | 35    |      |       |      | 70    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 50    |      |       |      | 50    |
| Link Distance (m)       |       | 273.0 |      |       | 268.3 |      |       | 231.1 |      |       |      | 151.2 |
| Travel Time (s)         |       | 16.4  |      |       | 16.1  |      |       | 16.6  |      |       |      | 10.9  |
| Confl. Peds. (#/hr)     |       |       | 6    |       | 6     |      |       | 5     |      |       |      | 5     |
| Peak Hour Factor        | 0.89  | 0.89  | 0.89 | 0.89  | 0.89  | 0.89 | 0.89  | 0.89  | 0.89 | 0.89  | 0.89 | 0.89  |
| Heavy Vehicles (%)      | 1%    | 4%    | 4%   | 0%    | 3%    | 1%   | 8%    | 0%    | 0%   | 1%    | 0%   | 0%    |
| Adj. Flow (vph)         | 171   | 890   | 107  | 99    | 1021  | 158  | 67    | 52    | 36   | 87    | 36   | 70    |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |      |       |
| Lane Group Flow (vph)   | 171   | 997   | 0    | 99    | 1179  | 0    | 67    | 88    | 0    | 87    | 106  | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA   |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      |       | 4     |      |       |      | 8     |
| Permitted Phases        | 2     |       |      | 6     |       |      |       | 4     |      |       |      | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      |       | 4     | 4    |       |      | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |      |       |
| Minimum Initial (s)     | 8.0   | 10.0  |      | 8.0   | 10.0  |      | 10.0  | 10.0  |      | 10.0  |      | 10.0  |
| Minimum Split (s)       | 12.0  | 35.0  |      | 12.0  | 35.0  |      | 35.0  | 35.0  |      | 35.0  |      | 35.0  |
| Total Split (s)         | 12.0  | 55.0  |      | 12.0  | 55.0  |      | 35.0  | 35.0  |      | 35.0  |      | 35.0  |
| Total Split (%)         | 11.8% | 53.9% |      | 11.8% | 53.9% |      | 34.3% | 34.3% |      | 34.3% |      | 34.3% |
| Maximum Green (s)       | 8.0   | 50.0  |      | 8.0   | 50.0  |      | 30.0  | 30.0  |      | 30.0  |      | 30.0  |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   |      | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   |      | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   |      | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   |      | 5.0   |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      |       |       |      |       |      |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      |       |       |      |       |      |       |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   |      | 3.0   |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  |      | None  |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      |       | 7.0   |      |       |      | 7.0   |
| Flash Dont Walk (s)     |       | 23.0  |      |       | 23.0  |      |       | 23.0  |      |       |      | 23.0  |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      |       | 0     |      |       |      | 0     |
| Act Effct Green (s)     | 77.0  | 69.6  |      | 76.2  | 67.2  |      | 12.8  | 12.8  |      | 12.8  |      | 12.8  |
| Actuated g/C Ratio      | 0.75  | 0.68  |      | 0.75  | 0.66  |      | 0.13  | 0.13  |      | 0.13  |      | 0.13  |
| v/c Ratio               | 0.43  | 0.30  |      | 0.21  | 0.36  |      | 0.47  | 0.35  |      | 0.53  |      | 0.39  |

Lanes, Volumes, Timings

Existing AM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

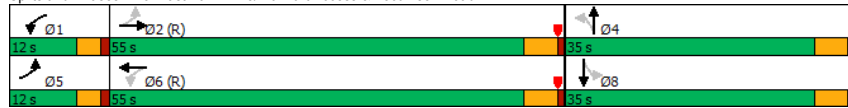


| Lane Group             | EBL   | EBT  | EBR   | WBL  | WBT   | WBR | NBL   | NBT  | NBR | SBL  | SBT  | SBR |
|------------------------|-------|------|-------|------|-------|-----|-------|------|-----|------|------|-----|
| Control Delay          | 13.4  | 5.6  |       | 4.0  | 7.0   |     | 51.3  | 28.9 |     | 52.8 | 20.3 |     |
| Queue Delay            | 0.0   | 0.0  |       | 0.0  | 0.0   |     | 0.0   | 0.0  |     | 0.0  | 0.0  |     |
| Total Delay            | 13.4  | 5.6  |       | 4.0  | 7.0   |     | 51.3  | 28.9 |     | 52.8 | 20.3 |     |
| LOS                    | B     | A    |       | A    | A     |     | D     | C    |     | D    | C    |     |
| Approach Delay         | 6.8   |      |       | 6.8  |       |     | 38.6  |      |     | 34.9 |      |     |
| Approach LOS           | A     |      |       | A    |       |     | D     |      |     | C    |      |     |
| Queue Length 50th (m)  | 7.7   | 19.2 |       | 4.1  | 21.7  |     | 13.3  | 10.2 |     | 17.4 | 6.9  |     |
| Queue Length 95th (m)  | 29.6  | 24.1 |       | m9.3 | 37.3  |     | 25.8  | 23.4 |     | 31.3 | 21.3 |     |
| Internal Link Dist (m) | 249.0 |      | 244.3 |      | 207.1 |     | 127.2 |      |     |      |      |     |
| Turn Bay Length (m)    | 65.0  |      | 40.0  |      | 25.0  |     | 20.0  |      |     |      |      |     |
| Base Capacity (vph)    | 397   | 3347 |       | 481  | 3273  |     | 338   | 549  |     | 387  | 547  |     |
| 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      | 0.43  | 0.30 |       | 0.21 | 0.36  |     | 0.20  | 0.16 |     | 0.22 | 0.19 |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 93 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 10.5  
 Intersection Capacity Utilization 56.4%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: East Park Drive/Walmart Access & Tecumseh Road



HCM 6th Signalized Intersection Summary

Existing AM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  |
| Traffic Volume (veh/h)       | 152  | 792  | 95   | 88   | 909  | 141  | 60   | 46   | 32   | 77   | 32   | 62   |
| Future Volume (veh/h)        | 152  | 792  | 95   | 88   | 909  | 141  | 60   | 46   | 32   | 77   | 32   | 62   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 0.99 |      | 0.99 | 0.99 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1885 | 1841 | 1841 | 1900 | 1856 | 1885 | 1781 | 1900 | 1900 | 1885 | 1900 | 1900 |
| Adj Flow Rate, veh/h         | 171  | 890  | 107  | 99   | 1021 | 158  | 67   | 52   | 36   | 87   | 36   | 70   |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 1    | 4    | 4    | 0    | 3    | 1    | 8    | 0    | 0    | 1    | 0    | 0    |
| Cap, veh/h                   | 511  | 2870 | 344  | 491  | 2775 | 429  | 194  | 164  | 114  | 219  | 90   | 176  |
| Arrive On Green              | 0.05 | 0.42 | 0.42 | 0.15 | 1.00 | 1.00 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h              | 1795 | 4546 | 544  | 1810 | 4423 | 683  | 1218 | 1041 | 721  | 1310 | 573  | 1114 |
| Grp Volume(v), veh/h         | 171  | 655  | 342  | 99   | 779  | 400  | 67   | 0    | 88   | 87   | 0    | 106  |
| Grp Sat Flow(s), veh/h/ln    | 1795 | 1675 | 1740 | 1810 | 1689 | 1729 | 1218 | 0    | 1762 | 1310 | 0    | 1687 |
| Q Serve(g_s), s              | 3.1  | 13.2 | 13.3 | 1.7  | 0.0  | 0.0  | 5.3  | 0.0  | 4.5  | 6.4  | 0.0  | 5.8  |
| Cycle Q Clear(g_c), s        | 3.1  | 13.2 | 13.3 | 1.7  | 0.0  | 0.0  | 11.1 | 0.0  | 4.5  | 11.0 | 0.0  | 5.8  |
| Prop In Lane                 | 1.00 |      | 0.31 | 1.00 |      | 0.40 | 1.00 |      | 0.41 | 1.00 |      | 0.66 |
| Lane Grp Cap(c), veh/h       | 511  | 2116 | 1099 | 491  | 2119 | 1085 | 194  | 0    | 278  | 219  | 0    | 266  |
| V/C Ratio(X)                 | 0.33 | 0.31 | 0.31 | 0.20 | 0.37 | 0.37 | 0.35 | 0.00 | 0.32 | 0.40 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h        | 512  | 2116 | 1099 | 500  | 2119 | 1085 | 360  | 0    | 518  | 398  | 0    | 496  |
| HCM Platoon Ratio            | 0.67 | 0.67 | 0.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 5.0  | 14.7 | 14.7 | 5.3  | 0.0  | 0.0  | 43.6 | 0.0  | 38.1 | 43.0 | 0.0  | 38.6 |
| Incr Delay (d2), s/veh       | 0.4  | 0.4  | 0.7  | 0.2  | 0.4  | 0.9  | 1.1  | 0.0  | 0.6  | 1.2  | 0.0  | 1.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.1  | 0.1  | 0.2  | 0.0  | 0.1  | 0.3  | 1.1  | 0.0  | 1.3  | 1.4  | 0.0  | 1.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 5.4  | 15.0 | 15.4 | 5.5  | 0.4  | 0.9  | 44.7 | 0.0  | 38.7 | 44.1 | 0.0  | 39.6 |
| LnGrp LOS                    | A    | B    | B    | A    | A    | A    | D    | A    | D    | D    | A    | D    |
| Approach Vol, veh/h          | 1168 |      |      | 1278 |      |      | 155  |      |      | 193  |      |      |
| Approach Delay, s/veh        | 13.7 |      |      | 1.0  |      |      | 41.3 |      |      | 41.6 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 11.5 | 69.4 |      | 21.1 | 11.9 | 69.0 |      | 21.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 8.0  | 50.0 |      | 30.0 | 8.0  | 50.0 |      | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 3.7  | 15.3 |      | 13.1 | 5.1  | 2.0  |      | 13.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 9.5  |      | 0.7  | 0.2  | 12.9 |      | 1.0  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay 11.3  
 HCM 6th LOS B

Lanes, Volumes, Timings

6: Lauzon Parkway & Tecumseh Road

Existing AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔     |
| Traffic Volume (vph)    | 185   | 604   | 123  | 112   | 653   | 44   | 219   | 282   | 83   | 81    | 340   | 253   |
| Future Volume (vph)     | 185   | 604   | 123  | 112   | 653   | 44   | 219   | 282   | 83   | 81    | 340   | 253   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (m)      | 90.0  |       | 0.0  | 120.0 |       | 0.0  | 90.0  |       | 0.0  | 70.0  |       | 70.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 1     |
| Taper Length (m)        | 80.0  |       |      | 60.0  |       |      | 70.0  |       |      | 70.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 1.00  |
| Ped Bike Factor         | 1.00  | 1.00  |      | 1.00  |       | 1.00 | 1.00  |       | 1.00 |       | 1.00  |       |
| Frt                     |       | 0.975 |      |       | 0.991 |      |       | 0.966 |      |       |       | 0.850 |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 1656  | 4934  | 0    | 1736  | 5016  | 0    | 1752  | 4742  | 0    | 1517  | 4940  | 1495  |
| Fit Permitted           | 0.330 |       |      | 0.319 |       |      | 0.525 |       |      | 0.428 |       |       |
| Satd. Flow (perm)       | 574   | 4934  | 0    | 582   | 5016  | 0    | 967   | 4742  | 0    | 681   | 4940  | 1473  |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 45    |      |       | 11    |      |       | 73    |      |       |       | 265   |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 60    |      |       |       | 60    |
| Link Distance (m)       |       | 268.3 |      |       | 288.0 |      |       | 208.8 |      |       |       | 230.9 |
| Travel Time (s)         |       | 16.1  |      |       | 17.3  |      |       | 12.5  |      |       |       | 13.9  |
| Conf. Peds. (#/hr)      | 5     |       | 7    | 7     |       | 5    | 3     |       | 6    | 6     |       | 3     |
| Peak Hour Factor        | 0.93  | 0.93  | 0.93 | 0.93  | 0.93  | 0.93 | 0.93  | 0.93  | 0.93 | 0.93  | 0.93  | 0.93  |
| Heavy Vehicles (%)      | 9%    | 1%    | 8%   | 4%    | 1%    | 23%  | 3%    | 5%    | 6%   | 19%   | 5%    | 8%    |
| Adj. Flow (vph)         | 199   | 649   | 132  | 120   | 702   | 47   | 235   | 303   | 89   | 87    | 366   | 272   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 199   | 781   | 0    | 120   | 749   | 0    | 235   | 392   | 0    | 87    | 366   | 272   |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    | Perm  |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       |      | 4     |       |      | 8     |       | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |       |
| Minimum Initial (s)     | 7.0   | 15.0  |      | 7.0   | 15.0  |      | 7.0   | 13.0  |      | 7.0   | 13.0  | 13.0  |
| Minimum Split (s)       | 11.0  | 39.0  |      | 11.0  | 39.0  |      | 11.0  | 35.0  |      | 11.0  | 37.0  | 37.0  |
| Total Split (s)         | 12.0  | 39.0  |      | 12.0  | 39.0  |      | 11.0  | 35.0  |      | 16.0  | 40.0  | 40.0  |
| Total Split (%)         | 11.8% | 38.2% |      | 11.8% | 38.2% |      | 10.8% | 34.3% |      | 15.7% | 39.2% | 39.2% |
| Maximum Green (s)       | 8.0   | 33.0  |      | 8.0   | 33.0  |      | 7.0   | 29.0  |      | 12.0  | 34.0  | 34.0  |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   | 6.0   |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   | Yes   |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 3.5   |      | 3.0   | 3.5   | 3.5   |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  | None  |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      |       | 5.0   |      |       | 7.0   | 7.0   |
| Flash Dont Walk (s)     |       | 26.0  |      |       | 26.0  |      |       | 24.0  |      |       | 24.0  | 24.0  |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      |       | 0     |      |       | 0     | 0     |
| Act Effct Green (s)     | 60.6  | 50.7  |      | 60.2  | 50.5  |      | 23.6  | 16.0  |      | 28.1  | 16.6  | 16.6  |
| Actuated g/C Ratio      | 0.59  | 0.50  |      | 0.59  | 0.50  |      | 0.23  | 0.16  |      | 0.28  | 0.16  | 0.16  |
| v/c Ratio               | 0.47  | 0.32  |      | 0.28  | 0.30  |      | 0.85  | 0.49  |      | 0.33  | 0.46  | 0.59  |

Lanes, Volumes, Timings

6: Lauzon Parkway & Tecumseh Road

Existing AM Peak Hour

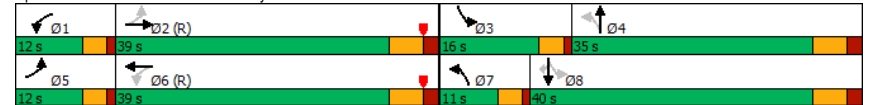
(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL  | EBT   | EBR | WBL   | WBT   | WBR | NBL   | NBT   | NBR | SBL  | SBT   | SBR  |
|------------------------|------|-------|-----|-------|-------|-----|-------|-------|-----|------|-------|------|
| Control Delay          | 15.1 | 17.9  |     | 9.9   | 15.9  |     | 60.8  | 34.6  |     | 25.2 | 36.1  | 15.4 |
| Queue Delay            | 0.0  | 0.0   |     | 0.0   | 0.0   |     | 0.0   | 0.0   |     | 0.0  | 0.0   | 0.0  |
| Total Delay            | 15.1 | 17.9  |     | 9.9   | 15.9  |     | 60.8  | 34.6  |     | 25.2 | 36.1  | 15.4 |
| LOS                    | B    | B     |     | A     | B     |     | E     | C     |     | C    | D     | B    |
| Approach Delay         |      | 17.3  |     |       | 15.1  |     |       | 44.4  |     |      | 27.0  |      |
| Approach LOS           |      | B     |     |       | B     |     |       | D     |     |      | C     |      |
| Queue Length 50th (m)  | 27.3 | 39.8  |     | 8.9   | 31.7  |     | 40.5  | 23.1  |     | 14.4 | 26.1  | 11.4 |
| Queue Length 95th (m)  | 41.4 | 46.6  |     | 18.5  | 44.9  |     | #74.1 | 32.8  |     | 25.8 | 34.5  | 43.4 |
| Internal Link Dist (m) |      | 244.3 |     |       | 264.0 |     |       | 184.8 |     |      | 206.9 |      |
| Turn Bay Length (m)    | 90.0 |       |     | 120.0 |       |     | 90.0  |       |     | 70.0 |       | 70.0 |
| Base Capacity (vph)    | 426  | 2476  |     | 435   | 2489  |     | 277   | 1400  |     | 295  | 1646  | 667  |
| Starvation Cap Reductn | 0    | 0     |     | 0     | 0     |     | 0     | 0     |     | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0    | 0     |     | 0     | 0     |     | 0     | 0     |     | 0    | 0     | 0    |
| Storage Cap Reductn    | 0    | 0     |     | 0     | 0     |     | 0     | 0     |     | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.47 | 0.32  |     | 0.28  | 0.30  |     | 0.85  | 0.28  |     | 0.29 | 0.22  | 0.41 |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 63 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 24.2  
 Intersection Capacity Utilization 78.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Lauzon Parkway & Tecumseh Road



HCM 6th Signalized Intersection Summary  
6: Lauzon Parkway & Tecumseh Road

Existing AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    |      | ↔    | ↔    |      | ↔    | ↔    |      | ↔    | ↔    |      | ↔    |
| Traffic Volume (veh/h)       | 185  | 604  | 123  | 112  | 653  | 44   | 219  | 282  | 83   | 81   | 340  | 253  |
| Future Volume (veh/h)        | 185  | 604  | 123  | 112  | 653  | 44   | 219  | 282  | 83   | 81   | 340  | 253  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1767 | 1885 | 1781 | 1841 | 1885 | 1559 | 1856 | 1826 | 1811 | 1618 | 1826 | 1781 |
| Adj Flow Rate, veh/h         | 199  | 649  | 132  | 120  | 702  | 47   | 235  | 303  | 89   | 87   | 366  | 272  |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 9    | 1    | 8    | 4    | 1    | 23   | 3    | 5    | 6    | 19   | 5    | 8    |
| Cap, veh/h                   | 424  | 1882 | 377  | 391  | 2099 | 140  | 336  | 916  | 255  | 311  | 1151 | 346  |
| Arrive On Green              | 0.03 | 0.14 | 0.14 | 0.07 | 0.43 | 0.43 | 0.07 | 0.24 | 0.24 | 0.13 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1682 | 4295 | 861  | 1753 | 4927 | 328  | 1767 | 3868 | 1078 | 1541 | 4985 | 1498 |
| Grp Volume(v), veh/h         | 199  | 516  | 265  | 120  | 488  | 261  | 235  | 258  | 134  | 87   | 366  | 272  |
| Grp Sat Flow(s),veh/h/ln     | 1682 | 1716 | 1725 | 1753 | 1716 | 1824 | 1767 | 1662 | 1622 | 1541 | 1662 | 1498 |
| Q Serve(g_s), s              | 6.6  | 13.8 | 14.1 | 3.8  | 9.7  | 9.8  | 7.0  | 6.6  | 7.0  | 4.3  | 4.7  | 15.7 |
| Cycle Q Clear(g_c), s        | 6.6  | 13.8 | 14.1 | 3.8  | 9.7  | 9.8  | 7.0  | 6.6  | 7.0  | 4.3  | 4.7  | 15.7 |
| Prop In Lane                 | 1.00 |      | 0.50 | 1.00 |      | 0.18 | 1.00 |      | 0.66 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 424  | 1503 | 756  | 391  | 1461 | 777  | 336  | 787  | 384  | 311  | 1151 | 346  |
| V/C Ratio(X)                 | 0.47 | 0.34 | 0.35 | 0.31 | 0.33 | 0.34 | 0.70 | 0.33 | 0.35 | 0.28 | 0.32 | 0.79 |
| Avail Cap(c_a), veh/h        | 424  | 1503 | 756  | 412  | 1461 | 777  | 336  | 945  | 461  | 396  | 1662 | 499  |
| HCM Platoon Ratio            | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)           | 0.96 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 15.7 | 30.4 | 30.5 | 15.1 | 19.6 | 19.6 | 31.6 | 32.2 | 32.4 | 25.4 | 22.4 | 25.3 |
| Incr Delay (d2), s/veh       | 0.8  | 0.6  | 1.2  | 0.4  | 0.6  | 1.2  | 6.3  | 0.3  | 0.7  | 0.5  | 0.2  | 5.8  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.7  | 2.5  | 2.7  | 0.4  | 1.5  | 1.8  | 2.9  | 1.5  | 1.6  | 0.8  | 1.0  | 2.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 16.5 | 31.0 | 31.8 | 15.5 | 20.2 | 20.8 | 37.9 | 32.5 | 33.0 | 25.8 | 22.6 | 31.1 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | C    | D    | C    | C    | C    | C    | C    |
| Approach Vol, veh/h          | 980  |      |      | 869  |      |      | 627  |      |      | 725  |      |      |
| Approach Delay, s/veh        | 28.3 |      |      | 19.7 |      |      | 34.6 |      |      | 26.2 |      |      |
| Approach LOS                 | C    |      |      | B    |      |      | C    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.8 | 50.7 | 10.4 | 30.1 | 12.0 | 49.4 | 11.0 | 29.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 8.0  | 33.0 | 12.0 | 29.0 | 8.0  | 33.0 | 7.0  | 34.0 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 5.8  | 16.1 | 6.3  | 9.0  | 8.6  | 11.8 | 9.0  | 17.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 7.0  | 0.1  | 3.2  | 0.0  | 7.5  | 0.0  | 4.5  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 26.7 |
| HCM 6th LOS        | C    |

Lanes, Volumes, Timings  
7: Lauzon Parkway & Catherine Street

Existing AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations     | ↔     |       | ↔     | ↔     |       | ↔    | ↔     |       | ↔     | ↔     |       | ↔    |
| Traffic Volume (vph)    | 44    | 22    | 13    | 54    | 10    | 27   | 25    | 365   | 88    | 56    | 661   | 58   |
| Future Volume (vph)     | 44    | 22    | 13    | 54    | 10    | 27   | 25    | 365   | 88    | 56    | 661   | 58   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Storage Length (m)      | 50.0  |       | 0.0   | 80.0  |       | 0.0  | 20.0  |       | 0.0   | 115.0 |       | 0.0  |
| Storage Lanes           | 1     |       | 0     | 1     |       | 0    | 1     |       | 1     | 1     |       | 0    |
| Taper Length (m)        | 65.0  |       |       | 7.5   |       |      | 65.0  |       |       | 75.0  |       |      |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 0.95  | 1.00  | 1.00  | 0.91  | 0.91 |
| Ped Bike Factor         |       | 0.99  |       | 1.00  |       |      | 1.00  |       | 0.98  | 1.00  |       | 1.00 |
| Frt                     | 0.945 |       |       |       | 0.890 |      |       |       | 0.850 |       | 0.988 |      |
| Fit Protected           | 0.950 |       |       | 0.950 |       |      | 0.950 |       |       | 0.950 |       |      |
| Satd. Flow (prot)       | 1805  | 1645  | 0     | 1245  | 1457  | 0    | 1612  | 3471  | 1583  | 1626  | 4933  | 0    |
| Fit Permitted           | 0.730 |       |       | 0.732 |       |      | 0.338 |       |       | 0.503 |       |      |
| Satd. Flow (perm)       | 1387  | 1645  | 0     | 955   | 1457  | 0    | 572   | 3471  | 1549  | 860   | 4933  | 0    |
| Right Turn on Red       |       |       | Yes   |       |       |      | Yes   |       |       |       | Yes   |      |
| Satd. Flow (RTOR)       | 14    |       | 30    |       |       |      | 98    |       |       |       | 19    |      |
| Link Speed (k/h)        | 50    |       | 50    |       |       |      | 60    |       |       |       | 60    |      |
| Link Distance (m)       | 283.9 |       | 106.2 |       |       |      | 230.9 |       |       |       | 292.9 |      |
| Travel Time (s)         | 20.4  |       | 7.6   |       |       |      | 13.9  |       |       |       | 17.6  |      |
| Confl. Peds. (#/hr)     | 4     |       | 4     |       |       |      | 3     |       |       |       | 1     |      |
| Peak Hour Factor        | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 |
| Heavy Vehicles (%)      | 0%    | 0%    | 23%   | 45%   | 0%    | 22%  | 12%   | 4%    | 2%    | 11%   | 4%    | 0%   |
| Adj. Flow (vph)         | 49    | 24    | 14    | 60    | 11    | 30   | 28    | 406   | 98    | 62    | 734   | 64   |
| Shared Lane Traffic (%) |       |       |       |       |       |      |       |       |       |       |       |      |
| Lane Group Flow (vph)   | 49    | 38    | 0     | 60    | 41    | 0    | 28    | 406   | 98    | 62    | 798   | 0    |
| Turn Type               | Perm  | NA    |       | Perm  | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    |      |
| Protected Phases        | 4     |       |       |       | 8     |      | 8     |       | 5     |       | 2     |      |
| Permitted Phases        | 4     |       |       |       | 8     |      | 8     |       | 2     |       | 6     |      |
| Detector Phase          | 4     |       | 4     |       | 8     |      | 8     |       | 5     |       | 2     |      |
| Switch Phase            |       |       |       |       |       |      |       |       |       |       |       |      |
| Minimum Initial (s)     | 11.0  | 11.0  |       | 11.0  | 11.0  |      | 7.0   | 11.0  | 11.0  | 7.0   | 11.0  |      |
| Minimum Split (s)       | 35.0  | 35.0  |       | 35.0  | 35.0  |      | 11.0  | 36.0  | 36.0  | 11.0  | 36.0  |      |
| Total Split (s)         | 35.0  | 35.0  |       | 35.0  | 35.0  |      | 12.0  | 55.0  | 55.0  | 12.0  | 55.0  |      |
| Total Split (%)         | 34.3% | 34.3% |       | 34.3% | 34.3% |      | 11.8% | 53.9% | 53.9% | 11.8% | 53.9% |      |
| Maximum Green (s)       | 29.0  | 29.0  |       | 29.0  | 29.0  |      | 8.0   | 49.0  | 49.0  | 8.0   | 49.0  |      |
| Yellow Time (s)         | 4.0   | 4.0   |       | 4.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |      |
| All-Red Time (s)        | 2.0   | 2.0   |       | 2.0   | 2.0   |      | 1.0   | 2.0   | 2.0   | 1.0   | 2.0   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   |       | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 6.0   | 6.0   |       | 6.0   | 6.0   |      | 4.0   | 6.0   | 6.0   | 4.0   | 6.0   |      |
| Lead/Lag                |       |       |       |       |       |      | Lead  | Lag   | Lag   | Lead  | Lag   |      |
| Lead-Lag Optimize?      |       |       |       |       |       |      | Yes   | Yes   | Yes   | Yes   | Yes   |      |
| Vehicle Extension (s)   | 3.0   | 3.0   |       | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |      |
| Recall Mode             | None  | None  |       | None  | None  |      | None  | C-Max | C-Max | None  | C-Max |      |
| Walk Time (s)           | 7.0   | 7.0   |       | 7.0   | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 22.0  | 22.0  |       | 22.0  | 22.0  |      | 23.0  | 23.0  | 23.0  | 23.0  | 23.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |       | 0     | 0     |      | 0     | 0     | 0     | 0     | 0     |      |
| Act Effct Green (s)     | 13.2  | 13.2  |       | 13.2  | 13.2  |      | 78.9  | 72.5  | 72.5  | 79.9  | 74.8  |      |
| Actuated g/C Ratio      | 0.13  | 0.13  |       | 0.13  | 0.13  |      | 0.77  | 0.71  | 0.71  | 0.78  | 0.73  |      |
| v/c Ratio               | 0.27  | 0.17  |       | 0.49  | 0.19  |      | 0.05  | 0.16  | 0.09  | 0.09  | 0.22  |      |

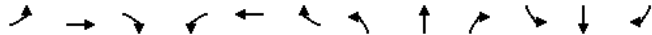


Lanes, Volumes, Timings

7: Lauzon Parkway & Catherine Street

Existing AM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Lane Group             | EBL   | EBT  | EBR  | WBL  | WBT   | WBR | NBL   | NBT  | NBR   | SBL  | SBT  | SBR |
|------------------------|-------|------|------|------|-------|-----|-------|------|-------|------|------|-----|
| Control Delay          | 43.0  | 28.8 |      | 54.2 | 19.8  |     | 10.3  | 18.6 | 12.7  | 3.5  | 6.4  |     |
| Queue Delay            | 0.0   | 0.0  |      | 0.0  | 0.0   |     | 0.0   | 0.0  | 0.0   | 0.0  | 0.0  |     |
| Total Delay            | 43.0  | 28.8 |      | 54.2 | 19.8  |     | 10.3  | 18.6 | 12.7  | 3.5  | 6.4  |     |
| LOS                    | D     | C    |      | D    | B     |     | B     | B    | B     | A    | A    |     |
| Approach Delay         | 36.8  |      |      | 40.3 |       |     | 17.1  |      |       | 6.2  |      |     |
| Approach LOS           | D     |      |      | D    |       |     | B     |      |       | A    |      |     |
| Queue Length 50th (m)  | 9.5   | 4.6  |      | 12.0 | 2.1   |     | 2.1   | 36.7 | 1.7   | 2.3  | 21.6 |     |
| Queue Length 95th (m)  | 19.7  | 13.4 |      | 24.3 | 11.6  |     | m8.3  | 52.4 | 16.8  | 6.6  | 33.4 |     |
| Internal Link Dist (m) | 259.9 |      | 82.2 |      | 206.9 |     | 115.0 |      | 268.9 |      |      |     |
| Turn Bay Length (m)    | 50.0  |      | 80.0 |      | 20.0  |     | 115.0 |      |       |      |      |     |
| Base Capacity (vph)    | 394   | 477  |      | 271  | 435   |     | 528   | 2465 | 1128  | 737  | 3622 |     |
| Starvation Cap Reductn | 0     | 0    |      | 0    | 0     |     | 0     | 0    | 0     | 0    | 0    |     |
| Spillback Cap Reductn  | 0     | 0    |      | 0    | 0     |     | 0     | 0    | 0     | 0    | 0    |     |
| Storage Cap Reductn    | 0     | 0    |      | 0    | 0     |     | 0     | 0    | 0     | 0    | 0    |     |
| Reduced v/c Ratio      | 0.12  | 0.08 |      | 0.22 | 0.09  |     | 0.05  | 0.16 | 0.09  | 0.08 | 0.22 |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 97 (95%), Referenced to phase 2:NBT and 6:SBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 13.7  
 Intersection Capacity Utilization 55.2%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 7: Lauzon Parkway & Catherine Street



HCM 6th Signalized Intersection Summary

7: Lauzon Parkway & Catherine Street

Existing AM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 44   | 22   | 13   | 54   | 10   | 27   | 25   | 365  | 88   | 56   | 661  | 58   |
| Future Volume (veh/h)        | 44   | 22   | 13   | 54   | 10   | 27   | 25   | 365  | 88   | 56   | 661  | 58   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 0.99 |      | 0.99 | 0.99 |      | 0.99 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1900 | 1559 | 1233 | 1900 | 1574 | 1722 | 1841 | 1870 | 1737 | 1841 | 1900 |
| Adj Flow Rate, veh/h         | 49   | 24   | 14   | 60   | 11   | 30   | 28   | 406  | 98   | 62   | 734  | 64   |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 0    | 0    | 23   | 45   | 0    | 22   | 12   | 4    | 2    | 11   | 4    | 0    |
| Cap, veh/h                   | 215  | 143  | 83   | 167  | 57   | 155  | 520  | 2306 | 1043 | 712  | 3194 | 277  |
| Arrive On Green              | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.08 | 1.00 | 1.00 | 0.06 | 0.68 | 0.68 |
| Sat Flow, veh/h              | 1376 | 1121 | 654  | 896  | 447  | 1220 | 1640 | 3497 | 1581 | 1654 | 4708 | 408  |
| Grp Volume(v), veh/h         | 49   | 0    | 38   | 60   | 0    | 41   | 28   | 406  | 98   | 62   | 521  | 277  |
| Grp Sat Flow(s), veh/h/ln    | 1376 | 0    | 1775 | 896  | 0    | 1667 | 1640 | 1749 | 1581 | 1654 | 1675 | 1766 |
| Q Serve(g_s), s              | 3.4  | 0.0  | 1.9  | 6.5  | 0.0  | 2.2  | 0.5  | 0.0  | 0.0  | 1.1  | 6.0  | 6.1  |
| Cycle Q Clear(g_c), s        | 5.6  | 0.0  | 1.9  | 8.5  | 0.0  | 2.2  | 0.5  | 0.0  | 0.0  | 1.1  | 6.0  | 6.1  |
| Prop In Lane                 | 1.00 |      | 0.37 | 1.00 |      | 0.73 | 1.00 |      | 1.00 | 1.00 |      | 0.23 |
| Lane Grp Cap(c), veh/h       | 215  | 0    | 226  | 167  | 0    | 212  | 520  | 2306 | 1043 | 712  | 2273 | 1198 |
| V/C Ratio(X)                 | 0.23 | 0.00 | 0.17 | 0.36 | 0.00 | 0.19 | 0.05 | 0.18 | 0.09 | 0.09 | 0.23 | 0.23 |
| Avail Cap(c_a), veh/h        | 432  | 0    | 505  | 308  | 0    | 474  | 587  | 2306 | 1043 | 748  | 2273 | 1198 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.87 | 0.87 | 0.87 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 42.3 | 0.0  | 39.7 | 43.5 | 0.0  | 39.8 | 4.7  | 0.0  | 0.0  | 4.3  | 6.2  | 6.3  |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 0.3  | 1.3  | 0.0  | 0.4  | 0.0  | 0.1  | 0.2  | 0.1  | 0.2  | 0.5  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.8  | 0.0  | 0.6  | 1.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 42.9 | 0.0  | 40.1 | 44.8 | 0.0  | 40.3 | 4.7  | 0.1  | 0.2  | 4.3  | 6.5  | 6.7  |
| LnGrp LOS                    | D    | A    | D    | D    | A    | D    | A    | A    | A    | A    | A    | A    |
| Approach Vol, veh/h          | 87   |      |      | 101  |      |      | 532  |      |      | 860  |      |      |
| Approach Delay, s/veh        | 41.6 |      |      | 43.0 |      |      | 0.4  |      |      | 6.4  |      |      |
| Approach LOS                 | D    |      |      | D    |      |      | A    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.8  | 73.2 |      | 19.0 | 7.8  | 75.2 |      | 19.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  |      | 6.0  | 4.0  | 6.0  |      | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 8.0  | 49.0 |      | 29.0 | 8.0  | 49.0 |      | 29.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 3.1  | 2.0  |      | 7.6  | 2.5  | 8.1  |      | 10.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 4.1  |      | 0.4  | 0.0  | 7.3  |      | 0.6  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay: 8.7  
 HCM 6th LOS: A

Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

|                         | EBL   | EBT   | EBR  | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔↔   | ↔    | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     |
| Traffic Volume (vph)    | 101   | 1202  | 116  | 131   | 1079  | 323   | 147   | 297   | 149   | 281   | 281   | 88    |
| Future Volume (vph)     | 101   | 1202  | 116  | 131   | 1079  | 323   | 147   | 297   | 149   | 281   | 281   | 88    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 55.0  |       | 50.0 | 95.0  |       | 0.0   | 65.0  |       | 60.0  | 45.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 1    | 1     |       | 1     | 1     |       | 1     | 1     |       | 0     |
| Taper Length (m)        | 60.0  |       |      | 70.0  |       |       | 55.0  |       |       | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         | 1.00  | 1.00  |      | 1.00  |       | 0.98  | 1.00  |       | 0.99  | 1.00  |       | 1.00  |
| Frt                     |       | 0.987 |      |       |       | 0.850 |       |       | 0.850 |       | 0.964 |       |
| Fit Protected           | 0.950 |       |      | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1770  | 5008  | 0    | 1752  | 3574  | 1615  | 1752  | 3574  | 1509  | 1770  | 3372  | 0     |
| Fit Permitted           | 0.119 |       |      | 0.102 |       |       | 0.309 |       |       | 0.393 |       |       |
| Satd. Flow (perm)       | 222   | 5008  | 0    | 188   | 3574  | 1588  | 568   | 3574  | 1488  | 731   | 3372  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 17    |      |       |       | 331   |       |       | 169   |       |       | 37    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |       |       | 50    |       |       |       | 50    |
| Link Distance (m)       |       | 230.2 |      |       | 437.3 |       |       | 222.3 |       |       |       | 200.9 |
| Travel Time (s)         |       | 13.8  |      |       | 26.2  |       |       | 16.0  |       |       |       | 14.5  |
| Conf. Peds. (#/hr)      | 5     |       | 5    | 5     |       | 5     | 5     |       | 2     | 2     |       | 5     |
| Peak Hour Factor        | 0.88  | 0.88  | 0.88 | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  |
| Heavy Vehicles (%)      | 2%    | 2%    | 3%   | 3%    | 1%    | 0%    | 3%    | 1%    | 7%    | 2%    | 3%    | 2%    |
| Adj. Flow (vph)         | 115   | 1366  | 132  | 149   | 1226  | 367   | 167   | 338   | 169   | 319   | 319   | 100   |
| Shared Lane Traffic (%) |       |       |      |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 115   | 1498  | 0    | 149   | 1226  | 367   | 167   | 338   | 169   | 319   | 419   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | pm+pt | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |       | 7     | 4     |       | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       | 6     | 4     |       | 4     | 8     |       |       |
| Detector Phase          | 5     | 2     |      | 1     | 6     | 6     | 7     | 4     | 4     | 3     | 8     |       |
| Switch Phase            |       |       |      |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 10.0  |      | 7.0   | 10.0  | 10.0  | 9.0   | 10.0  | 10.0  | 9.0   | 10.0  |       |
| Minimum Split (s)       | 11.0  | 40.0  |      | 11.0  | 40.0  | 40.0  | 13.0  | 35.0  | 35.0  | 13.0  | 35.0  |       |
| Total Split (s)         | 13.0  | 47.0  |      | 13.0  | 47.0  | 47.0  | 15.0  | 35.0  | 35.0  | 15.0  | 35.0  |       |
| Total Split (%)         | 11.8% | 42.7% |      | 11.8% | 42.7% | 42.7% | 13.6% | 31.8% | 31.8% | 13.6% | 31.8% |       |
| Maximum Green (s)       | 9.0   | 42.0  |      | 9.0   | 42.0  | 42.0  | 11.0  | 30.0  | 30.0  | 11.0  | 30.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| Recall Mode             | None  | C-Max |      | None  | C-Max | C-Max | None  | None  | None  | None  | None  |       |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   | 7.0   |       | 7.0   | 7.0   |       | 7.0   |       |
| Flash Dont Walk (s)     |       | 28.0  |      |       | 28.0  | 28.0  |       | 23.0  | 23.0  |       | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     | 0     |       | 0     | 0     |       | 0     |       |
| Act Effct Green (s)     | 62.9  | 53.8  |      | 63.7  | 54.2  | 54.2  | 30.3  | 18.7  | 18.7  | 31.1  | 19.1  |       |
| Actuated g/C Ratio      | 0.57  | 0.49  |      | 0.58  | 0.49  | 0.49  | 0.28  | 0.17  | 0.17  | 0.28  | 0.17  |       |
| v/c Ratio               | 0.48  | 0.61  |      | 0.65  | 0.70  | 0.39  | 0.62  | 0.56  | 0.43  | 1.03  | 0.68  |       |

Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

|                        | EBL  | EBT   | EBR | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR   |
|------------------------|------|-------|-----|-------|-------|------|------|-------|------|-------|------|-------|
| Control Delay          | 16.8 | 22.3  |     | 40.6  | 43.9  | 20.9 | 38.3 | 44.9  | 9.2  | 93.6  | 44.3 |       |
| Queue Delay            | 0.0  | 0.0   |     | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  |       |
| Total Delay            | 16.8 | 22.3  |     | 40.6  | 43.9  | 20.9 | 38.3 | 44.9  | 9.2  | 93.6  | 44.3 |       |
| LOS                    | B    | C     |     | D     | D     | C    | D    | D     | A    | F     | D    |       |
| Approach Delay         |      | 21.9  |     |       | 38.8  |      |      | 34.3  |      |       |      | 65.6  |
| Approach LOS           |      | C     |     |       | D     |      |      | C     |      |       |      | E     |
| Queue Length 50th (m)  | 10.1 | 87.1  |     | 28.6  | 138.2 | 44.7 | 28.4 | 37.2  | 0.0  | -62.7 | 43.1 |       |
| Queue Length 95th (m)  | 20.1 | 110.6 |     | #52.8 | 174.7 | 78.6 | 42.0 | 47.9  | 16.4 | #79.8 | 55.3 |       |
| Internal Link Dist (m) |      | 206.2 |     |       | 413.3 |      |      | 198.3 |      |       |      | 176.9 |
| Turn Bay Length (m)    | 55.0 |       |     | 95.0  |       |      | 65.0 |       | 60.0 | 45.0  |      |       |
| Base Capacity (vph)    | 255  | 2456  |     | 237   | 1759  | 949  | 276  | 974   | 528  | 310   | 946  |       |
| Starvation Cap Reductn | 0    | 0     |     | 0     | 0     | 0    | 0    | 0     | 0    | 0     | 0    |       |
| Spillback Cap Reductn  | 0    | 0     |     | 0     | 0     | 0    | 0    | 0     | 0    | 0     | 0    |       |
| Storage Cap Reductn    | 0    | 0     |     | 0     | 0     | 0    | 0    | 0     | 0    | 0     | 0    |       |
| Reduced v/c Ratio      | 0.45 | 0.61  |     | 0.63  | 0.70  | 0.39 | 0.61 | 0.35  | 0.32 | 1.03  | 0.44 |       |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 56 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 36.6

Intersection LOS: D

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

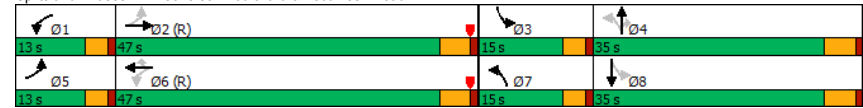
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Jefferson Boulevard & Tecumseh Road



HCM 6th Signalized Intersection Summary  
 1: Jefferson Boulevard & Tecumseh Road

Existing PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    |
| Traffic Volume (veh/h)       | 101  | 1202 | 116  | 131  | 1079 | 323  | 147  | 297  | 149  | 281  | 281  | 88   |
| Future Volume (veh/h)        | 101  | 1202 | 116  | 131  | 1079 | 323  | 147  | 297  | 149  | 281  | 281  | 88   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1856 | 1856 | 1885 | 1900 | 1856 | 1885 | 1796 | 1870 | 1856 | 1870 |
| Adj Flow Rate, veh/h         | 115  | 1366 | 132  | 149  | 1226 | 367  | 167  | 338  | 169  | 319  | 319  | 100  |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 2    | 2    | 3    | 3    | 1    | 0    | 3    | 1    | 7    | 2    | 3    | 2    |
| Cap, veh/h                   | 251  | 2352 | 227  | 279  | 1785 | 800  | 297  | 632  | 266  | 324  | 483  | 149  |
| Arrive On Green              | 0.06 | 0.50 | 0.50 | 0.06 | 0.50 | 0.50 | 0.09 | 0.18 | 0.18 | 0.10 | 0.18 | 0.18 |
| Sat Flow, veh/h              | 1781 | 4733 | 457  | 1767 | 3582 | 1605 | 1767 | 3582 | 1509 | 1781 | 2648 | 815  |
| Grp Volume(v), veh/h         | 115  | 982  | 516  | 149  | 1226 | 367  | 167  | 338  | 169  | 319  | 210  | 209  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1702 | 1786 | 1767 | 1791 | 1605 | 1767 | 1791 | 1509 | 1781 | 1763 | 1701 |
| Q Serve(g_s), s              | 3.3  | 22.4 | 22.4 | 4.5  | 28.7 | 16.4 | 8.4  | 9.4  | 11.4 | 11.0 | 12.2 | 12.6 |
| Cycle Q Clear(g_c), s        | 3.3  | 22.4 | 22.4 | 4.5  | 28.7 | 16.4 | 8.4  | 9.4  | 11.4 | 11.0 | 12.2 | 12.6 |
| Prop In Lane                 | 1.00 |      | 0.26 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.48 |
| Lane Grp Cap(c), veh/h       | 251  | 1692 | 888  | 279  | 1785 | 800  | 297  | 632  | 266  | 324  | 321  | 310  |
| V/C Ratio(X)                 | 0.46 | 0.58 | 0.58 | 0.53 | 0.69 | 0.46 | 0.56 | 0.53 | 0.63 | 0.98 | 0.65 | 0.67 |
| Avail Cap(c_a), veh/h        | 287  | 1692 | 888  | 312  | 1785 | 800  | 307  | 977  | 412  | 324  | 481  | 464  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 17.2 | 19.6 | 19.6 | 15.6 | 21.1 | 18.0 | 33.1 | 41.2 | 42.0 | 39.8 | 41.8 | 41.9 |
| Incr Delay (d2), s/veh       | 1.3  | 1.5  | 2.8  | 1.6  | 2.2  | 1.9  | 2.2  | 1.0  | 3.5  | 45.5 | 3.2  | 3.6  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.4  | 3.2  | 3.6  | 0.5  | 4.3  | 2.7  | 2.3  | 2.8  | 3.0  | 8.6  | 3.7  | 3.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 18.5 | 21.0 | 22.3 | 17.2 | 23.2 | 19.8 | 35.3 | 42.2 | 45.6 | 85.4 | 45.0 | 45.5 |
| LnGrp LOS                    | B    | C    | C    | B    | C    | B    | D    | D    | D    | F    | D    | D    |
| Approach Vol, veh/h          | 1613 |      |      | 1742 |      |      | 674  |      |      | 738  |      |      |
| Approach Delay, s/veh        | 21.3 |      |      | 22.0 |      |      | 41.3 |      |      | 62.6 |      |      |
| Approach LOS                 | C    |      |      | C    |      |      | D    |      |      | E    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.9 | 59.7 | 15.0 | 24.4 | 10.8 | 59.8 | 14.4 | 25.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.0  | 42.0 | 11.0 | 30.0 | 9.0  | 42.0 | 11.0 | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 6.5  | 24.4 | 13.0 | 13.4 | 5.3  | 30.7 | 10.4 | 14.6 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 13.0 | 0.0  | 4.2  | 0.1  | 9.1  | 0.0  | 3.5  |      |      |      |      |

| Intersection Summary |      |  |
|----------------------|------|--|
| HCM 6th Ctrl Delay   | 30.8 |  |
| HCM 6th LOS          | C    |  |

Lanes, Volumes, Timings

Existing PM Peak Hour  
 2: Commercial Access/Home Depot Access & Tecumseh Road (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔    |
| Traffic Volume (vph)    | 126   | 1454  | 52   | 21    | 1372  | 16   | 49    | 3     | 46   | 166   | 2     | 113  |
| Future Volume (vph)     | 126   | 1454  | 52   | 21    | 1372  | 16   | 49    | 3     | 46   | 166   | 2     | 113  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (m)      | 35.0  |       | 0.0  | 30.0  |       | 0.0  | 0.0   |       | 0.0  | 45.0  |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 0     |       | 0    | 1     |       | 0    |
| Taper Length (m)        | 30.0  |       |      | 25.0  |       |      | 7.5   |       |      | 7.5   |       |      |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         | 1.00  | 1.00  |      | 1.00  | 1.00  |      | 0.99  |       | 0.99 | 1.00  |       | 0.99 |
| Frnt                    | 0.995 |       |      |       | 0.998 |      | 0.936 |       |      |       | 0.852 |      |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      |       | 0.976 |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1805  | 5057  |      | 1805  | 5124  |      | 0     | 1725  |      | 1787  |       | 1598 |
| Fit Permitted           | 0.114 |       |      | 0.117 |       |      |       | 0.777 |      | 0.671 |       |      |
| Satd. Flow (perm)       | 216   | 5057  |      | 222   | 5124  |      | 0     | 1373  |      | 1261  |       | 1598 |
| Right Turn on Red       | Yes   |       |      | Yes   |       |      | Yes   |       |      | Yes   |       |      |
| Satd. Flow (RTOR)       | 7     |       |      | 2     |       |      | 40    |       |      | 126   |       |      |
| Link Speed (k/h)        | 60    |       |      | 60    |       |      | 50    |       |      | 50    |       |      |
| Link Distance (m)       | 437.3 |       |      | 186.0 |       |      | 136.6 |       |      | 186.3 |       |      |
| Travel Time (s)         | 26.2  |       |      | 11.2  |       |      | 9.8   |       |      | 13.4  |       |      |
| Conf. Peds. (#/hr)      | 8     |       | 9    | 9     |       | 8    | 1     |       | 1    | 1     |       | 1    |
| Peak Hour Factor        | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 |
| Heavy Vehicles (%)      | 0%    | 2%    | 0%   | 0%    | 1%    | 0%   | 0%    | 0%    | 0%   | 1%    | 0%    | 0%   |
| Adj. Flow (vph)         | 140   | 1616  | 58   | 23    | 1524  | 18   | 54    | 3     | 51   | 184   | 2     | 126  |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 140   | 1674  | 0    | 23    | 1542  | 0    | 0     | 108   | 0    | 184   | 128   | 0    |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA    |      |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      |       | 4     |      |       | 8     |      |
| Permitted Phases        | 2     |       |      | 6     |       |      |       | 4     |      |       | 8     |      |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      |       | 4     | 4    |       | 8     | 8    |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |      |
| Minimum Initial (s)     | 7.0   | 10.0  |      | 7.0   | 10.0  |      | 11.0  | 11.0  |      | 11.0  | 11.0  |      |
| Minimum Split (s)       | 11.0  | 40.0  |      | 11.0  | 40.0  |      | 35.0  | 35.0  |      | 35.0  | 35.0  |      |
| Total Split (s)         | 15.0  | 60.0  |      | 15.0  | 60.0  |      | 35.0  | 35.0  |      | 35.0  | 35.0  |      |
| Total Split (%)         | 13.6% | 54.5% |      | 13.6% | 54.5% |      | 31.8% | 31.8% |      | 31.8% | 31.8% |      |
| Maximum Green (s)       | 11.0  | 55.0  |      | 11.0  | 55.0  |      | 30.0  | 30.0  |      | 30.0  | 30.0  |      |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   |      |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   | 5.0   |      |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      |       |       |      |       |       |      |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      |       |       |      |       |       |      |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  |      |
| Walk Time (s)           | 7.0   |       |      | 7.0   |       |      | 7.0   | 7.0   |      | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 28.0  |       |      | 28.0  |       |      | 23.0  | 23.0  |      | 23.0  | 23.0  |      |
| Pedestrian Calls (#/hr) | 0     |       |      | 0     |       |      | 0     | 0     |      | 0     | 0     |      |
| Act Efft Green (s)      | 79.7  | 74.7  |      | 74.7  | 66.7  |      | 20.9  | 20.9  |      | 20.9  | 20.9  |      |
| Actuated g/C Ratio      | 0.72  | 0.68  |      | 0.68  | 0.61  |      | 0.19  | 0.19  |      | 0.19  | 0.19  |      |
| v/c Ratio               | 0.50  | 0.49  |      | 0.09  | 0.50  |      | 0.37  | 0.37  |      | 0.77  | 0.32  |      |

Lanes, Volumes, Timings

Existing PM Peak Hour

2: Commercial Access/Home Depot Access & Tecumseh Road (201538) Forest Glade EA Transportation Analysis

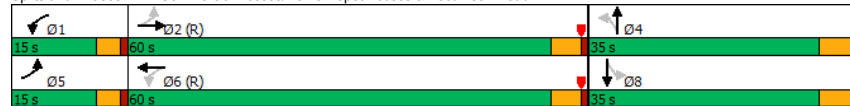


| Lane Group             | EBL   | EBT   | EBR   | WBL  | WBT   | WBR | NBL   | NBT  | NBR  | SBL  | SBT   | SBR |
|------------------------|-------|-------|-------|------|-------|-----|-------|------|------|------|-------|-----|
| Control Delay          | 22.5  | 5.5   |       | 8.5  | 17.5  |     |       | 26.6 |      | 62.2 | 8.3   |     |
| Queue Delay            | 0.0   | 0.0   |       | 0.0  | 0.0   |     |       | 0.0  |      | 0.0  | 0.0   |     |
| Total Delay            | 22.5  | 5.5   |       | 8.5  | 17.5  |     |       | 26.6 |      | 62.2 | 8.3   |     |
| LOS                    | C     | A     |       | A    | B     |     |       | C    |      | E    | A     |     |
| Approach Delay         | 6.8   |       |       | 17.4 |       |     | 26.6  |      |      | 40.1 |       |     |
| Approach LOS           | A     |       |       | B    |       |     | C     |      |      | D    |       |     |
| Queue Length 50th (m)  | 6.2   | 21.9  |       | 1.4  | 110.0 |     |       | 13.2 |      | 39.8 | 0.4   |     |
| Queue Length 95th (m)  | m22.6 | m30.4 |       | 4.5  | 144.5 |     |       | 27.3 |      | 60.3 | 15.0  |     |
| Internal Link Dist (m) | 413.3 |       | 162.0 |      | 112.6 |     | 162.3 |      | 45.0 |      | 162.3 |     |
| Turn Bay Length (m)    | 35.0  |       | 30.0  |      | 45.0  |     | 162.3 |      | 45.0 |      | 162.3 |     |
| Base Capacity (vph)    | 316   | 3436  |       | 316  | 3105  |     |       | 403  |      | 343  | 527   |     |
| Starvation Cap Reductn | 0     | 0     |       | 0    | 0     |     |       | 0    |      | 0    | 0     |     |
| Spillback Cap Reductn  | 0     | 0     |       | 0    | 0     |     |       | 0    |      | 0    | 0     |     |
| Storage Cap Reductn    | 0     | 0     |       | 0    | 0     |     |       | 0    |      | 0    | 0     |     |
| Reduced v/c Ratio      | 0.44  | 0.49  |       | 0.07 | 0.50  |     |       | 0.27 |      | 0.54 | 0.24  |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 93 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 14.5  
 Intersection Capacity Utilization 64.0%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Commercial Access/Home Depot Access & Tecumseh Road



HCM 6th Signalized Intersection Summary

Existing PM Peak Hour

2: Commercial Access/Home Depot Access & Tecumseh Road (201538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      |      | ↔    |      | ↔    | ↔    |      |
| Traffic Volume (veh/h)       | 126  | 1454 | 52   | 21   | 1372 | 16   | 49   | 3    | 46   | 166  | 2    | 113  |
| Future Volume (veh/h)        | 126  | 1454 | 52   | 21   | 1372 | 16   | 49   | 3    | 46   | 166  | 2    | 113  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1900 | 1900 | 1885 | 1900 | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 |
| Adj Flow Rate, veh/h         | 140  | 1616 | 58   | 23   | 1524 | 18   | 54   | 3    | 51   | 184  | 2    | 126  |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| Cap, veh/h                   | 390  | 3282 | 118  | 269  | 3241 | 38   | 136  | 22   | 97   | 287  | 5    | 304  |
| Arrive On Green              | 0.06 | 0.65 | 0.65 | 0.06 | 1.00 | 1.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h              | 1810 | 5059 | 182  | 1810 | 5243 | 62   | 455  | 113  | 508  | 1359 | 25   | 1586 |
| Grp Volume(v), veh/h         | 140  | 1087 | 587  | 23   | 997  | 545  | 108  | 0    | 0    | 184  | 0    | 128  |
| Grp Sat Flow(s), veh/h/ln    | 1810 | 1702 | 1836 | 1810 | 1716 | 1873 | 1077 | 0    | 0    | 1359 | 0    | 1612 |
| Q Serve(g_s), s              | 2.8  | 18.1 | 18.1 | 0.5  | 0.0  | 0.0  | 5.2  | 0.0  | 0.0  | 4.7  | 0.0  | 7.7  |
| Cycle Q Clear(g_c), s        | 2.8  | 18.1 | 18.1 | 0.5  | 0.0  | 0.0  | 12.9 | 0.0  | 0.0  | 17.6 | 0.0  | 7.7  |
| Prop In Lane                 | 1.00 |      | 0.10 | 1.00 |      | 0.03 | 0.50 |      | 0.47 | 1.00 |      | 0.98 |
| Lane Grp Cap(c), veh/h       | 390  | 2209 | 1191 | 269  | 2121 | 1158 | 255  | 0    | 0    | 287  | 0    | 309  |
| V/C Ratio(X)                 | 0.36 | 0.49 | 0.49 | 0.09 | 0.47 | 0.47 | 0.42 | 0.00 | 0.00 | 0.64 | 0.00 | 0.41 |
| Avail Cap(c_a), veh/h        | 457  | 2209 | 1191 | 392  | 2121 | 1158 | 371  | 0    | 0    | 397  | 0    | 440  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 5.6  | 10.0 | 10.0 | 7.6  | 0.0  | 0.0  | 42.0 | 0.0  | 0.0  | 43.5 | 0.0  | 39.0 |
| Incr Delay (d2), s/veh       | 0.6  | 0.8  | 1.5  | 0.1  | 0.7  | 1.3  | 1.1  | 0.0  | 0.0  | 2.4  | 0.0  | 0.9  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.1  | 0.2  | 0.5  | 0.0  | 0.2  | 0.4  | 1.9  | 0.0  | 0.0  | 3.4  | 0.0  | 2.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 6.2  | 10.8 | 11.4 | 7.7  | 0.7  | 1.3  | 43.1 | 0.0  | 0.0  | 45.9 | 0.0  | 39.9 |
| LnGrp LOS                    | A    | B    | B    | A    | A    | A    | D    | A    | A    | D    | A    | D    |
| Approach Vol, veh/h          | 1814 |      |      | 1565 |      |      | 108  |      |      | 312  |      |      |
| Approach Delay, s/veh        | 10.6 |      |      | 1.0  |      |      | 43.1 |      |      | 43.5 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 7.5  | 76.4 |      | 26.1 | 10.9 | 73.0 |      | 26.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 11.0 | 55.0 |      | 30.0 | 11.0 | 55.0 |      | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.5  | 20.1 |      | 14.9 | 4.8  | 2.0  |      | 19.6 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 18.7 |      | 0.5  | 0.2  | 19.7 |      | 1.2  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay: 10.3  
 HCM 6th LOS: B

Lanes, Volumes, Timings

Existing PM Peak Hour

3: Rose-Ville Gardens Drive & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

|                         | →     | ↖    | ↗     | ←     | ↖     | ↗     |
|-------------------------|-------|------|-------|-------|-------|-------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↑↑↑   |      | ↖     | ↑↑↑   | ↖     | ↖     |
| Traffic Volume (vph)    | 1512  | 62   | 198   | 1163  | 100   | 187   |
| Future Volume (vph)     | 1512  | 62   | 198   | 1163  | 100   | 187   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      |       | 0.0  | 50.0  |       | 50.0  | 0.0   |
| Storage Lanes           |       | 0    | 1     |       | 1     | 1     |
| Taper Length (m)        |       |      | 40.0  |       | 50.0  |       |
| Lane Util. Factor       | 0.91  | 0.91 | 1.00  | 0.91  | 1.00  | 1.00  |
| Ped Bike Factor         | 1.00  |      |       |       | 1.00  | 0.98  |
| Frt                     | 0.994 |      |       |       |       | 0.850 |
| Flt Protected           |       |      | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)       | 5097  | 0    | 1752  | 5085  | 1787  | 1599  |
| Flt Permitted           |       |      | 0.084 |       | 0.950 |       |
| Satd. Flow (perm)       | 5097  | 0    | 155   | 5085  | 1781  | 1574  |
| Right Turn on Red       |       | Yes  |       |       |       | Yes   |
| Satd. Flow (RTOR)       | 8     |      |       |       |       | 213   |
| Link Speed (k/h)        |       |      | 60    |       | 50    |       |
| Link Distance (m)       | 186.0 |      |       | 85.2  | 289.9 |       |
| Travel Time (s)         | 11.2  |      |       | 5.1   | 20.9  |       |
| Conf. Peds. (#/hr)      |       | 13   | 13    |       | 3     | 3     |
| Peak Hour Factor        | 0.88  | 0.88 | 0.88  | 0.88  | 0.88  | 0.88  |
| Heavy Vehicles (%)      | 1%    | 0%   | 3%    | 2%    | 1%    | 1%    |
| Adj. Flow (vph)         | 1718  | 70   | 225   | 1322  | 114   | 213   |
| Shared Lane Traffic (%) |       |      |       |       |       |       |
| Lane Group Flow (vph)   | 1788  | 0    | 225   | 1322  | 114   | 213   |
| Turn Type               | NA    |      | pm+pt | NA    | Prot  | Perm  |
| Protected Phases        | 2     |      | 1     | 6     | 4     |       |
| Permitted Phases        |       |      | 6     |       |       | 4     |
| Detector Phase          | 2     |      | 1     | 6     | 4     | 4     |
| Switch Phase            |       |      |       |       |       |       |
| Minimum Initial (s)     | 10.0  |      | 7.0   | 10.0  | 11.0  | 11.0  |
| Minimum Split (s)       | 28.0  |      | 11.0  | 28.0  | 34.0  | 34.0  |
| Total Split (s)         | 58.0  |      | 17.0  | 75.0  | 35.0  | 35.0  |
| Total Split (%)         | 52.7% |      | 15.5% | 68.2% | 31.8% | 31.8% |
| Maximum Green (s)       | 53.0  |      | 13.0  | 70.0  | 30.0  | 30.0  |
| Yellow Time (s)         | 4.0   |      | 3.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.0   |      | 4.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                | Lag   |      | Lead  |       |       |       |
| Lead-Lag Optimize?      | Yes   |      | Yes   |       |       |       |
| Vehicle Extension (s)   | 4.0   |      | 3.5   | 4.0   | 4.0   | 4.0   |
| Recall Mode             | C-Max |      | None  | C-Max | None  | None  |
| Walk Time (s)           | 7.0   |      |       | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 16.0  |      |       | 16.0  | 22.0  | 22.0  |
| Pedestrian Calls (#/hr) | 0     |      |       | 0     | 0     | 0     |
| Act Effect Green (s)    | 70.1  |      | 87.2  | 86.2  | 13.8  | 13.8  |
| Actuated g/C Ratio      | 0.64  |      | 0.79  | 0.78  | 0.13  | 0.13  |
| v/c Ratio               | 0.55  |      | 0.75  | 0.33  | 0.51  | 0.56  |

Lanes, Volumes, Timings

Existing PM Peak Hour

3: Rose-Ville Gardens Drive & Tecumseh Road

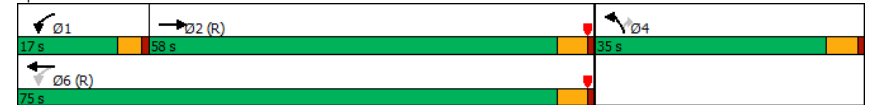
(230538) Forest Glade EA Transportation Analysis

|                        | →     | ↖   | ↗     | ←    | ↖     | ↗    |
|------------------------|-------|-----|-------|------|-------|------|
| Lane Group             | EBT   | EBR | WBL   | WBT  | NBL   | NBR  |
| Control Delay          | 5.8   |     | 31.2  | 7.5  | 52.7  | 11.7 |
| Queue Delay            | 0.0   |     | 0.0   | 0.0  | 0.0   | 0.0  |
| Total Delay            | 5.8   |     | 31.2  | 7.5  | 52.7  | 11.7 |
| LOS                    | A     |     | C     | A    | D     | B    |
| Approach Delay         | 5.8   |     |       | 10.9 | 26.0  |      |
| Approach LOS           | A     |     |       | B    | C     |      |
| Queue Length 50th (m)  | 44.3  |     | 34.2  | 48.7 | 24.5  | 0.0  |
| Queue Length 95th (m)  | 24.1  |     | #63.1 | 76.4 | 40.2  | 19.3 |
| Internal Link Dist (m) | 162.0 |     |       | 61.2 | 265.9 |      |
| Turn Bay Length (m)    |       |     | 50.0  |      | 50.0  |      |
| Base Capacity (vph)    | 3251  |     | 311   | 3986 | 487   | 584  |
| Starvation Cap Reductn | 149   |     | 0     | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0     |     | 0     | 0    | 0     | 0    |
| Storage Cap Reductn    | 0     |     | 0     | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.58  |     | 0.72  | 0.33 | 0.23  | 0.36 |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 102 (93%), Referenced to phase 2:EBT and 6:WBTL, Start of Red  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 9.8  
 Intersection Capacity Utilization 63.9%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Rose-Ville Gardens Drive & Tecumseh Road



HCM 6th Signalized Intersection Summary  
3: Rose-Ville Gardens Drive & Tecumseh Road

Existing PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑↑↑  |      | ↘    | ↑↑↑  | ↘    | ↗    |
| Traffic Volume (veh/h)       | 1512 | 62   | 198  | 1163 | 100  | 187  |
| Future Volume (veh/h)        | 1512 | 62   | 198  | 1163 | 100  | 187  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 0.99 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1885 | 1900 | 1856 | 1870 | 1885 | 1885 |
| Adj Flow Rate, veh/h         | 1718 | 70   | 225  | 1322 | 114  | 212  |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 1    | 0    | 3    | 2    | 1    | 1    |
| Cap, veh/h                   | 3277 | 133  | 282  | 3810 | 292  | 260  |
| Arrive On Green              | 0.43 | 0.43 | 0.06 | 0.75 | 0.16 | 0.16 |
| Sat Flow, veh/h              | 5240 | 206  | 1767 | 5274 | 1795 | 1598 |
| Grp Volume(v), veh/h         | 1162 | 626  | 225  | 1322 | 114  | 212  |
| Grp Sat Flow(s),veh/h/ln     | 1716 | 1846 | 1767 | 1702 | 1795 | 1598 |
| Q Serve(g_s), s              | 27.3 | 27.4 | 4.4  | 9.8  | 6.2  | 14.1 |
| Cycle Q Clear(g_c), s        | 27.3 | 27.4 | 4.4  | 9.8  | 6.2  | 14.1 |
| Prop In Lane                 |      | 0.11 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 2217 | 1193 | 282  | 3810 | 292  | 260  |
| V/C Ratio(X)                 | 0.52 | 0.52 | 0.80 | 0.35 | 0.39 | 0.81 |
| Avail Cap(c_a), veh/h        | 2217 | 1193 | 379  | 3810 | 490  | 436  |
| HCM Platoon Ratio            | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 18.8 | 18.8 | 18.8 | 4.8  | 41.2 | 44.4 |
| Incr Delay (d2), s/veh       | 0.8  | 1.4  | 9.1  | 0.3  | 1.2  | 8.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.2  | 0.5  | 0.7  | 0.1  | 1.9  | 4.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 19.5 | 20.2 | 27.9 | 5.0  | 42.4 | 52.9 |
| LnGrp LOS                    | B    | C    | C    | A    | D    | D    |
| Approach Vol, veh/h          | 1788 |      |      | 1547 | 326  |      |
| Approach Delay, s/veh        | 19.8 |      |      | 8.4  | 49.2 |      |
| Approach LOS                 | B    |      |      | A    | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |      | 6    |
| Phs Duration (G+Y+Rc), s     | 11.0 | 76.1 |      | 22.9 |      | 87.1 |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  |      | 5.0  |
| Max Green Setting (Gmax), s  | 13.0 | 53.0 |      | 30.0 |      | 70.0 |
| Max Q Clear Time (g_c+I1), s | 6.4  | 29.4 |      | 16.1 |      | 11.8 |
| Green Ext Time (p_c), s      | 0.6  | 18.7 |      | 1.8  |      | 24.0 |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 17.6 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |

Lanes, Volumes, Timings  
4: Tecumseh Road & Serbian Centre Private Drive

Existing PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                                   | ↖            | →    | ←     | ↗                      | ↘     | ↙     |
|-----------------------------------|--------------|------|-------|------------------------|-------|-------|
| Lane Group                        | EBL          | EBT  | WBT   | WBR                    | SBL   | SBR   |
| Lane Configurations               |              | ↑↑↑  | ↑↑↑   |                        |       | ↗     |
| Traffic Volume (vph)              | 0            | 1711 | 1410  | 19                     | 0     | 4     |
| Future Volume (vph)               | 0            | 1711 | 1410  | 19                     | 0     | 4     |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900  | 1900                   | 1900  | 1900  |
| Lane Util. Factor                 | 1.00         | 0.91 | 0.91  | 0.91                   | 1.00  | 1.00  |
| Ped Bike Factor                   |              |      |       |                        |       |       |
| Frt                               |              |      | 0.998 |                        |       | 0.865 |
| Fit Protected                     |              |      |       |                        |       |       |
| Satd. Flow (prot)                 | 0            | 5136 | 5126  | 0                      | 0     | 1644  |
| Fit Permitted                     |              |      |       |                        |       |       |
| Satd. Flow (perm)                 | 0            | 5136 | 5126  | 0                      | 0     | 1644  |
| Link Speed (k/h)                  |              | 60   | 60    |                        | 50    |       |
| Link Distance (m)                 |              | 85.2 | 187.8 |                        | 251.2 |       |
| Travel Time (s)                   |              | 5.1  | 11.3  |                        | 18.1  |       |
| Confl. Peds. (#/hr)               | 14           |      |       | 14                     |       |       |
| Peak Hour Factor                  | 0.95         | 0.95 | 0.95  | 0.95                   | 0.95  | 0.95  |
| Heavy Vehicles (%)                | 0%           | 1%   | 1%    | 0%                     | 0%    | 0%    |
| Adj. Flow (vph)                   | 0            | 1801 | 1484  | 20                     | 0     | 4     |
| Shared Lane Traffic (%)           |              |      |       |                        |       |       |
| Lane Group Flow (vph)             | 0            | 1801 | 1504  | 0                      | 0     | 4     |
| Sign Control                      |              | Free | Free  |                        | Stop  |       |
| <b>Intersection Summary</b>       |              |      |       |                        |       |       |
| Area Type:                        | Other        |      |       |                        |       |       |
| Control Type:                     | Unsignalized |      |       |                        |       |       |
| Intersection Capacity Utilization | 37.7%        |      |       | ICU Level of Service A |       |       |
| Analysis Period (min)             | 15           |      |       |                        |       |       |

HCM 6th TWSC  
4: Tecumseh Road & Serbian Centre Private Drive

Existing PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↑↑↑↑ |      | ↑↑↑↑ |      |      | ↑    |
| Traffic Vol, veh/h       | 0    | 1711 | 1410 | 19   | 0    | 4    |
| Future Vol, veh/h        | 0    | 1711 | 1410 | 19   | 0    | 4    |
| Conflicting Peds, #/hr   | 14   | 0    | 0    | 14   | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 0    | 1    | 1    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 1801 | 1484 | 20   | 0    | 4    |

| Major/Minor          | Major1 | Major2 | Minor2    |
|----------------------|--------|--------|-----------|
| Conflicting Flow All | -      | 0      | - 0 - 766 |
| Stage 1              | -      | -      | - - -     |
| Stage 2              | -      | -      | - - -     |
| Critical Hdwy        | -      | -      | - - 7.1   |
| Critical Hdwy Stg 1  | -      | -      | - - -     |
| Critical Hdwy Stg 2  | -      | -      | - - -     |
| Follow-up Hdwy       | -      | -      | - - 3.9   |
| Pot Cap-1 Maneuver   | 0      | -      | - 0 300   |
| Stage 1              | 0      | -      | - 0 -     |
| Stage 2              | 0      | -      | - 0 -     |
| Platoon blocked, %   | -      | -      | - - -     |
| Mov Cap-1 Maneuver   | -      | -      | - - 296   |
| Mov Cap-2 Maneuver   | -      | -      | - - -     |
| Stage 1              | -      | -      | - - -     |
| Stage 2              | -      | -      | - - -     |

| Approach             | EB | WB | SB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 17.3 |
| HCM LOS              |    |    | C    |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | -   | 296   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.014 |
| HCM Control Delay (s) | -   | -   | -   | 17.3  |
| HCM Lane LOS          | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0     |

Lanes, Volumes, Timings  
5: East Park Drive/Walmart Access & Tecumseh Road

Existing PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     | ↑↑↑↑  |       | ↑↑↑↑ |       | ↑↑↑↑  |      | ↑↑    |       | ↑↑   |       | ↑↑    |       |
| Traffic Volume (vph)    | 214   | 1430  | 138  | 173   | 1289  | 208  | 180   | 90    | 114  | 171   | 75    | 108   |
| Future Volume (vph)     | 214   | 1430  | 138  | 173   | 1289  | 208  | 180   | 90    | 114  | 171   | 75    | 108   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (m)      | 65.0  |       | 0.0  | 40.0  |       | 0.0  | 25.0  |       | 0.0  | 20.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0     |
| Taper Length (m)        | 70.0  |       |      | 50.0  |       |      | 100.0 |       |      | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |      | 0.98  |       |      |       |       | 0.98  |
| Frt                     |       | 0.987 |      |       | 0.979 |      |       | 0.916 |      |       |       | 0.911 |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 1787  | 5010  | 0    | 1805  | 4992  | 0    | 1787  | 1733  | 0    | 1805  | 1681  | 0     |
| Fit Permitted           | 0.077 |       |      | 0.082 |       |      | 0.504 |       |      | 0.461 |       |       |
| Satd. Flow (perm)       | 145   | 5010  | 0    | 156   | 4992  | 0    | 930   | 1733  | 0    | 876   | 1681  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 19    |      |       | 33    |      |       | 64    |      |       |       | 72    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 50    |      |       |       | 50    |
| Link Distance (m)       |       | 187.8 |      |       | 268.3 |      |       | 231.1 |      |       |       | 151.2 |
| Travel Time (s)         |       | 11.3  |      |       | 16.1  |      |       | 16.6  |      |       |       | 10.9  |
| Confl. Peds. (#/hr)     |       |       | 6    | 6     |       |      | 25    |       |      |       |       | 25    |
| Peak Hour Factor        | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90  |
| Heavy Vehicles (%)      | 1%    | 2%    | 1%   | 0%    | 2%    | 0%   | 1%    | 0%    | 0%   | 0%    | 0%    | 1%    |
| Adj. Flow (vph)         | 238   | 1589  | 153  | 192   | 1432  | 231  | 200   | 100   | 127  | 190   | 83    | 120   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 238   | 1742  | 0    | 192   | 1663  | 0    | 200   | 227   | 0    | 190   | 203   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      |       | 4     |      |       |       | 8     |
| Permitted Phases        | 2     |       |      | 6     |       |      | 4     |       |      |       |       | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 4     | 4     |      |       | 8     | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |       |
| Minimum Initial (s)     | 8.0   | 10.0  |      | 8.0   | 10.0  |      | 10.0  | 10.0  |      | 10.0  | 10.0  |       |
| Minimum Split (s)       | 12.0  | 35.0  |      | 12.0  | 35.0  |      | 35.0  | 35.0  |      | 35.0  | 35.0  |       |
| Total Split (s)         | 18.0  | 54.0  |      | 13.0  | 49.0  |      | 43.0  | 43.0  |      | 43.0  | 43.0  |       |
| Total Split (%)         | 16.4% | 49.1% |      | 11.8% | 44.5% |      | 39.1% | 39.1% |      | 39.1% | 39.1% |       |
| Maximum Green (s)       | 14.0  | 49.0  |      | 9.0   | 44.0  |      | 38.0  | 38.0  |      | 38.0  | 38.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   | 5.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      |       |       |      |       |       |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      |       |       |      |       |       |       |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   | 4.0   |       |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  |       |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      | 7.0   | 7.0   |      | 7.0   | 7.0   |       |
| Flash Dont Walk (s)     |       | 23.0  |      |       | 23.0  |      | 23.0  | 23.0  |      | 23.0  | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      | 0     | 0     |      | 0     | 0     |       |
| Act Effct Green (s)     | 72.5  | 59.6  |      | 66.1  | 56.2  |      | 27.4  | 27.4  |      | 27.4  | 27.4  |       |
| Actuated g/C Ratio      | 0.66  | 0.54  |      | 0.60  | 0.51  |      | 0.25  | 0.25  |      | 0.25  | 0.25  |       |
| v/c Ratio               | 0.85  | 0.64  |      | 0.84  | 0.65  |      | 0.87  | 0.47  |      | 0.87  | 0.43  |       |

Lanes, Volumes, Timings

Existing PM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

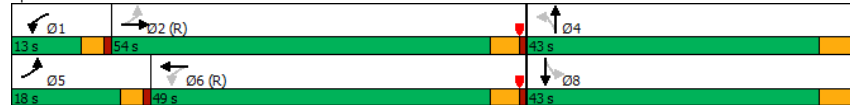


| Lane Group             | EBL   | EBT   | EBR | WBL   | WBT   | WBR | NBL  | NBT   | NBR | SBL  | SBT   | SBR |
|------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|------|-------|-----|
| Control Delay          | 60.7  | 11.6  |     | 55.7  | 16.5  |     | 71.0 | 26.6  |     | 73.7 | 23.1  |     |
| Queue Delay            | 0.0   | 0.0   |     | 0.0   | 0.0   |     | 0.0  | 0.0   |     | 0.0  | 0.0   |     |
| Total Delay            | 60.7  | 11.6  |     | 55.7  | 16.5  |     | 71.0 | 26.6  |     | 73.7 | 23.1  |     |
| LOS                    | E     | B     |     | E     | B     |     | E    | C     |     | E    | C     |     |
| Approach Delay         |       | 17.5  |     |       | 20.5  |     |      | 47.4  |     |      | 47.6  |     |
| Approach LOS           |       | B     |     |       | C     |     |      | D     |     |      | D     |     |
| Queue Length 50th (m)  | 27.1  | 111.8 |     | 27.8  | 64.0  |     | 43.4 | 30.9  |     | 41.2 | 24.3  |     |
| Queue Length 95th (m)  | #75.5 | 156.3 |     | #72.0 | 86.9  |     | 65.0 | 47.6  |     | 63.0 | 40.2  |     |
| Internal Link Dist (m) |       | 163.8 |     |       | 244.3 |     |      | 207.1 |     |      | 127.2 |     |
| Turn Bay Length (m)    | 65.0  |       |     | 40.0  |       |     | 25.0 |       |     | 20.0 |       |     |
| Base Capacity (vph)    | 306   | 2725  |     | 228   | 2564  |     | 321  | 640   |     | 302  | 627   |     |
| 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      | 0.78  | 0.64  |     | 0.84  | 0.65  |     | 0.62 | 0.35  |     | 0.63 | 0.32  |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 6 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 24.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: East Park Drive/Walmart Access & Tecumseh Road



HCM 6th Signalized Intersection Summary

Existing PM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  | ↔    | ↔    | ↔↔↔  | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 214  | 1430 | 138  | 173  | 1289 | 208  | 180  | 90   | 114  | 171  | 75   | 108  |
| Future Volume (veh/h)        | 214  | 1430 | 138  | 173  | 1289 | 208  | 180  | 90   | 114  | 171  | 75   | 108  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 0.99 |      | 0.98 | 0.99 |      | 0.98 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      |      | No   |
| Adj Sat Flow, veh/h/ln       | 1885 | 1870 | 1885 | 1900 | 1870 | 1900 | 1885 | 1885 | 1900 | 1900 | 1900 | 1885 |
| Adj Flow Rate, veh/h         | 238  | 1589 | 153  | 192  | 1432 | 231  | 200  | 100  | 127  | 190  | 83   | 120  |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 1    | 2    | 1    | 0    | 2    | 0    | 1    | 1    | 0    | 0    | 0    | 1    |
| Cap, veh/h                   | 284  | 2362 | 227  | 266  | 2143 | 345  | 307  | 224  | 284  | 288  | 208  | 301  |
| Arrive On Green              | 0.09 | 0.50 | 0.50 | 0.05 | 0.32 | 0.32 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1795 | 4734 | 455  | 1810 | 4427 | 713  | 1171 | 743  | 944  | 1156 | 691  | 999  |
| Grp Volume(v), veh/h         | 238  | 1142 | 600  | 192  | 1101 | 562  | 200  | 0    | 227  | 190  | 0    | 203  |
| Grp Sat Flow(s),veh/h/ln     | 1795 | 1702 | 1785 | 1810 | 1702 | 1737 | 1171 | 0    | 1687 | 1156 | 0    | 1690 |
| Q Serve(g_s), s              | 7.2  | 27.8 | 27.9 | 5.7  | 30.7 | 30.7 | 18.0 | 0.0  | 12.0 | 17.5 | 0.0  | 10.5 |
| Cycle Q Clear(g_c), s        | 7.2  | 27.8 | 27.9 | 5.7  | 30.7 | 30.7 | 28.5 | 0.0  | 12.0 | 29.4 | 0.0  | 10.5 |
| Prop In Lane                 | 1.00 |      | 0.26 | 1.00 |      | 0.41 | 1.00 |      | 0.56 | 1.00 |      | 0.59 |
| Lane Grp Cap(c), veh/h       | 284  | 1698 | 891  | 266  | 1648 | 841  | 307  | 0    | 508  | 288  | 0    | 509  |
| V/C Ratio(X)                 | 0.84 | 0.67 | 0.67 | 0.72 | 0.67 | 0.67 | 0.65 | 0.00 | 0.45 | 0.66 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h        | 356  | 1698 | 891  | 283  | 1648 | 841  | 358  | 0    | 583  | 339  | 0    | 584  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 0.80 | 0.80 | 0.80 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 21.6 | 20.8 | 20.8 | 20.8 | 29.5 | 29.6 | 41.8 | 0.0  | 31.0 | 42.9 | 0.0  | 30.5 |
| Incr Delay (d2), s/veh       | 13.4 | 2.1  | 4.1  | 6.7  | 1.7  | 3.4  | 4.2  | 0.0  | 0.9  | 4.6  | 0.0  | 0.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.5  | 4.0  | 4.7  | 1.0  | 6.0  | 6.5  | 3.7  | 0.0  | 3.0  | 3.6  | 0.0  | 2.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 35.0 | 22.9 | 24.9 | 27.4 | 31.3 | 32.9 | 46.0 | 0.0  | 31.9 | 47.5 | 0.0  | 31.2 |
| LnGrp LOS                    | C    | C    | C    | C    | C    | C    | D    | A    | C    | D    | A    | C    |
| Approach Vol, veh/h          |      | 1980 |      |      | 1855 |      |      | 427  |      |      |      | 393  |
| Approach Delay, s/veh        |      | 25.0 |      |      | 31.4 |      |      | 38.5 |      |      |      | 39.1 |
| Approach LOS                 |      | C    |      |      | C    |      |      | D    |      |      |      | D    |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 12.0 | 59.9 |      | 38.1 | 13.6 | 58.3 |      | 38.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.0  | 49.0 |      | 38.0 | 14.0 | 44.0 |      | 38.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 7.7  | 29.9 |      | 30.5 | 9.2  | 32.7 |      | 31.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 15.5 |      | 2.1  | 0.4  | 9.5  |      | 1.7  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay 30.0  
 HCM 6th LOS C



Lanes, Volumes, Timings

6: Lauzon Parkway & Tecumseh Road

Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔    | ↔     | ↔↔    | ↔     |
| Traffic Volume (vph)    | 276   | 1241  | 198  | 167   | 863   | 78   | 238   | 703   | 217  | 138   | 422   | 273   |
| Future Volume (vph)     | 276   | 1241  | 198  | 167   | 863   | 78   | 238   | 703   | 217  | 138   | 422   | 273   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (m)      | 90.0  |       | 0.0  | 120.0 |       | 0.0  | 90.0  |       | 0.0  | 70.0  |       | 70.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 1     |
| Taper Length (m)        | 80.0  |       |      | 60.0  |       |      | 70.0  |       |      | 70.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 1.00  |
| Ped Bike Factor         | 1.00  | 1.00  |      | 1.00  |       | 1.00 | 0.99  |       | 1.00 |       | 1.00  | 0.98  |
| Frt                     |       | 0.979 |      |       | 0.988 |      |       | 0.965 |      |       |       | 0.850 |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 1736  | 5043  | 0    | 1805  | 5060  | 0    | 1787  | 4894  | 0    | 1656  | 5136  | 1553  |
| Fit Permitted           | 0.179 |       |      | 0.099 |       |      | 0.412 |       |      | 0.150 |       |       |
| Satd. Flow (perm)       | 326   | 5043  | 0    | 188   | 5060  | 0    | 772   | 4894  | 0    | 261   | 5136  | 1521  |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 30    |      |       | 14    |      |       | 70    |      |       |       | 263   |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 60    |      |       |       | 60    |
| Link Distance (m)       |       | 268.3 |      |       | 288.0 |      |       | 208.8 |      |       |       | 230.9 |
| Travel Time (s)         |       | 16.1  |      |       | 17.3  |      |       | 12.5  |      |       |       | 13.9  |
| Conf. Peds. (#/hr)      | 21    |       | 19   | 19    |       | 21   | 8     |       | 9    | 9     |       | 8     |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 4%    | 0%    | 2%   | 0%    | 0%    | 12%  | 1%    | 2%    | 1%   | 9%    | 1%    | 4%    |
| Adj. Flow (vph)         | 303   | 1364  | 218  | 184   | 948   | 86   | 262   | 773   | 238  | 152   | 464   | 300   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 303   | 1582  | 0    | 184   | 1034  | 0    | 262   | 1011  | 0    | 152   | 464   | 300   |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    | Perm  |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       |      | 4     |       |      | 8     |       | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |       |
| Minimum Initial (s)     | 7.0   | 15.0  |      | 7.0   | 15.0  |      | 7.0   | 13.0  |      | 7.0   | 13.0  | 13.0  |
| Minimum Split (s)       | 11.0  | 39.0  |      | 11.0  | 39.0  |      | 11.0  | 36.0  |      | 11.0  | 36.0  | 36.0  |
| Total Split (s)         | 15.0  | 43.0  |      | 15.0  | 43.0  |      | 16.0  | 36.0  |      | 16.0  | 36.0  | 36.0  |
| Total Split (%)         | 13.6% | 39.1% |      | 13.6% | 39.1% |      | 14.5% | 32.7% |      | 14.5% | 32.7% | 32.7% |
| Maximum Green (s)       | 11.0  | 37.0  |      | 11.0  | 37.0  |      | 12.0  | 30.0  |      | 12.0  | 30.0  | 30.0  |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   | 6.0   |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   | Yes   |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 3.5   |      | 3.0   | 3.5   | 3.5   |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  | None  |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      |       | 6.0   |      |       | 6.0   | 6.0   |
| Flash Dont Walk (s)     |       | 26.0  |      |       | 26.0  |      |       | 24.0  |      |       | 24.0  | 24.0  |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      |       | 0     |      |       | 0     | 0     |
| Act Effct Green (s)     | 54.2  | 41.2  |      | 52.8  | 40.5  |      | 41.5  | 27.5  |      | 39.6  | 26.6  | 26.6  |
| Actuated g/C Ratio      | 0.49  | 0.37  |      | 0.48  | 0.37  |      | 0.38  | 0.25  |      | 0.36  | 0.24  | 0.24  |
| v/c Ratio               | 1.01  | 0.83  |      | 0.76  | 0.55  |      | 0.65  | 0.79  |      | 0.65  | 0.37  | 0.53  |

Lanes, Volumes, Timings

6: Lauzon Parkway & Tecumseh Road

Existing PM Peak Hour

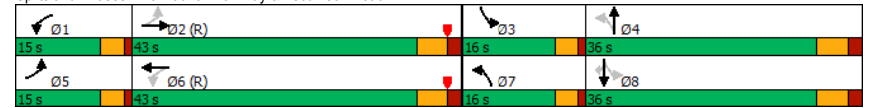
(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL    | EBT    | EBR | WBL   | WBT   | WBR | NBL  | NBT   | NBR | SBL  | SBT  | SBR   |
|------------------------|--------|--------|-----|-------|-------|-----|------|-------|-----|------|------|-------|
| Control Delay          | 85.0   | 22.9   |     | 42.7  | 29.2  |     | 31.3 | 40.7  |     | 45.4 | 28.3 | 6.2   |
| Queue Delay            | 0.0    | 0.0    |     | 0.0   | 0.0   |     | 0.0  | 0.0   |     | 0.0  | 0.0  | 0.0   |
| Total Delay            | 85.0   | 22.9   |     | 42.7  | 29.2  |     | 31.3 | 40.7  |     | 45.4 | 28.3 | 6.2   |
| LOS                    | F      | C      |     | D     | C     |     | C    | D     |     | D    | C    | A     |
| Approach Delay         |        | 32.9   |     |       | 31.3  |     |      | 38.7  |     |      |      | 23.9  |
| Approach LOS           |        | C      |     |       | C     |     |      | D     |     |      |      | C     |
| Queue Length 50th (m)  | ~45.8  | 121.1  |     | 23.4  | 68.3  |     | 39.3 | 72.4  |     | 19.3 | 22.4 | 3.8   |
| Queue Length 95th (m)  | #106.2 | #118.5 |     | #58.2 | 85.0  |     | 58.7 | 87.5  |     | 44.5 | 24.4 | 7.7   |
| Internal Link Dist (m) |        | 244.3  |     |       | 264.0 |     |      | 184.8 |     |      |      | 206.9 |
| Turn Bay Length (m)    | 90.0   |        |     | 120.0 |       |     | 90.0 |       |     | 70.0 |      | 70.0  |
| Base Capacity (vph)    | 301    | 1905   |     | 253   | 1870  |     | 402  | 1385  |     | 248  | 1400 | 606   |
| Starvation Cap Reductn | 0      | 0      |     | 0     | 0     |     | 0    | 0     |     | 0    | 0    | 0     |
| Spillback Cap Reductn  | 0      | 0      |     | 0     | 0     |     | 0    | 0     |     | 0    | 0    | 0     |
| Storage Cap Reductn    | 0      | 0      |     | 0     | 0     |     | 0    | 0     |     | 0    | 0    | 0     |
| Reduced v/c Ratio      | 1.01   | 0.83   |     | 0.73  | 0.55  |     | 0.65 | 0.73  |     | 0.61 | 0.33 | 0.50  |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 32.4  
 Intersection Capacity Utilization 87.4%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Lauzon Parkway & Tecumseh Road



### HCM 6th Signalized Intersection Summary

#### 6: Lauzon Parkway & Tecumseh Road

### Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  | ↔    |
| Traffic Volume (veh/h)       | 276  | 1241 | 198  | 167  | 863  | 78   | 238  | 703  | 217  | 138  | 422  | 273  |
| Future Volume (veh/h)        | 276  | 1241 | 198  | 167  | 863  | 78   | 238  | 703  | 217  | 138  | 422  | 273  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.98 | 1.00 |      | 0.98 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1841 | 1900 | 1870 | 1900 | 1900 | 1722 | 1885 | 1870 | 1885 | 1767 | 1885 | 1841 |
| Adj Flow Rate, veh/h         | 303  | 1364 | 218  | 184  | 948  | 86   | 262  | 773  | 238  | 152  | 464  | 300  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 4    | 0    | 2    | 0    | 0    | 12   | 1    | 2    | 1    | 9    | 1    | 4    |
| Cap, veh/h                   | 351  | 1712 | 274  | 242  | 1753 | 159  | 375  | 1047 | 319  | 253  | 1268 | 380  |
| Arrive On Green              | 0.03 | 0.13 | 0.13 | 0.08 | 0.36 | 0.36 | 0.11 | 0.27 | 0.27 | 0.03 | 0.08 | 0.08 |
| Sat Flow, veh/h              | 1753 | 4496 | 718  | 1810 | 4833 | 437  | 1795 | 3869 | 1179 | 1682 | 5147 | 1543 |
| Grp Volume(v), veh/h         | 303  | 1049 | 533  | 184  | 678  | 356  | 262  | 679  | 332  | 152  | 464  | 300  |
| Grp Sat Flow(s),veh/h/ln     | 1753 | 1729 | 1756 | 1810 | 1729 | 1812 | 1795 | 1702 | 1644 | 1682 | 1716 | 1543 |
| Q Serve(g_s), s              | 11.0 | 32.4 | 32.4 | 6.9  | 17.1 | 17.2 | 12.0 | 20.0 | 20.3 | 7.3  | 9.4  | 21.0 |
| Cycle Q Clear(g_c), s        | 11.0 | 32.4 | 32.4 | 6.9  | 17.1 | 17.2 | 12.0 | 20.0 | 20.3 | 7.3  | 9.4  | 21.0 |
| Prop In Lane                 | 1.00 |      | 0.41 | 1.00 |      | 0.24 | 1.00 |      | 0.72 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 351  | 1317 | 669  | 242  | 1254 | 657  | 375  | 921  | 445  | 253  | 1268 | 380  |
| V/C Ratio(X)                 | 0.86 | 0.80 | 0.80 | 0.76 | 0.54 | 0.54 | 0.70 | 0.74 | 0.75 | 0.60 | 0.37 | 0.79 |
| Avail Cap(c_a), veh/h        | 351  | 1317 | 669  | 275  | 1254 | 657  | 375  | 928  | 448  | 294  | 1404 | 421  |
| HCM Platoon Ratio            | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)           | 0.70 | 0.70 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.96 |
| Uniform Delay (d), s/veh     | 25.3 | 44.0 | 44.0 | 25.4 | 27.8 | 27.8 | 27.0 | 36.5 | 36.7 | 30.9 | 42.4 | 47.7 |
| Incr Delay (d2), s/veh       | 14.3 | 3.6  | 6.9  | 10.4 | 1.7  | 3.2  | 5.6  | 3.2  | 6.9  | 2.4  | 0.2  | 9.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.4  | 10.6 | 11.4 | 1.8  | 3.7  | 4.2  | 3.1  | 5.1  | 5.4  | 1.8  | 2.5  | 6.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 39.6 | 47.6 | 50.8 | 35.8 | 29.4 | 31.0 | 32.6 | 39.8 | 43.5 | 33.3 | 42.6 | 56.7 |
| LnGrp LOS                    | D    | D    | D    | D    | C    | C    | C    | C    | D    | C    | D    | E    |
| Approach Vol, veh/h          | 1885 |      |      | 1218 |      |      | 1273 |      |      | 916  |      |      |
| Approach Delay, s/veh        | 47.2 |      |      | 30.9 |      |      | 39.3 |      |      | 45.7 |      |      |
| Approach LOS                 | D    |      |      | C    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 13.0 | 47.9 | 13.3 | 35.8 | 15.0 | 45.9 | 16.0 | 33.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 11.0 | 37.0 | 12.0 | 30.0 | 11.0 | 37.0 | 12.0 | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 8.9  | 34.4 | 9.3  | 22.3 | 13.0 | 19.2 | 14.0 | 23.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 2.3  | 0.1  | 4.7  | 0.0  | 9.5  | 0.0  | 3.2  |      |      |      |      |

#### Intersection Summary

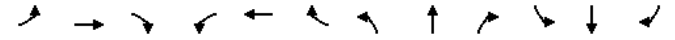
|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 41.3 |
| HCM 6th LOS        | D    |

### Lanes, Volumes, Timings

#### 7: Lauzon Parkway & Catherine Street

### Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations     | ↔     | ↔     |      | ↔     | ↔     |      | ↔     | ↔↔↔   | ↔     | ↔     | ↔↔↔   | ↔    |
| Traffic Volume (vph)    | 129   | 49    | 24   | 138   | 42    | 144  | 38    | 824   | 190   | 124   | 661   | 69   |
| Future Volume (vph)     | 129   | 49    | 24   | 138   | 42    | 144  | 38    | 824   | 190   | 124   | 661   | 69   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Storage Length (m)      | 50.0  |       | 0.0  | 80.0  |       | 0.0  | 20.0  |       | 0.0   | 115.0 |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0     | 1     |       | 0    |
| Taper Length (m)        | 65.0  |       |      | 7.5   |       |      | 65.0  |       |       | 75.0  |       |      |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 0.95  | 1.00  | 1.00  | 0.91  | 0.91 |
| Ped Bike Factor         | 0.99  | 0.99  |      | 0.99  | 0.98  |      | 1.00  |       | 0.98  | 1.00  |       | 1.00 |
| Frt                     | 0.951 |       |      |       | 0.884 |      |       |       | 0.850 |       | 0.986 |      |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       | 0.950 |       |      |
| Satd. Flow (prot)       | 1805  | 1772  |      | 0     | 1570  | 1592 | 0     | 1671  | 3610  | 1455  | 1703  | 5058 |
| Fit Permitted           | 0.467 |       |      | 0.705 |       |      | 0.337 |       |       | 0.251 |       |      |
| Satd. Flow (perm)       | 882   | 1772  | 0    | 1155  | 1592  | 0    | 593   | 3610  | 1423  | 450   | 5058  | 0    |
| Right Turn on Red       |       |       | Yes  |       | Yes   |      |       |       | Yes   |       | Yes   |      |
| Satd. Flow (RTOR)       | 24    |       |      |       | 158   |      |       |       | 209   |       | 19    |      |
| Link Speed (k/h)        | 50    |       |      |       | 50    |      |       |       | 60    |       | 60    |      |
| Link Distance (m)       | 375.8 |       |      |       | 106.2 |      |       |       | 230.9 |       | 292.9 |      |
| Travel Time (s)         | 27.1  |       |      |       | 7.6   |      |       |       | 13.9  |       | 17.6  |      |
| Conf. Peds. (#/hr)      | 7     |       | 8    |       | 8     |      | 7     | 1     |       | 1     |       | 1    |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91 |
| Heavy Vehicles (%)      | 0%    | 0%    | 4%   | 15%   | 0%    | 5%   | 8%    | 0%    | 11%   | 6%    | 1%    | 0%   |
| Adj. Flow (vph)         | 142   | 54    | 26   | 152   | 46    | 158  | 42    | 905   | 209   | 136   | 726   | 76   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |       |       |       |      |
| Lane Group Flow (vph)   | 142   | 80    | 0    | 152   | 204   | 0    | 42    | 905   | 209   | 136   | 802   | 0    |
| Turn Type               | Perm  | NA    |      | Perm  | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    |      |
| Protected Phases        | 4     |       |      |       | 8     |      |       |       | 5     |       | 2     |      |
| Permitted Phases        | 4     |       |      |       | 8     |      |       |       | 2     |       | 6     |      |
| Detector Phase          | 4     |       | 4    |       | 8     |      | 8     |       | 5     |       | 2     |      |
| Switch Phase            |       |       |      |       |       |      |       |       |       |       |       |      |
| Minimum Initial (s)     | 11.0  | 11.0  |      | 11.0  | 11.0  |      | 7.0   | 11.0  | 11.0  | 7.0   | 11.0  |      |
| Minimum Split (s)       | 35.0  | 35.0  |      | 36.0  | 36.0  |      | 11.0  | 36.0  | 36.0  | 11.0  | 36.0  |      |
| Total Split (s)         | 43.0  | 43.0  |      | 43.0  | 43.0  |      | 18.0  | 54.0  | 54.0  | 13.0  | 49.0  |      |
| Total Split (%)         | 39.1% | 39.1% |      | 39.1% | 39.1% |      | 16.4% | 49.1% | 49.1% | 11.8% | 44.5% |      |
| Maximum Green (s)       | 37.0  | 37.0  |      | 37.0  | 37.0  |      | 14.0  | 48.0  | 48.0  | 9.0   | 43.0  |      |
| Yellow Time (s)         | 4.0   | 4.0   |      | 4.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |      |
| All-Red Time (s)        | 2.0   | 2.0   |      | 2.0   | 2.0   |      | 1.0   | 2.0   | 2.0   | 1.0   | 2.0   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 6.0   | 6.0   |      | 6.0   | 6.0   |      | 4.0   | 6.0   | 6.0   | 4.0   | 6.0   |      |
| Lead/Lag                |       |       |      |       |       |      | Lead  | Lag   | Lag   | Lead  | Lag   |      |
| Lead-Lag Optimize?      |       |       |      |       |       |      | Yes   | Yes   | Yes   | Yes   | Yes   |      |
| Vehicle Extension (s)   | 4.0   | 4.0   |      | 4.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |      |
| Recall Mode             | None  | None  |      | None  | None  |      | None  | C-Max | C-Max | None  | C-Max |      |
| Walk Time (s)           | 7.0   | 7.0   |      | 7.0   | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 22.0  | 22.0  |      | 22.0  | 22.0  |      |       | 23.0  | 23.0  |       | 23.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     | 0     | 0     | 0     |      |
| Act Effect Green (s)    | 20.9  | 20.9  |      | 20.9  | 20.9  |      | 74.1  | 65.0  | 65.0  | 77.5  | 70.3  |      |
| Actuated g/C Ratio      | 0.19  | 0.19  |      | 0.19  | 0.19  |      | 0.67  | 0.59  | 0.59  | 0.70  | 0.64  |      |
| v/c Ratio               | 0.85  | 0.22  |      | 0.69  | 0.47  |      | 0.09  | 0.42  | 0.23  | 0.33  | 0.25  |      |

Lanes, Volumes, Timings

7: Lauzon Parkway & Catherine Street

Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL   | EBT  | EBR  | WBL  | WBT   | WBR | NBL   | NBT   | NBR   | SBL  | SBT  | SBR |
|------------------------|-------|------|------|------|-------|-----|-------|-------|-------|------|------|-----|
| Control Delay          | 80.6  | 26.4 |      | 56.7 | 13.4  |     | 5.8   | 10.4  | 1.7   | 8.1  | 10.1 |     |
| Queue Delay            | 0.0   | 0.0  |      | 0.0  | 0.0   |     | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  |     |
| Total Delay            | 80.6  | 26.4 |      | 56.7 | 13.4  |     | 5.8   | 10.4  | 1.7   | 8.1  | 10.1 |     |
| LOS                    | F     | C    |      | E    | B     |     | A     | B     | A     | A    | B    |     |
| Approach Delay         | 61.1  |      |      | 31.9 |       |     | 8.6   |       |       | 9.8  |      |     |
| Approach LOS           | E     |      |      | C    |       |     | A     |       |       | A    |      |     |
| Queue Length 50th (m)  | 31.3  | 10.7 |      | 32.4 | 8.8   |     | 2.0   | 36.4  | 1.1   | 8.2  | 28.5 |     |
| Queue Length 95th (m)  | 50.9  | 22.0 |      | 50.1 | 27.1  |     | m3.4  | m46.7 | m2.9  | 19.2 | 45.0 |     |
| Internal Link Dist (m) | 351.8 |      | 82.2 |      | 206.9 |     | 115.0 |       | 268.9 |      |      |     |
| Turn Bay Length (m)    | 50.0  |      | 80.0 |      | 20.0  |     | 115.0 |       |       |      |      |     |
| Base Capacity (vph)    | 296   | 611  |      | 388  | 640   |     | 563   | 2133  | 926   | 420  | 3240 |     |
| Starvation Cap Reductn | 0     | 0    |      | 0    | 0     |     | 0     | 0     | 0     | 0    | 0    |     |
| Spillback Cap Reductn  | 0     | 0    |      | 0    | 0     |     | 0     | 0     | 0     | 0    | 0    |     |
| Storage Cap Reductn    | 0     | 0    |      | 0    | 0     |     | 0     | 0     | 0     | 0    | 0    |     |
| Reduced v/c Ratio      | 0.48  | 0.13 |      | 0.39 | 0.32  |     | 0.07  | 0.42  | 0.23  | 0.32 | 0.25 |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 79 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 73.6%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Lauzon Parkway & Catherine Street



HCM 6th Signalized Intersection Summary

7: Lauzon Parkway & Catherine Street

Existing PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 129  | 49   | 24   | 138  | 42   | 144  | 38   | 824  | 190  | 124  | 661  | 69   |
| Future Volume (veh/h)        | 129  | 49   | 24   | 138  | 42   | 144  | 38   | 824  | 190  | 124  | 661  | 69   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 0.99 |      | 0.99 | 0.99 |      | 0.99 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1900 | 1841 | 1678 | 1900 | 1826 | 1781 | 1900 | 1737 | 1811 | 1885 | 1900 |
| Adj Flow Rate, veh/h         | 142  | 54   | 26   | 152  | 46   | 158  | 42   | 905  | 209  | 136  | 726  | 76   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 0    | 0    | 4    | 15   | 0    | 5    | 8    | 0    | 11   | 6    | 1    | 0    |
| Cap, veh/h                   | 241  | 305  | 147  | 321  | 94   | 324  | 450  | 1947 | 793  | 438  | 2633 | 274  |
| Arrive On Green              | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.09 | 1.00 | 1.00 | 0.06 | 0.56 | 0.56 |
| Sat Flow, veh/h              | 1190 | 1207 | 581  | 1173 | 373  | 1282 | 1697 | 3610 | 1471 | 1725 | 4735 | 492  |
| Grp Volume(v), veh/h         | 142  | 0    | 80   | 152  | 0    | 204  | 42   | 905  | 209  | 136  | 525  | 277  |
| Grp Sat Flow(s), veh/h/ln    | 1190 | 0    | 1789 | 1173 | 0    | 1655 | 1697 | 1805 | 1471 | 1725 | 1716 | 1796 |
| Q Serve(g_s), s              | 12.7 | 0.0  | 3.8  | 12.8 | 0.0  | 11.6 | 1.1  | 0.0  | 0.0  | 3.7  | 8.8  | 8.9  |
| Cycle Q Clear(g_c), s        | 24.3 | 0.0  | 3.8  | 16.7 | 0.0  | 11.6 | 1.1  | 0.0  | 0.0  | 3.7  | 8.8  | 8.9  |
| Prop In Lane                 | 1.00 |      | 0.32 | 1.00 |      | 0.77 | 1.00 |      | 1.00 | 1.00 |      | 0.27 |
| Lane Grp Cap(c), veh/h       | 241  | 0    | 452  | 321  | 0    | 418  | 450  | 1947 | 793  | 438  | 1908 | 999  |
| V/C Ratio(X)                 | 0.59 | 0.00 | 0.18 | 0.47 | 0.00 | 0.49 | 0.09 | 0.46 | 0.26 | 0.31 | 0.28 | 0.28 |
| Avail Cap(c_a), veh/h        | 341  | 0    | 602  | 419  | 0    | 557  | 588  | 1947 | 793  | 471  | 1908 | 999  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.43 | 0.43 | 0.43 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 45.4 | 0.0  | 32.2 | 38.7 | 0.0  | 35.1 | 9.5  | 0.0  | 0.0  | 9.5  | 12.8 | 12.8 |
| Incr Delay (d2), s/veh       | 3.2  | 0.0  | 0.3  | 1.5  | 0.0  | 1.3  | 0.0  | 0.3  | 0.3  | 0.4  | 0.4  | 0.7  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 2.7  | 0.0  | 1.1  | 2.5  | 0.0  | 3.0  | 0.1  | 0.1  | 0.1  | 0.2  | 0.8  | 0.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 48.6 | 0.0  | 32.4 | 40.2 | 0.0  | 36.3 | 9.5  | 0.3  | 0.3  | 9.9  | 13.2 | 13.5 |
| LnGrp LOS                    | D    | A    | C    | D    | A    | D    | A    | A    | A    | A    | B    | B    |
| Approach Vol, veh/h          | 222  |      |      | 356  |      |      | 1156 |      |      | 938  |      |      |
| Approach Delay, s/veh        | 42.8 |      |      | 38.0 |      |      | 0.7  |      |      | 12.8 |      |      |
| Approach LOS                 | D    |      |      | D    |      |      | A    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.9 | 65.3 |      | 33.8 | 9.1  | 67.2 |      | 33.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  |      | 6.0  | 4.0  | 6.0  |      | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.0  | 48.0 |      | 37.0 | 14.0 | 43.0 |      | 37.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 5.7  | 2.0  |      | 26.3 | 3.1  | 10.9 |      | 18.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 16.1 |      | 1.2  | 0.1  | 9.6  |      | 3.0  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay 13.4  
 HCM 6th LOS B

# Appendix C

## ITE Data Sheets



# Land Use: 221

## Multifamily Housing (Mid-Rise)

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### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

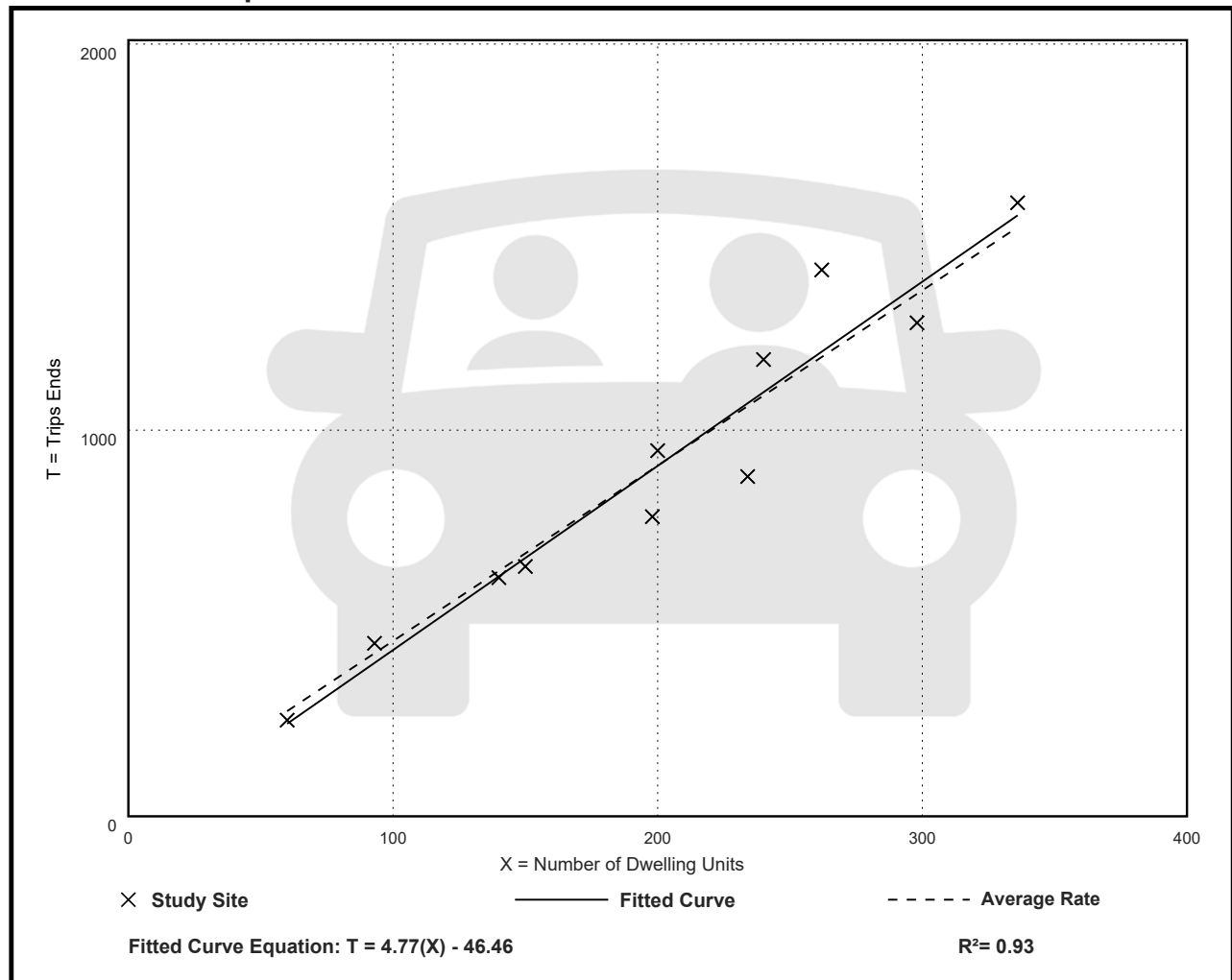
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54         | 3.76 - 5.40    | 0.51               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

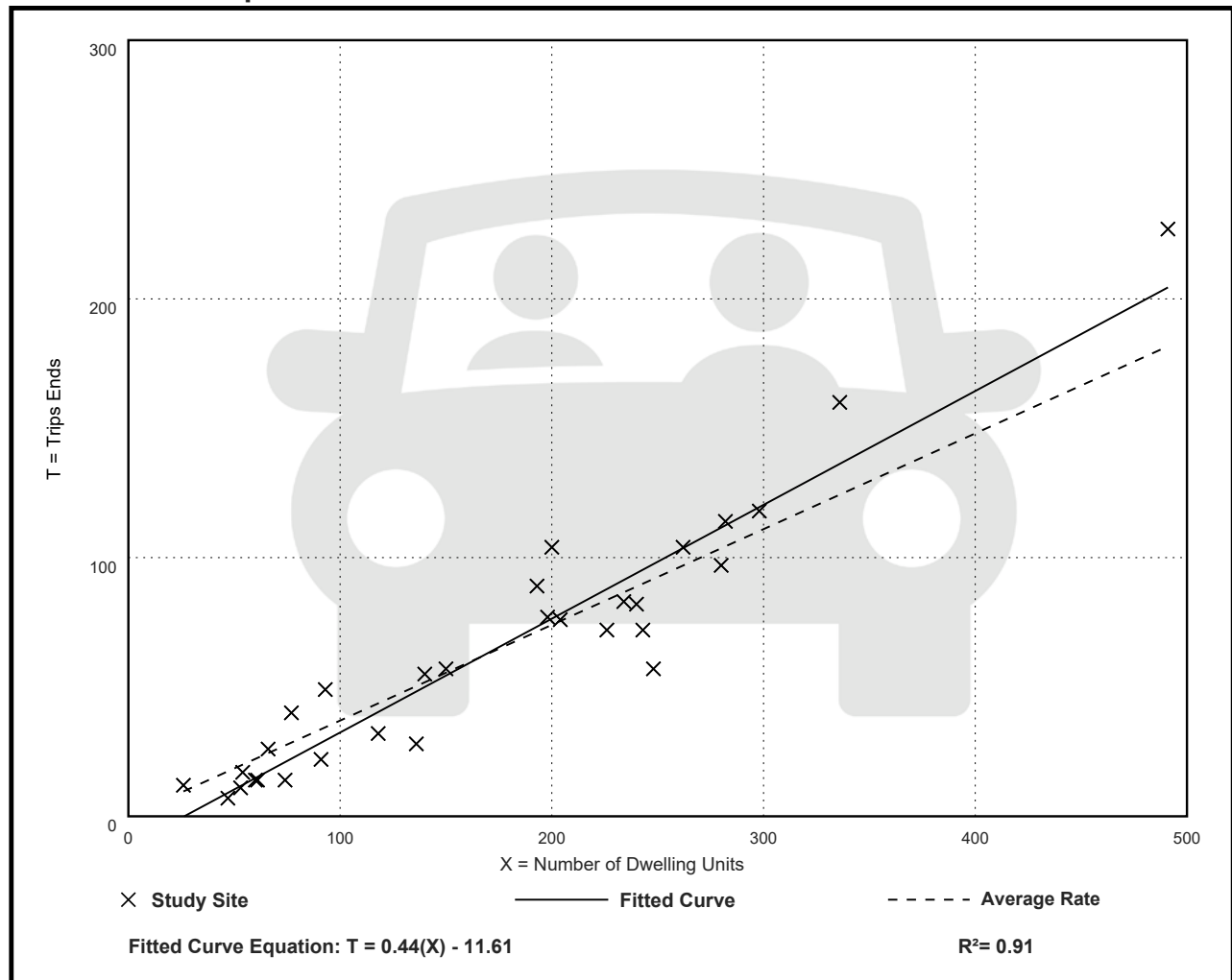
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.37         | 0.15 - 0.53    | 0.09               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

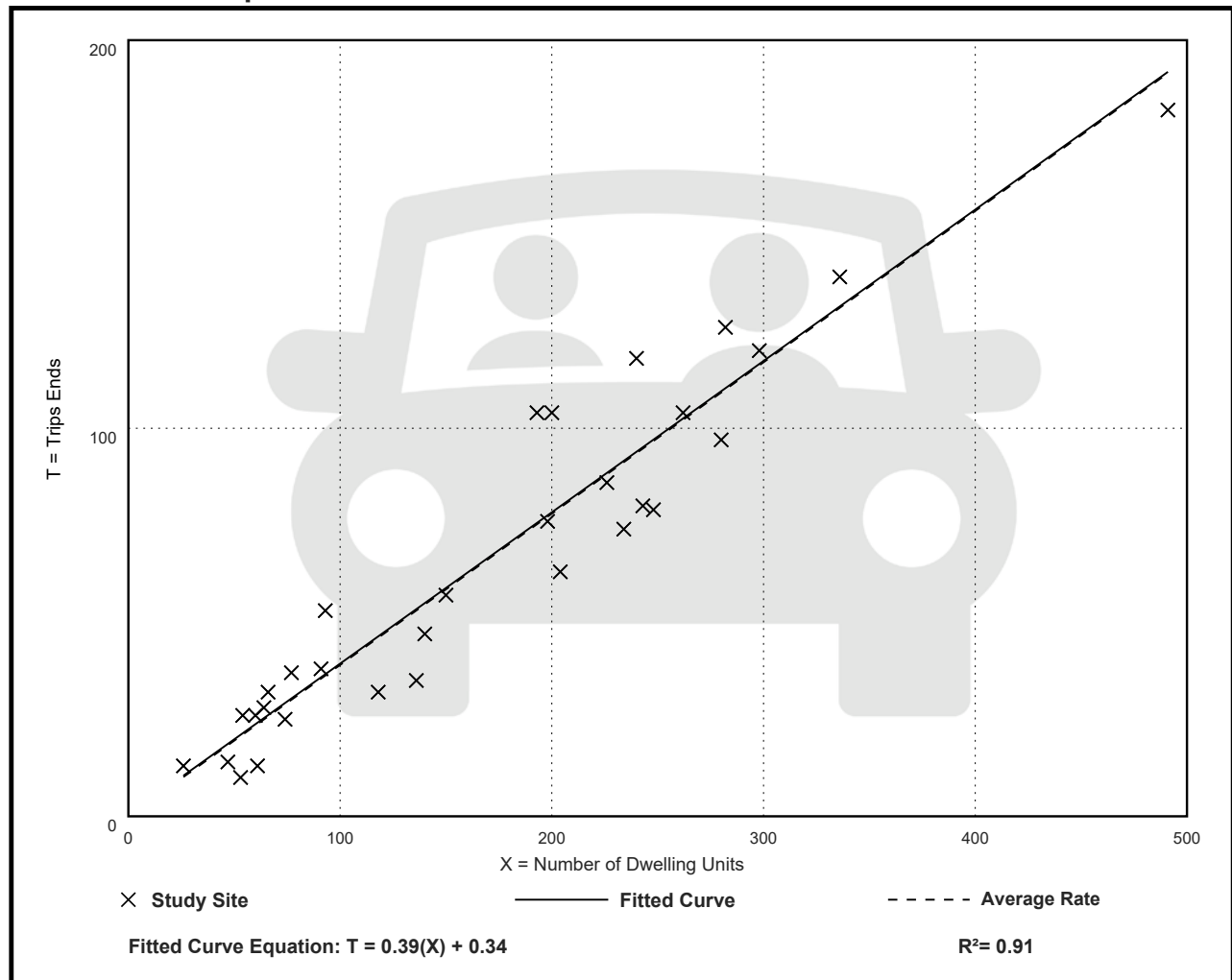
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.19 - 0.57    | 0.08               |

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 23

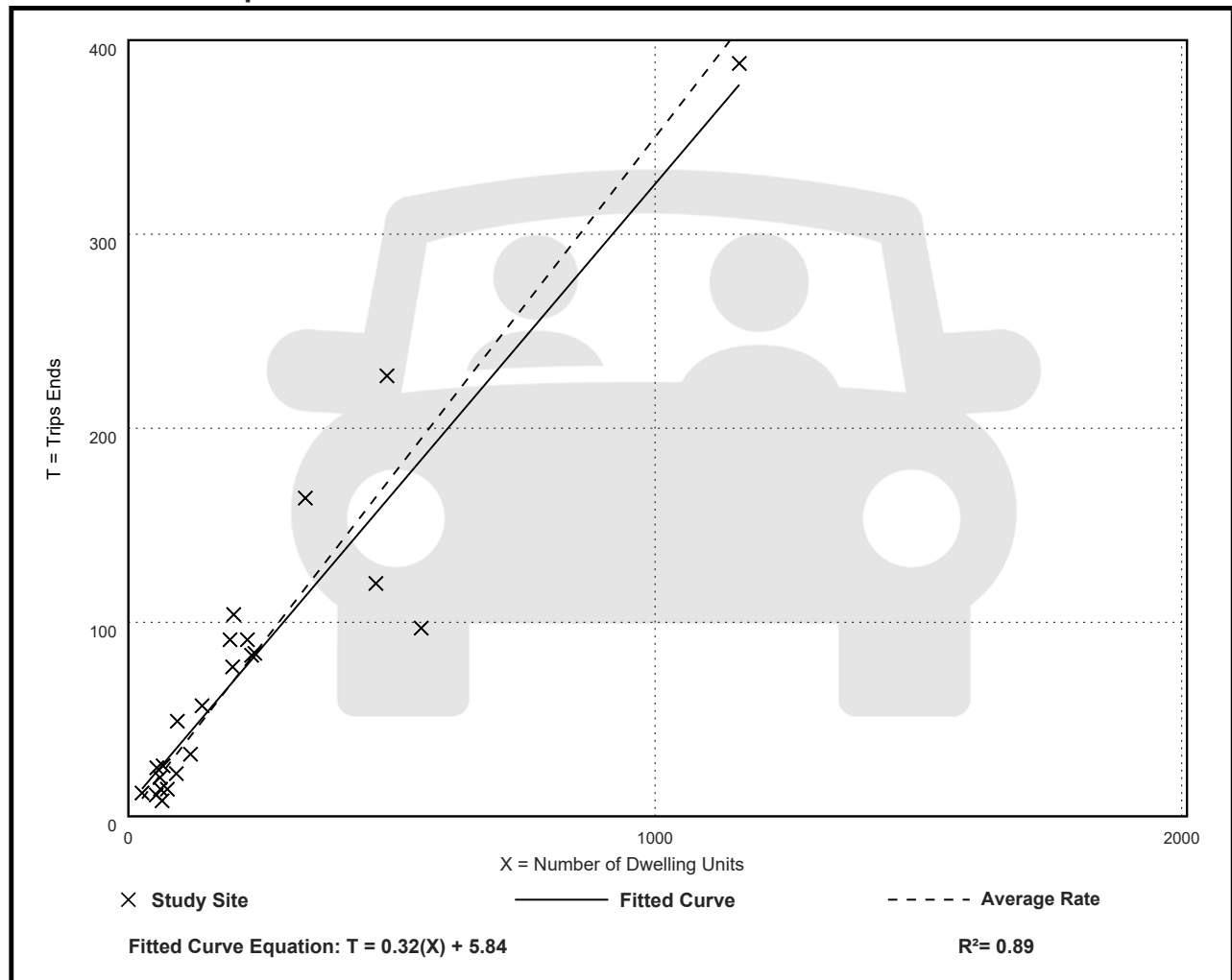
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.35         | 0.13 - 0.53    | 0.11               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 22

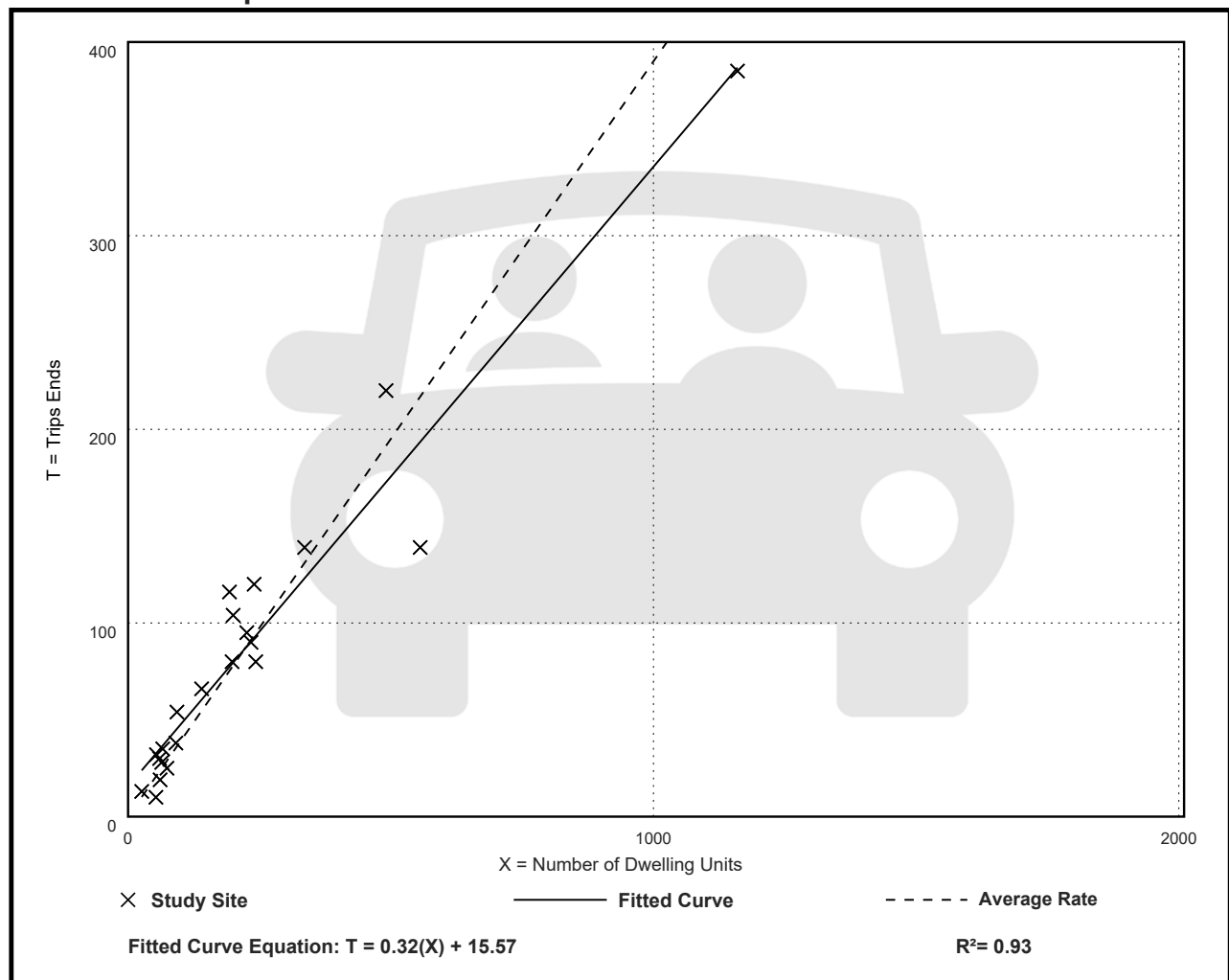
Avg. Num. of Dwelling Units: 221

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.19 - 0.60    | 0.10               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

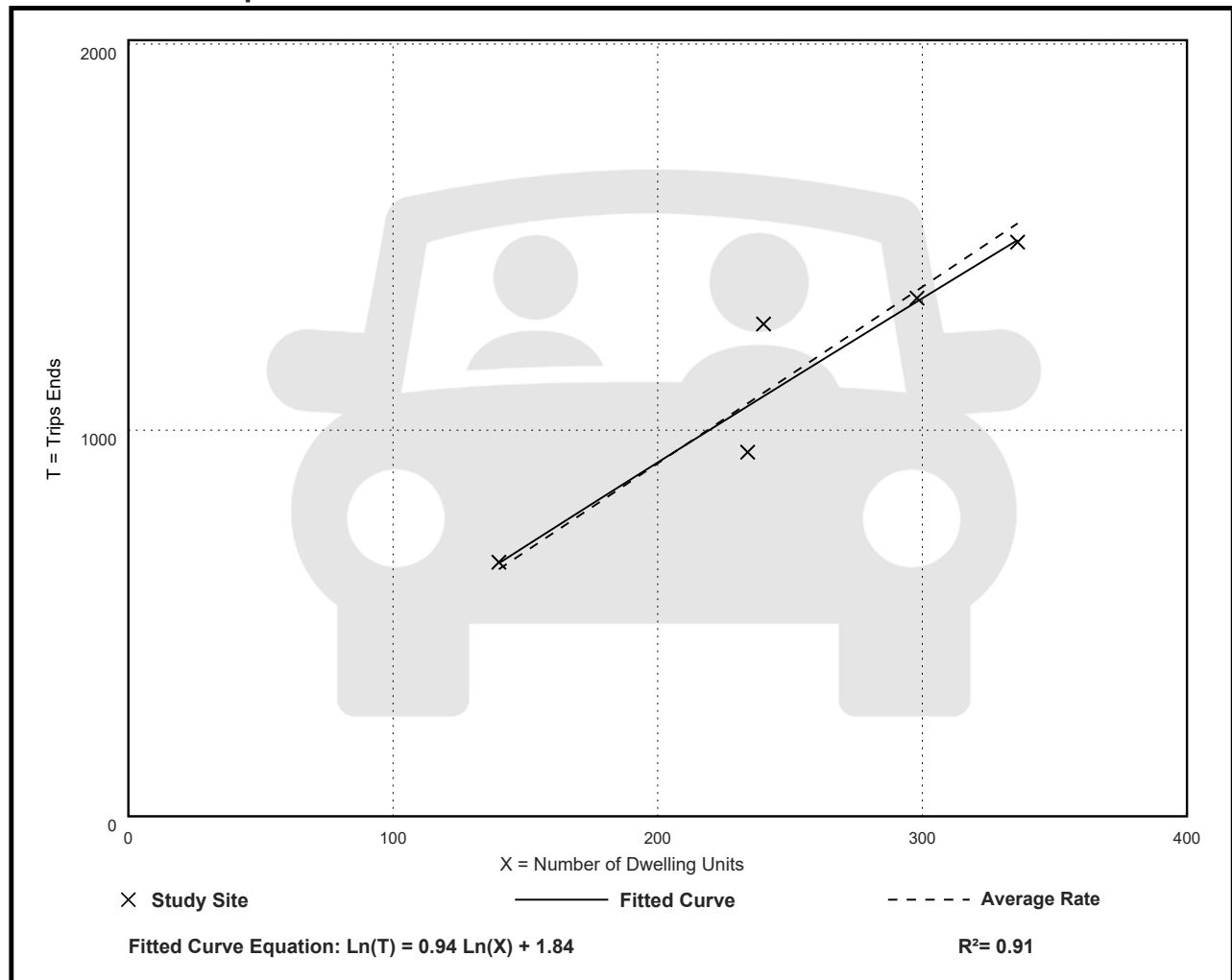
Avg. Num. of Dwelling Units: 250

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.57         | 4.03 - 5.31    | 0.46               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

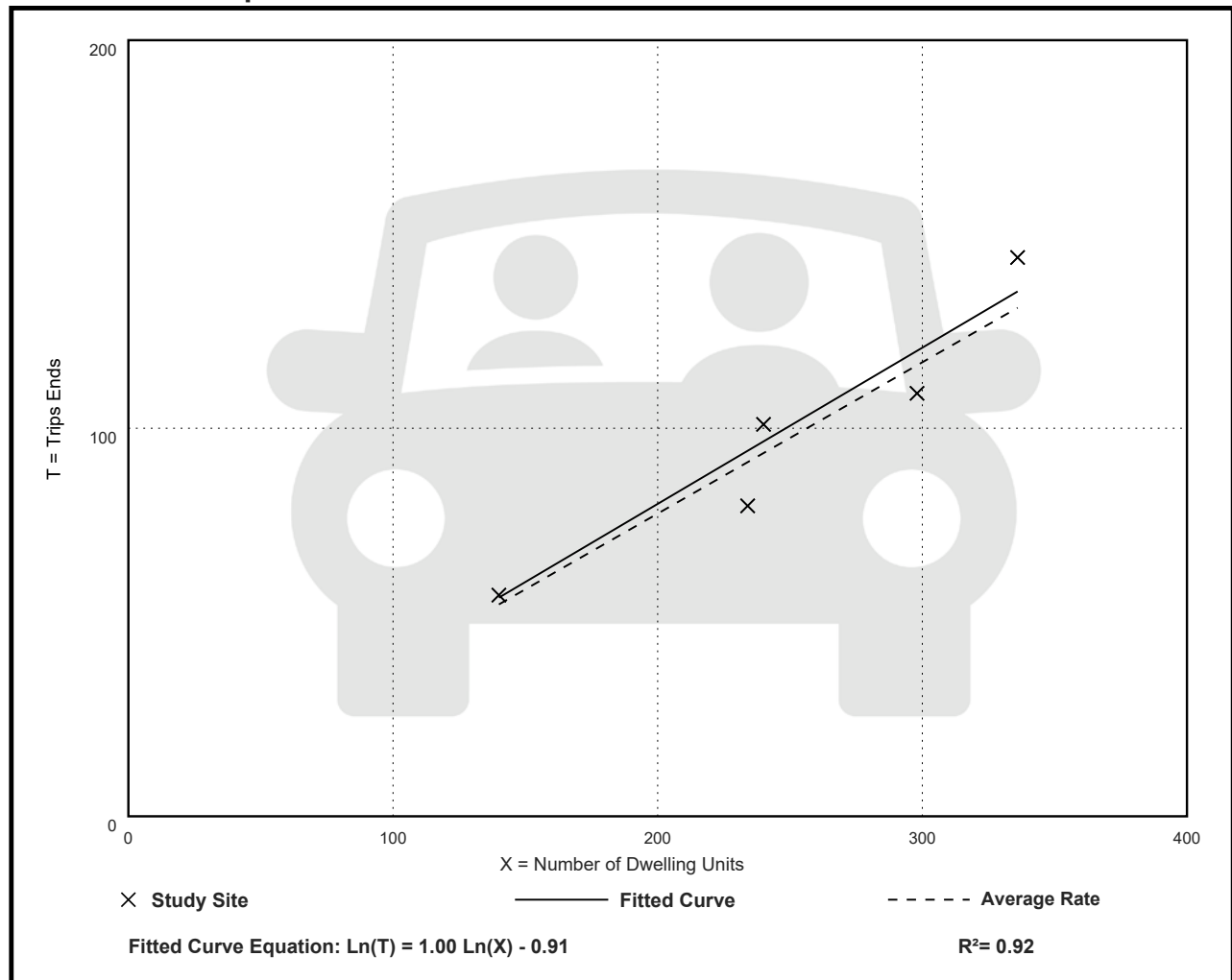
Avg. Num. of Dwelling Units: 250

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.34 - 0.43    | 0.04               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 5

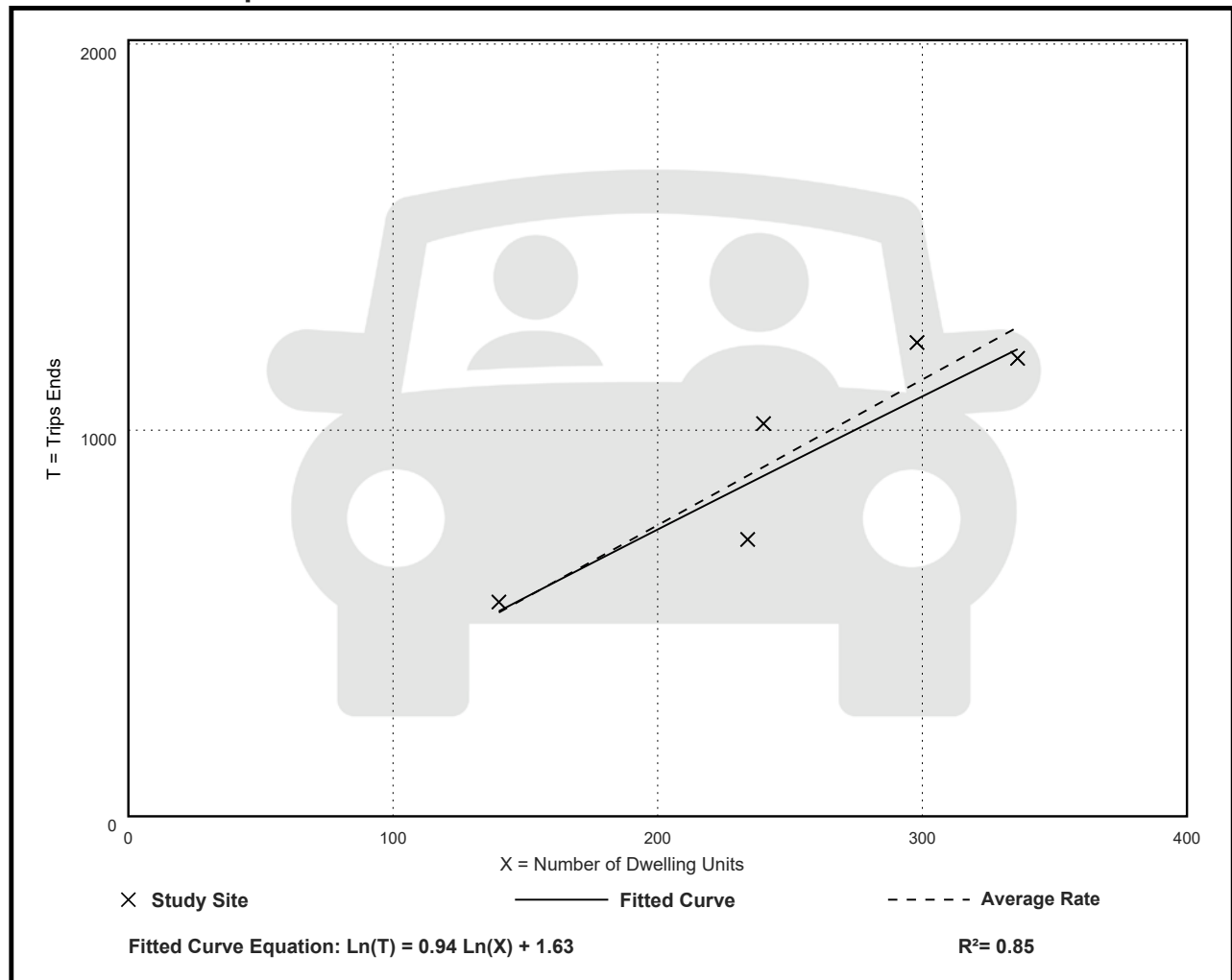
Avg. Num. of Dwelling Units: 250

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.77         | 3.06 - 4.24    | 0.48               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

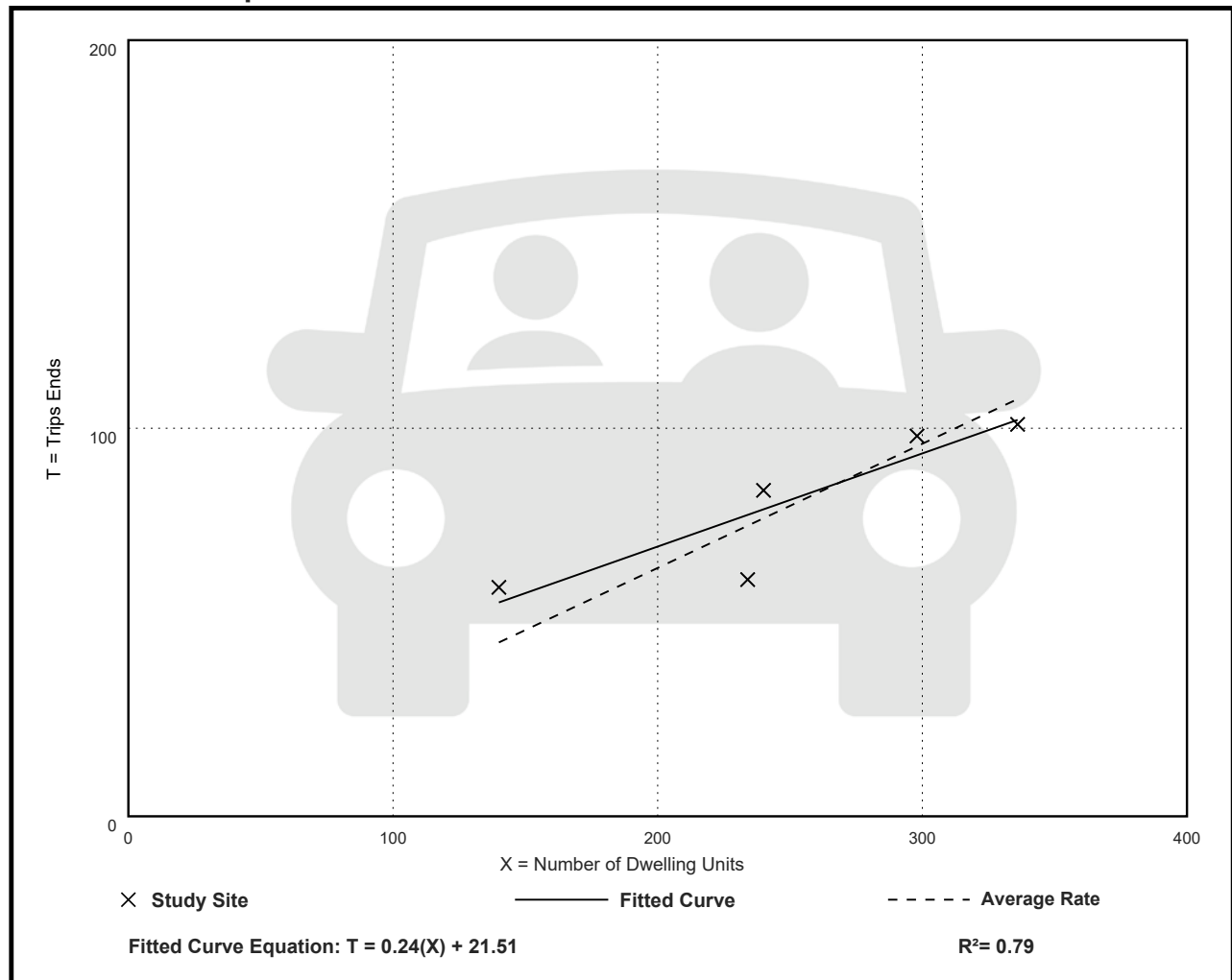
Avg. Num. of Dwelling Units: 250

Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.26 - 0.42    | 0.05               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

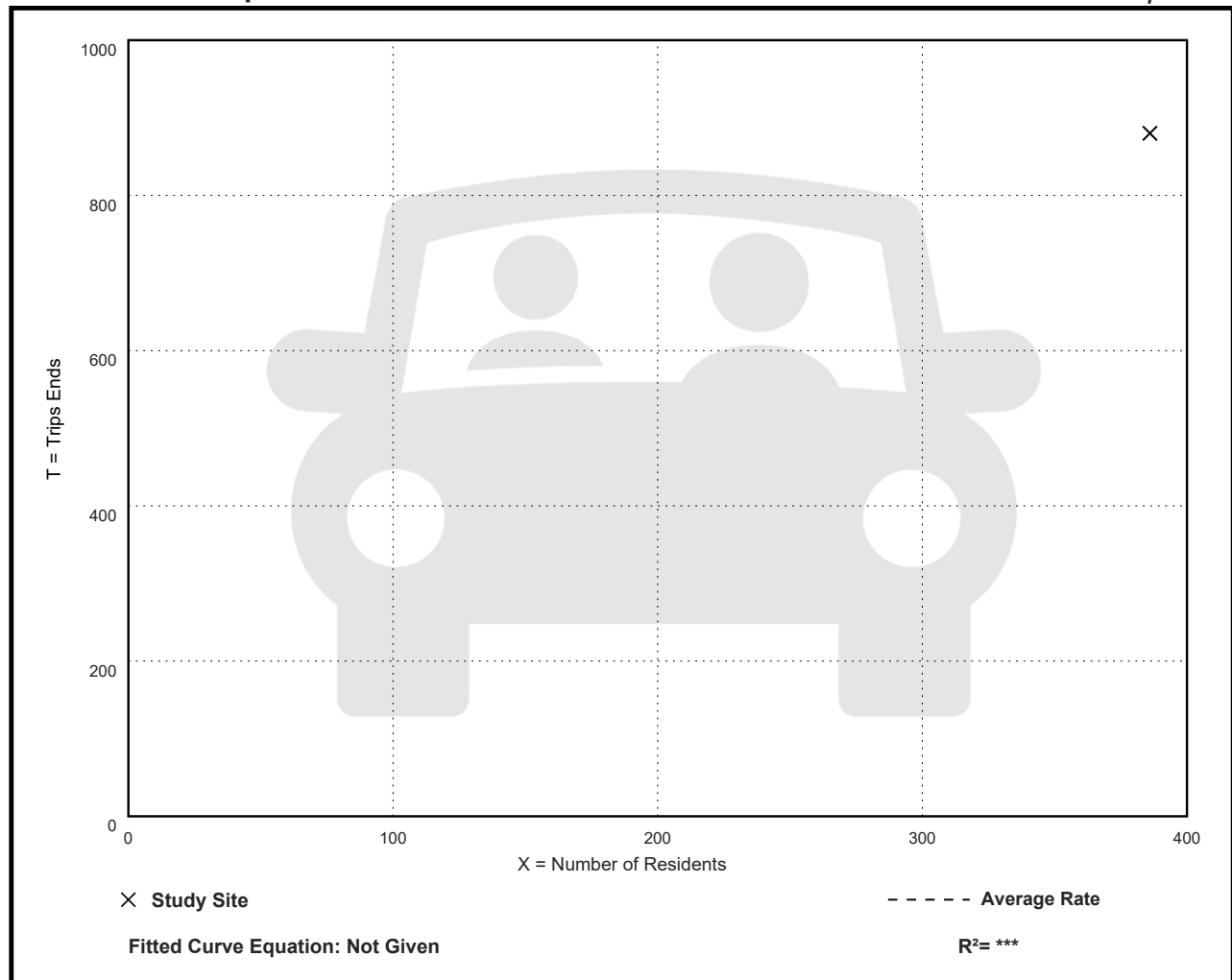
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.28         | 2.28 - 2.28    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Residents

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Residents: 386

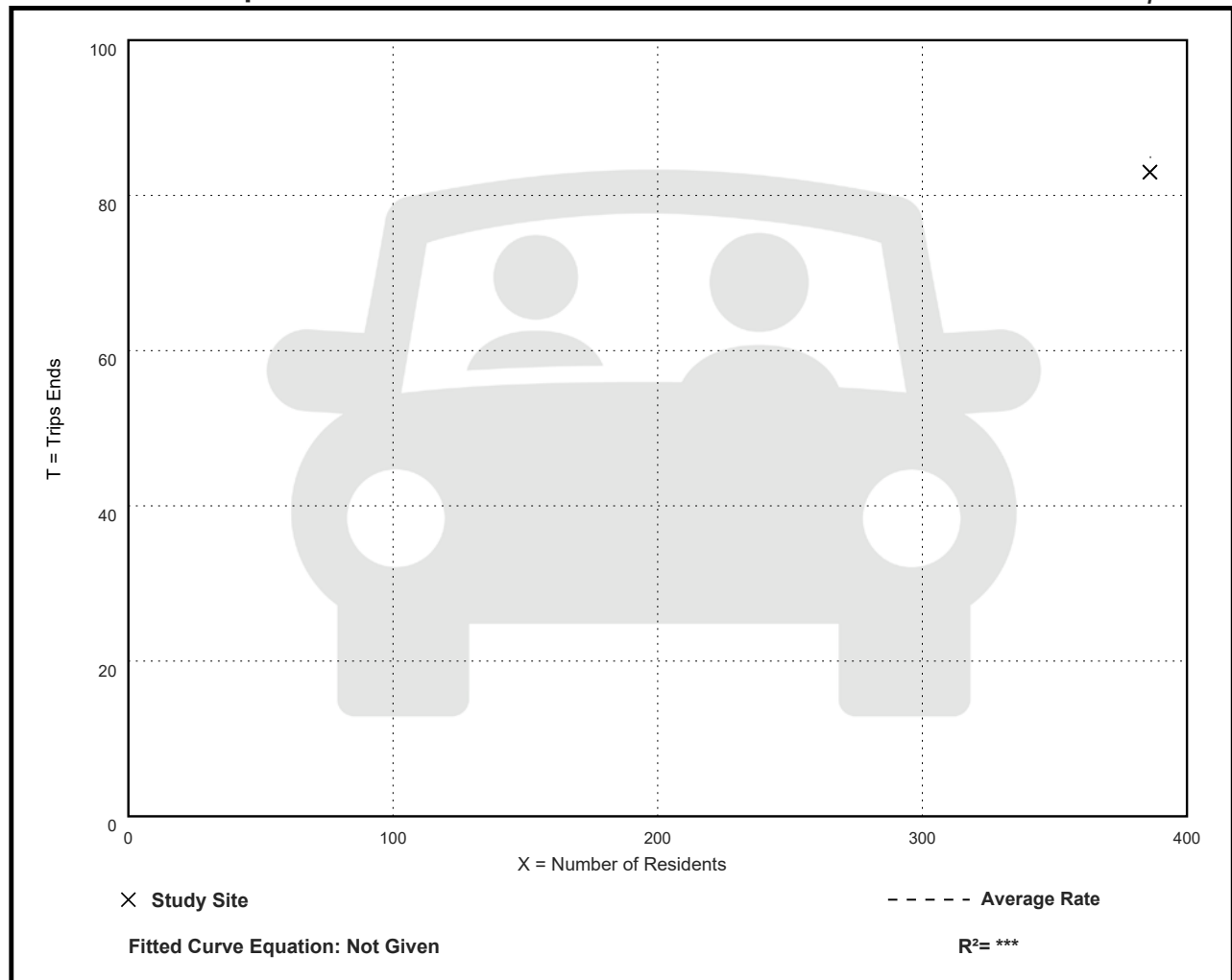
Directional Distribution: 20% entering, 80% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.22         | 0.22 - 0.22    | ***                |

## Data Plot and Equation

*Caution – Small Sample Size*





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Residents

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

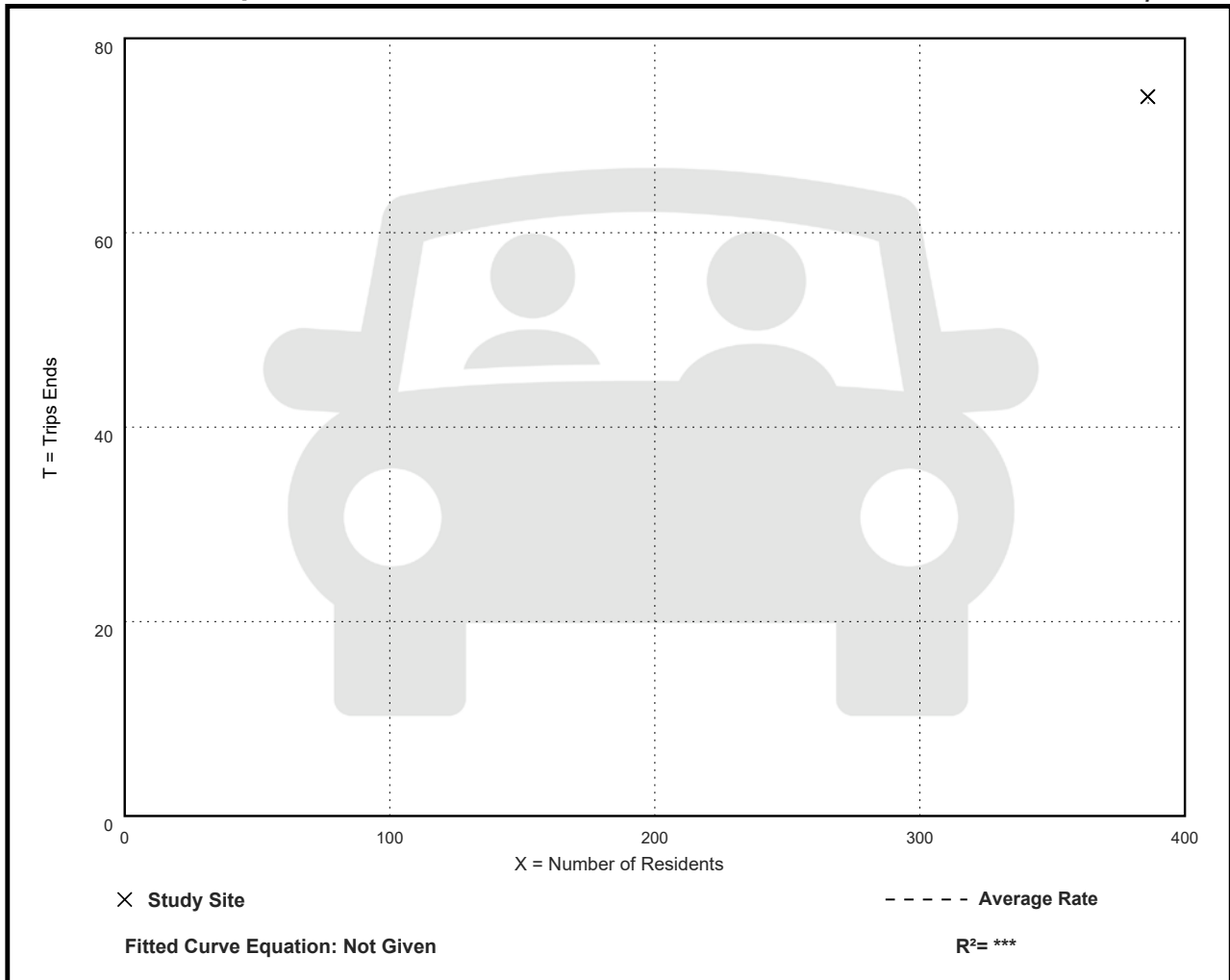
Directional Distribution: 64% entering, 36% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.19         | 0.19 - 0.19    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

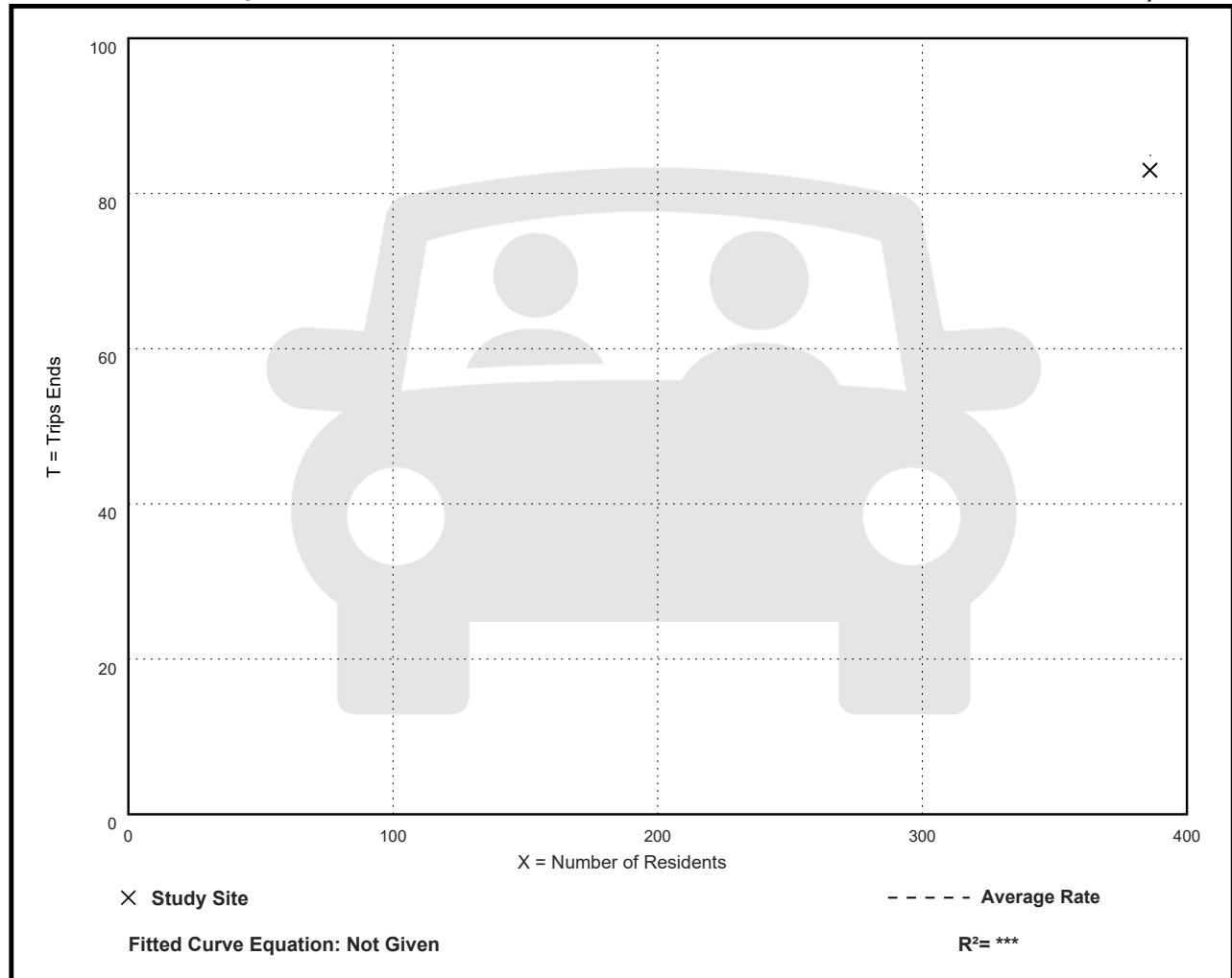
Directional Distribution: 20% entering, 80% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.22         | 0.22 - 0.22    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

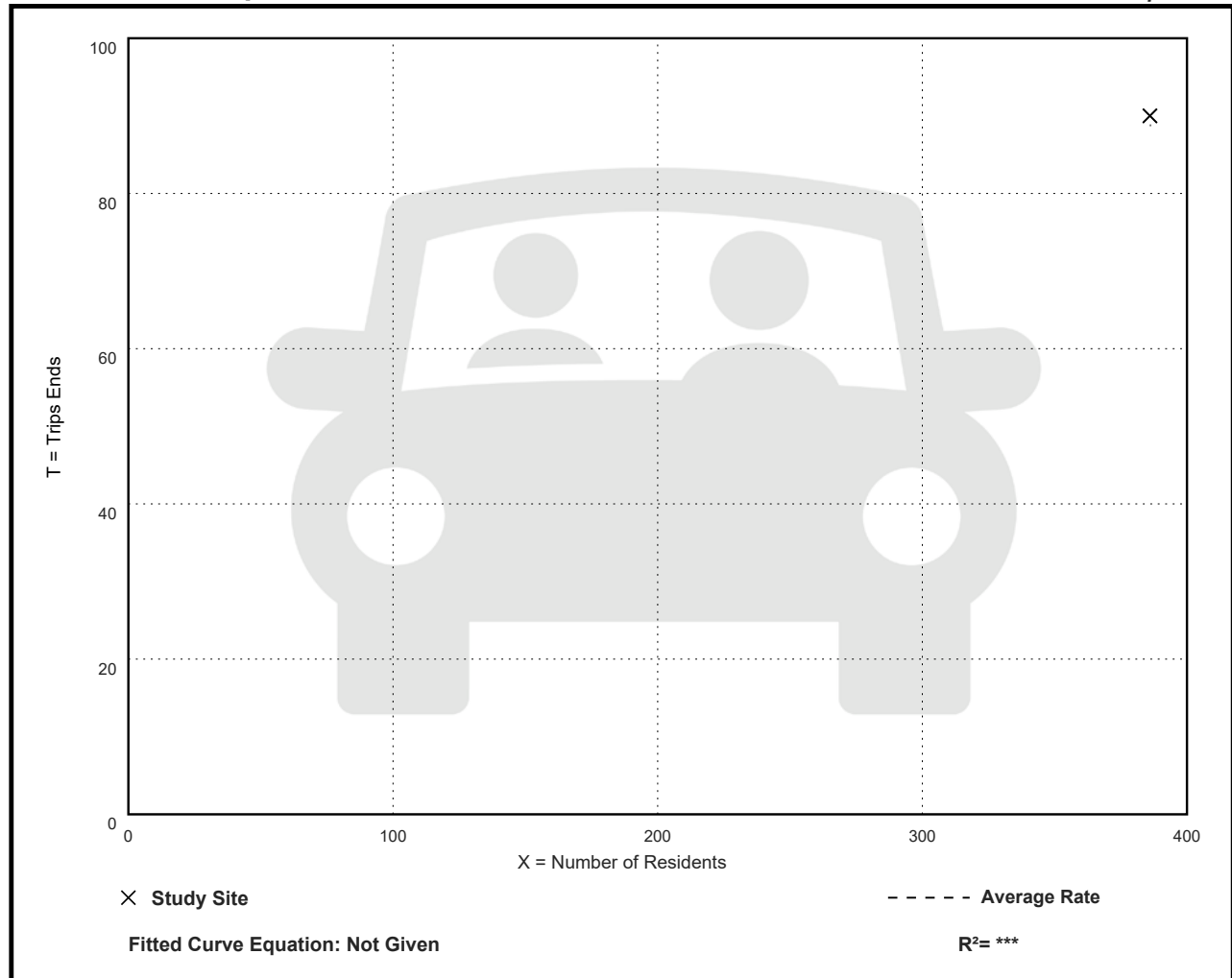
Directional Distribution: 64% entering, 36% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.23         | 0.23 - 0.23    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

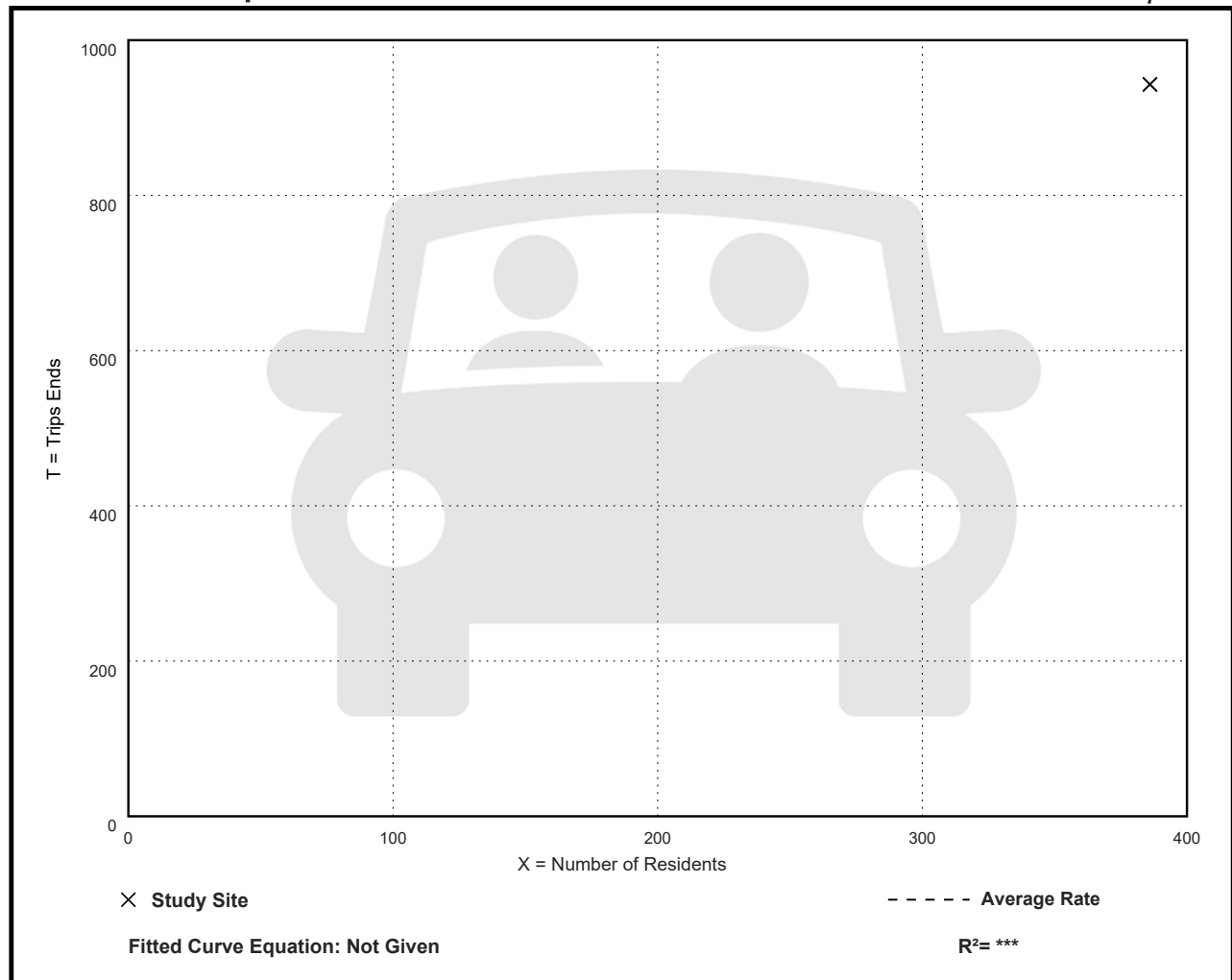
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.44         | 2.44 - 2.44    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

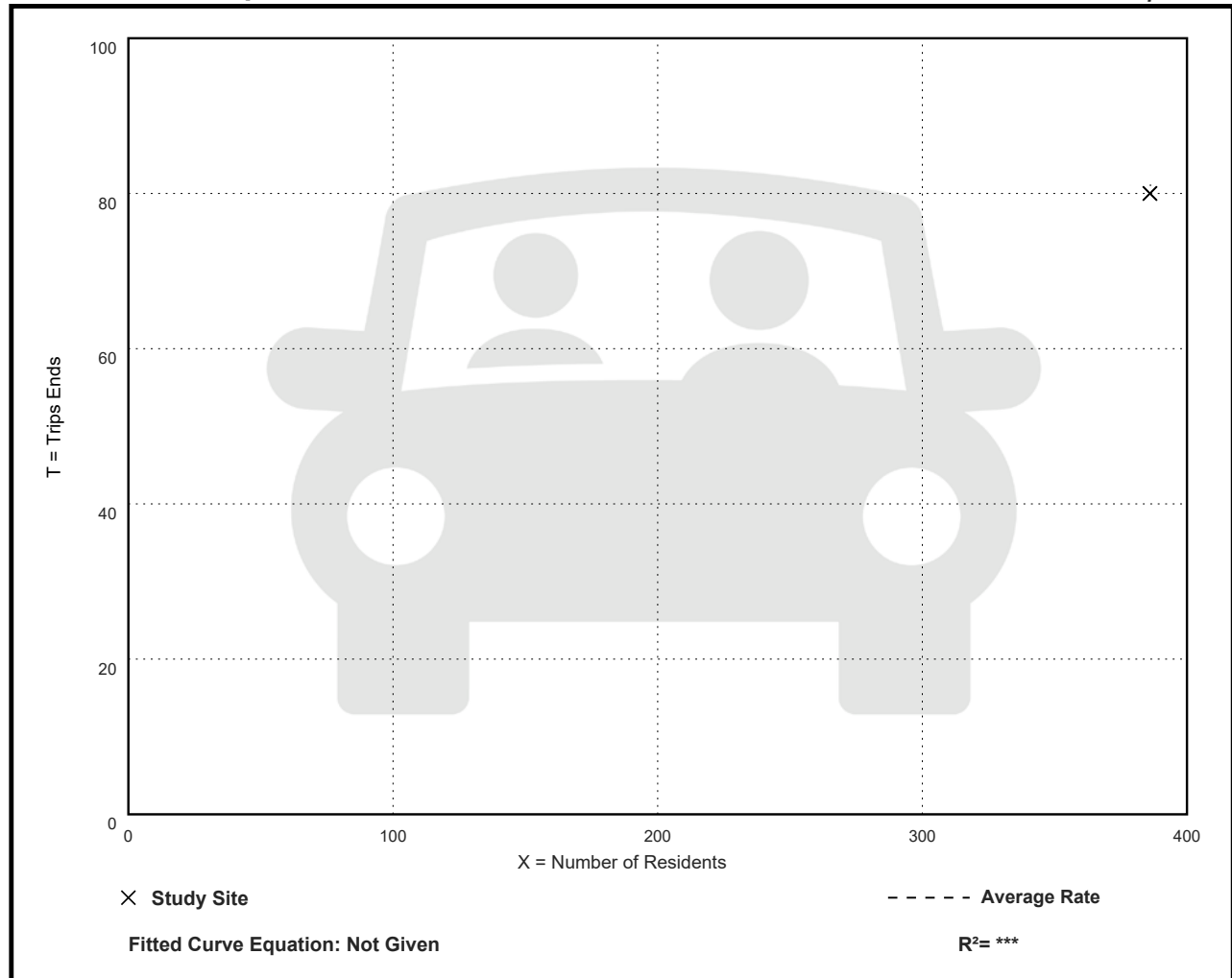
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.21         | 0.21 - 0.21    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

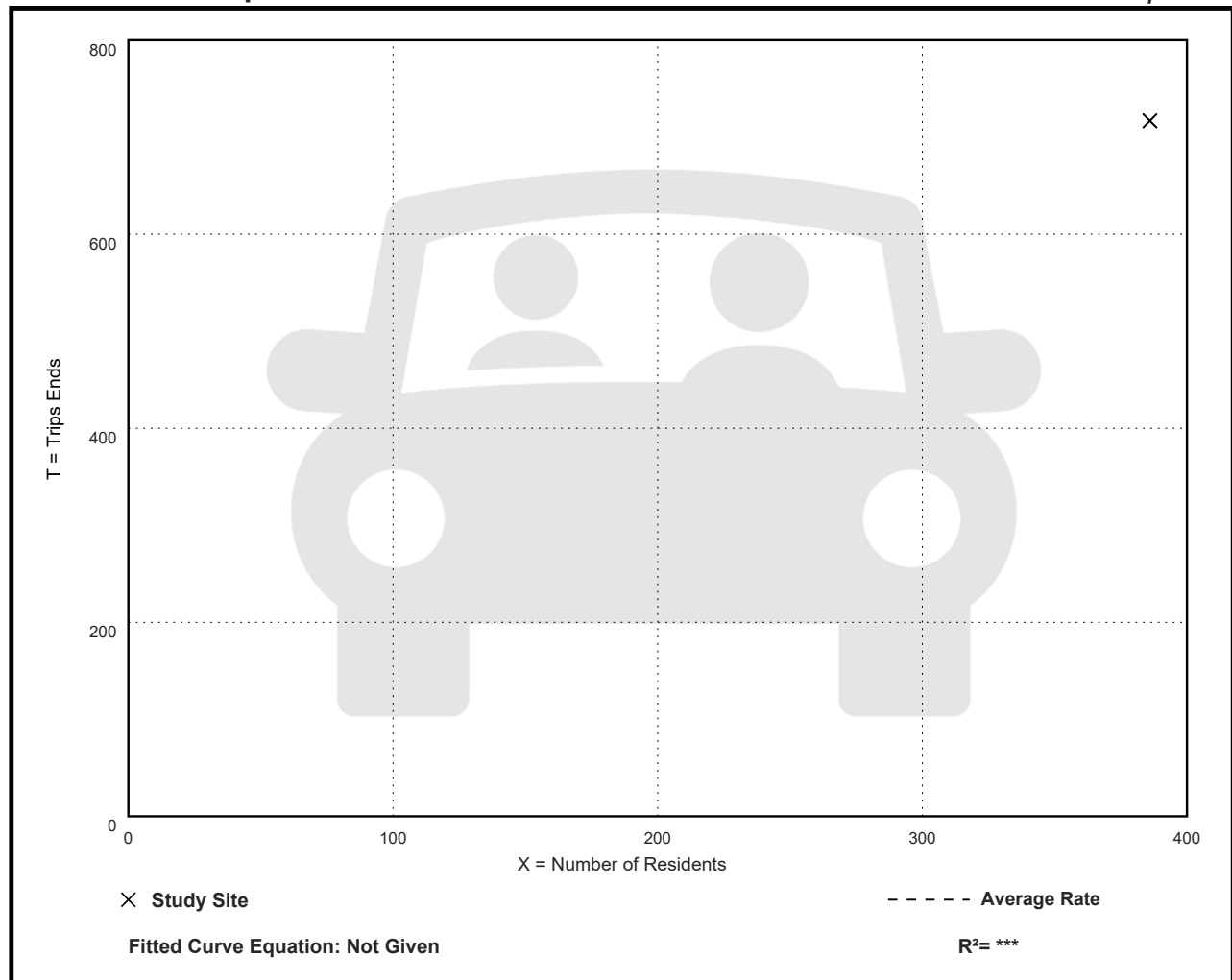
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.86         | 1.86 - 1.86    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Residents

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 386

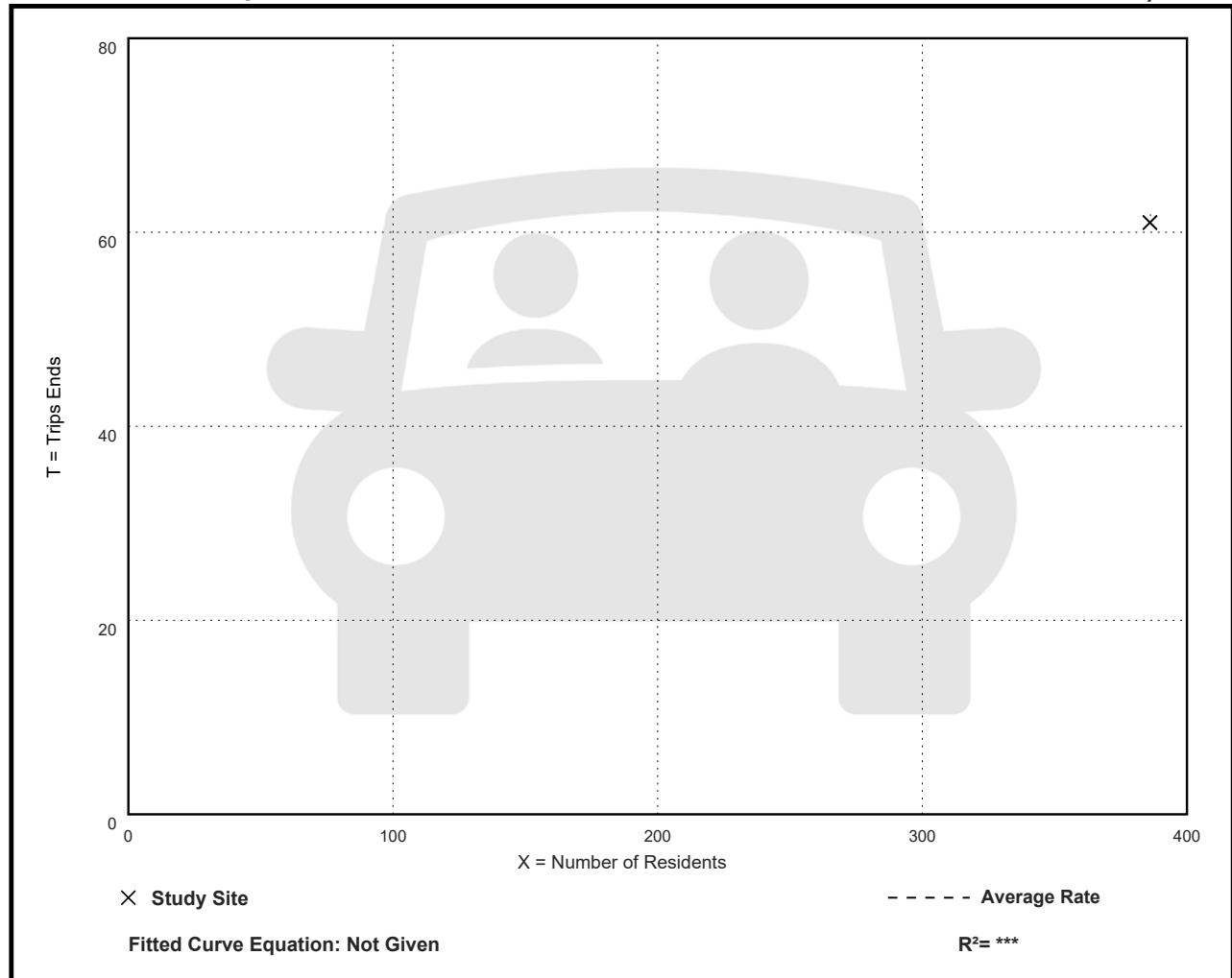
Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.16         | 0.16 - 0.16    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

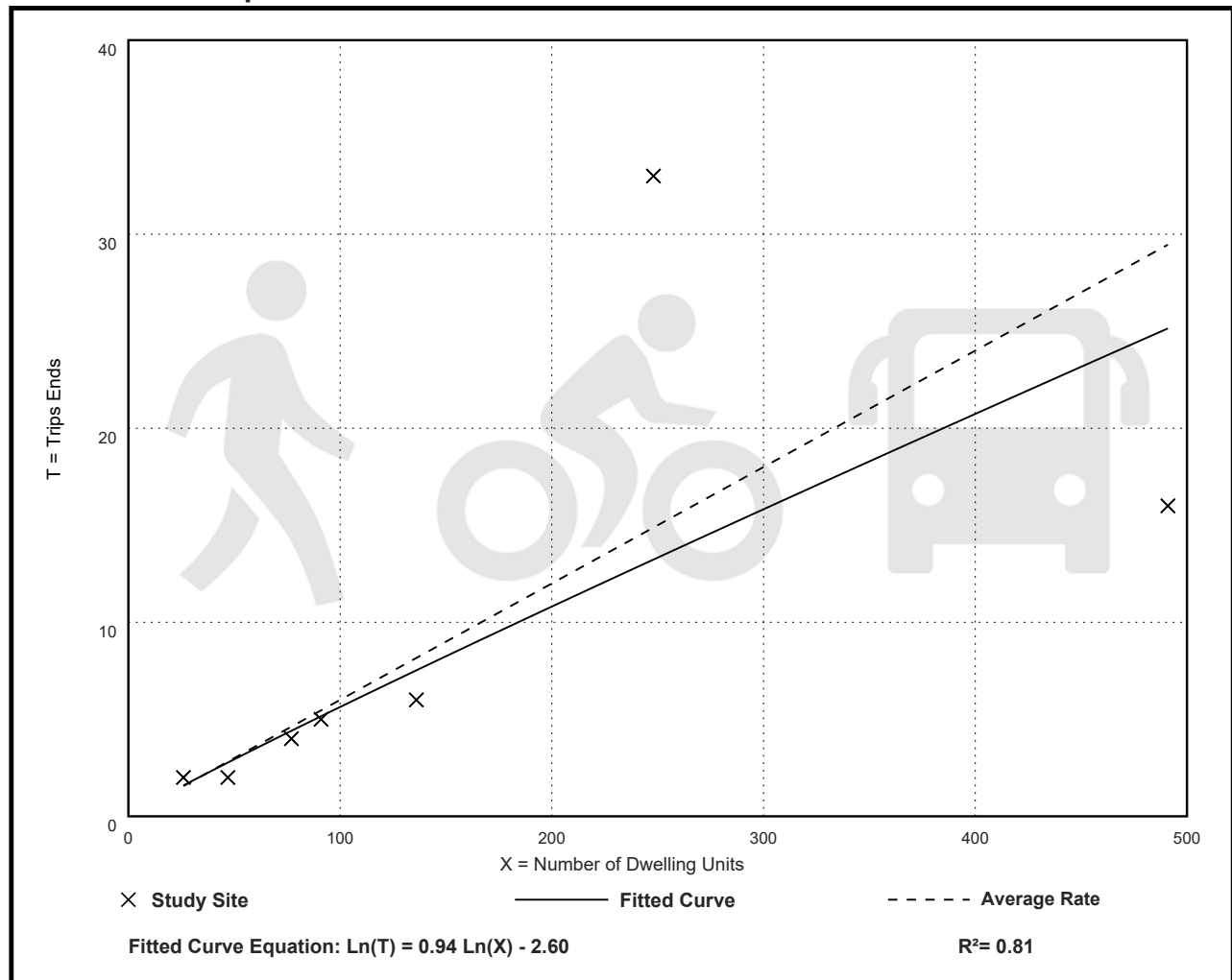
Avg. Num. of Dwelling Units: 159

Directional Distribution: 27% entering, 73% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.06         | 0.03 - 0.13    | 0.04               |

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

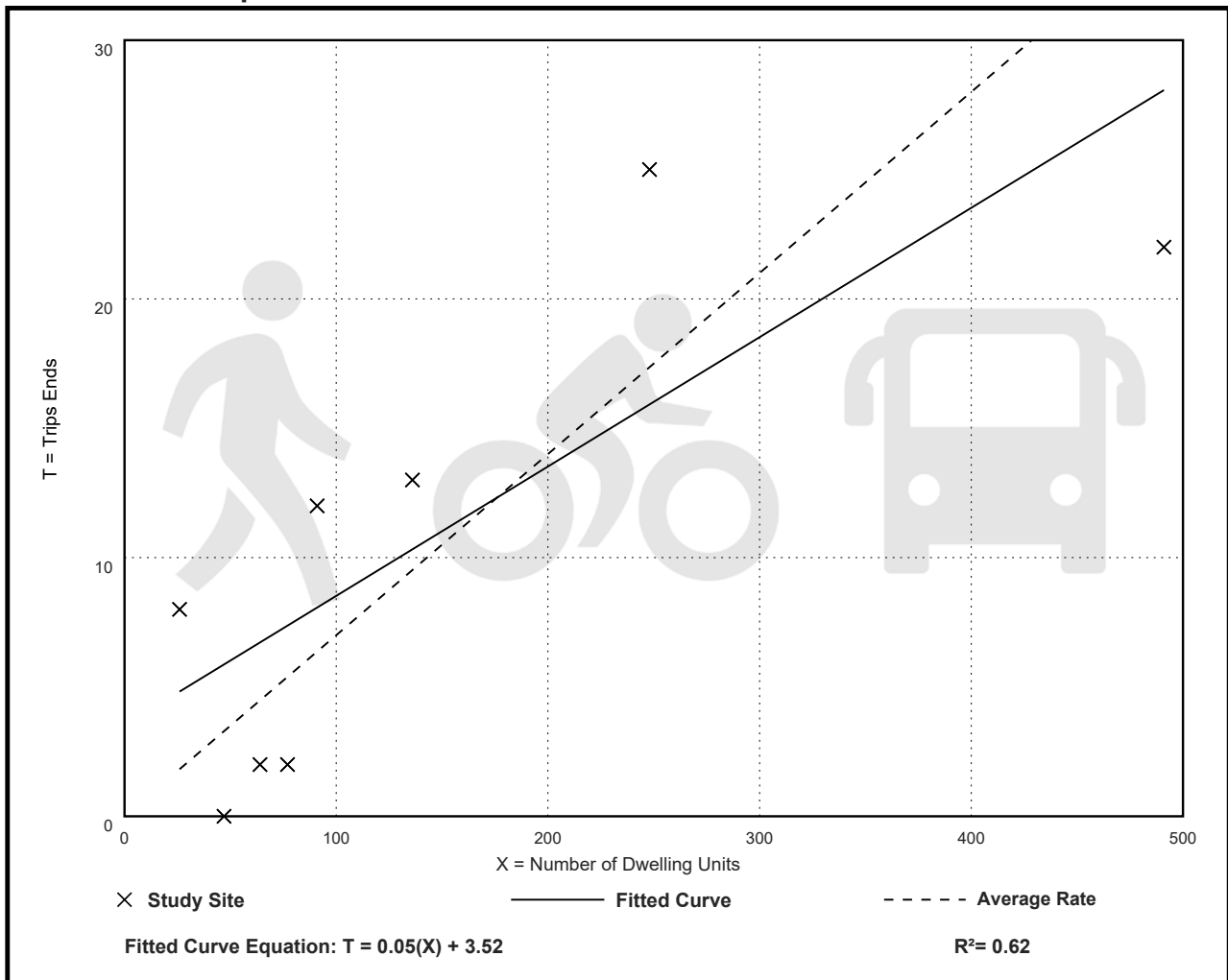
Avg. Num. of Dwelling Units: 148

Directional Distribution: 55% entering, 45% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.07         | 0.00 - 0.31    | 0.05               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

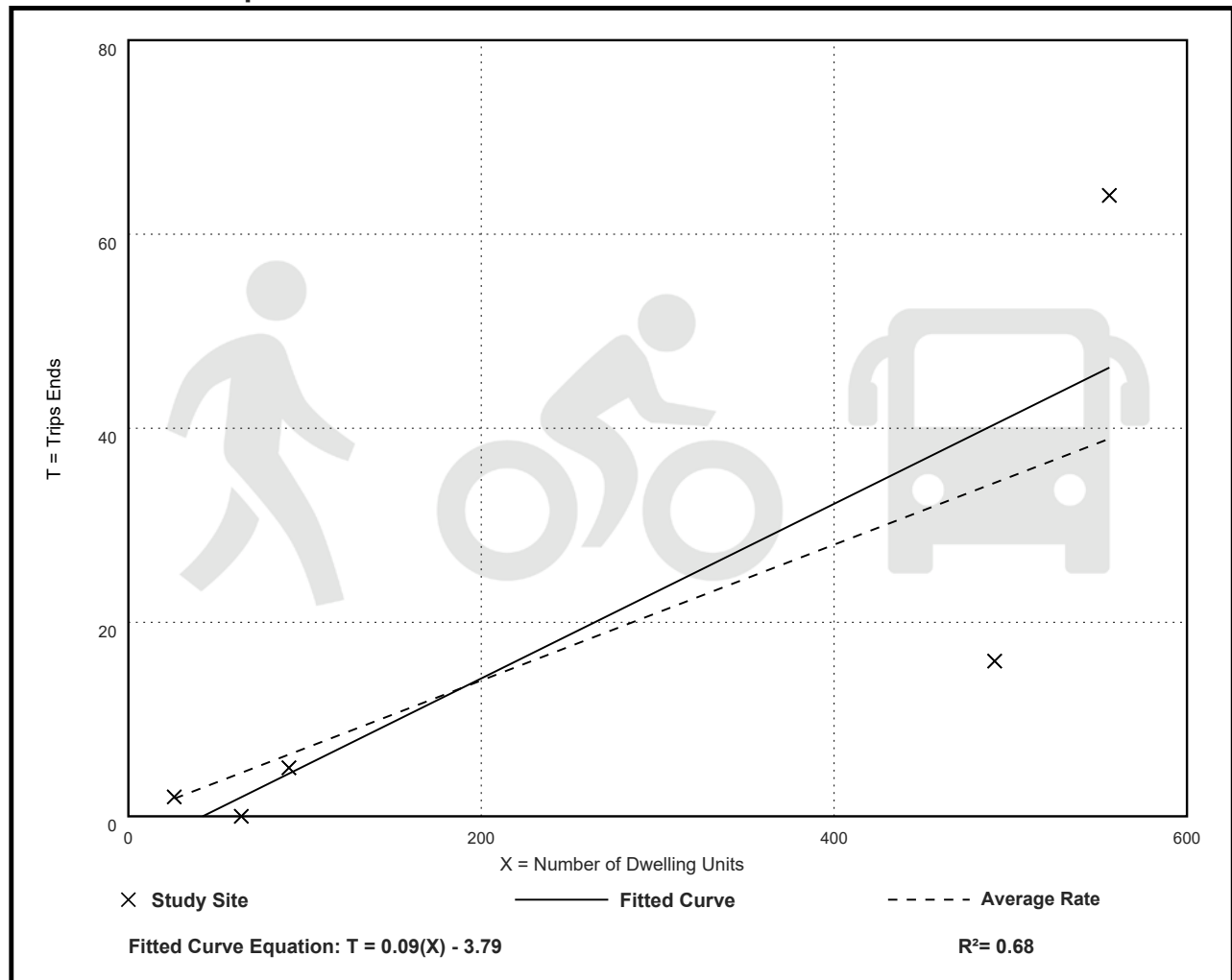
Avg. Num. of Dwelling Units: 246

Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.07         | 0.00 - 0.12    | 0.05               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

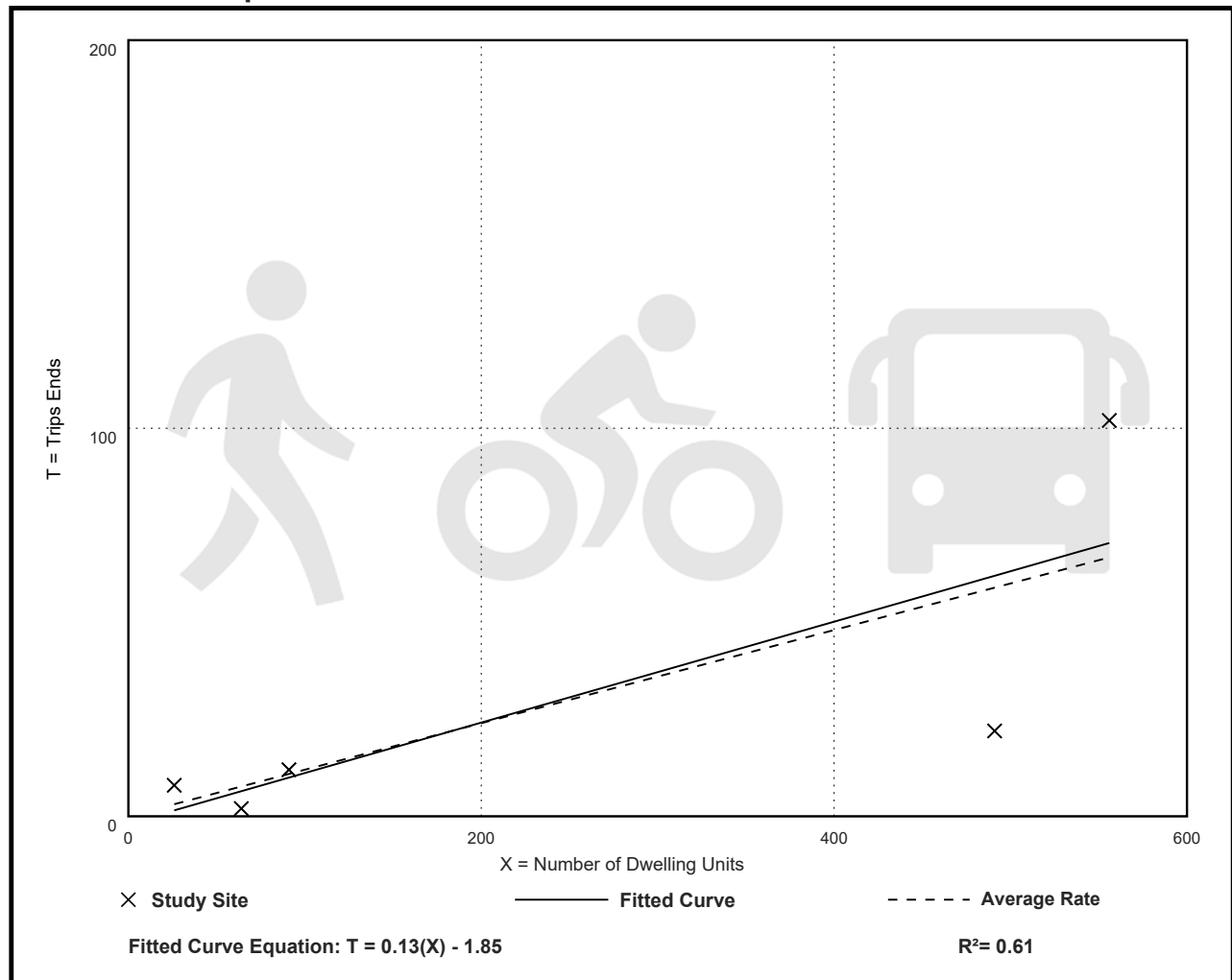
Avg. Num. of Dwelling Units: 246

Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.12         | 0.03 - 0.31    | 0.08               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 393

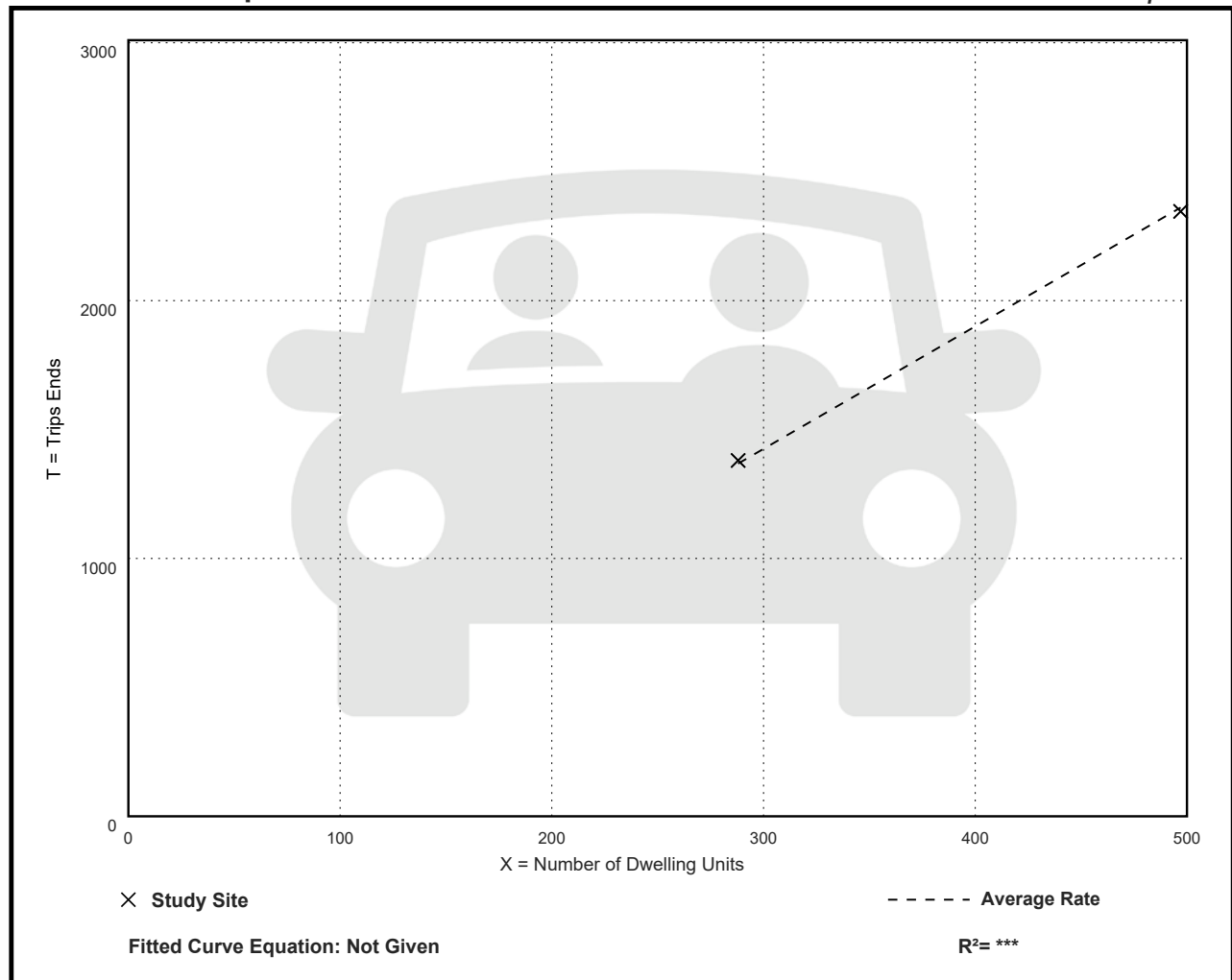
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.75         | 4.72 - 4.79    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 7

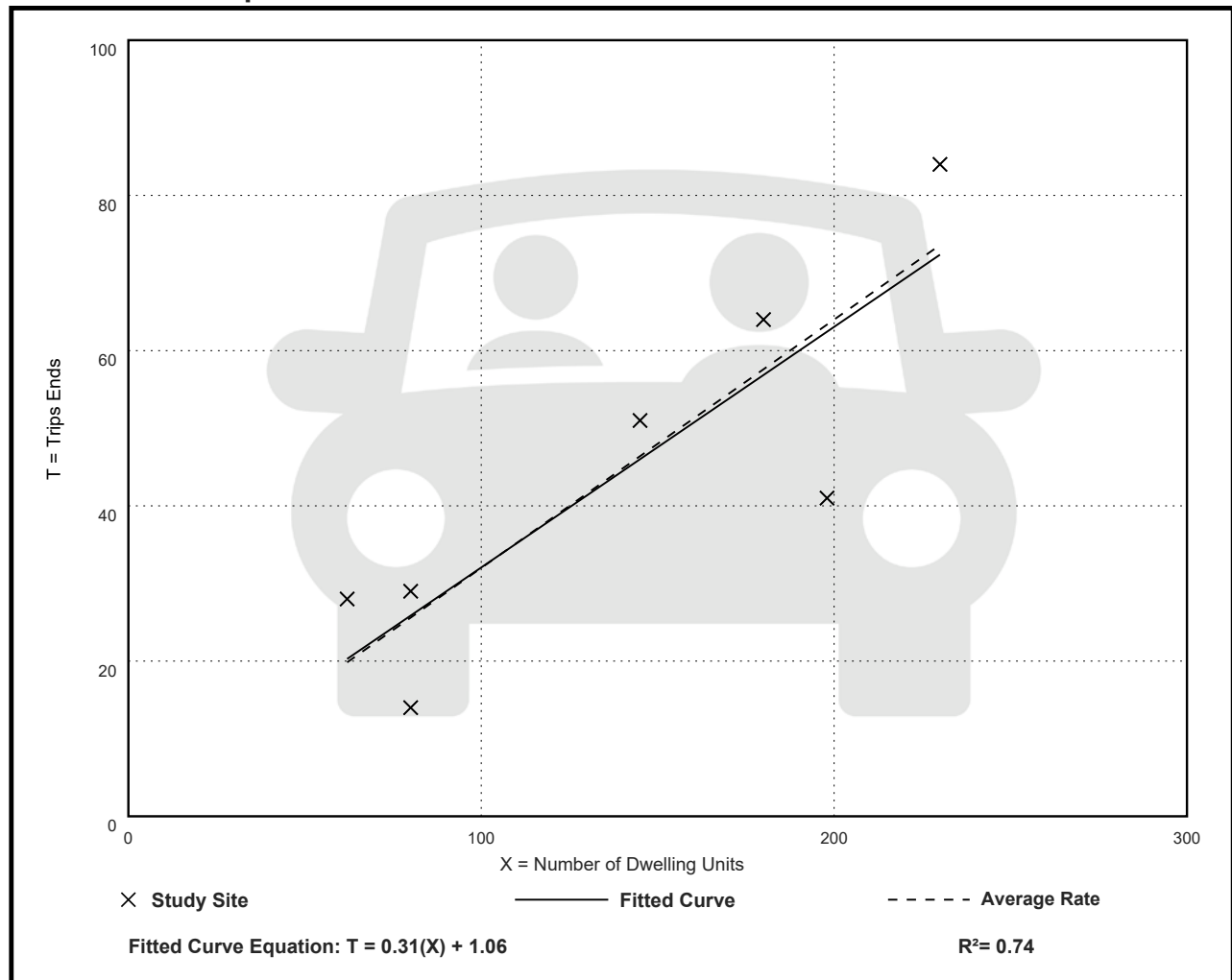
Avg. Num. of Dwelling Units: 139

Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.18 - 0.45    | 0.09               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

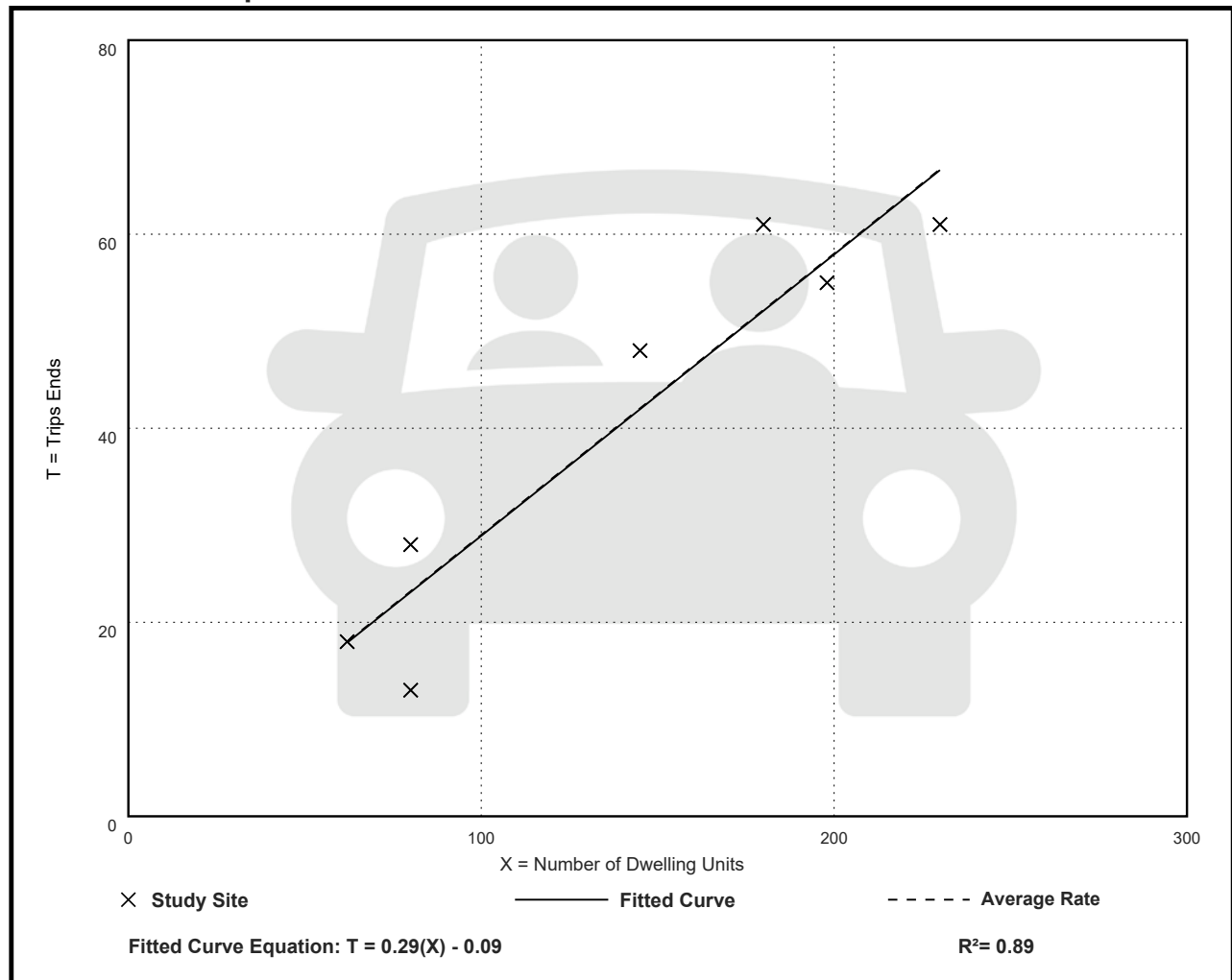
Avg. Num. of Dwelling Units: 139

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.29         | 0.16 - 0.35    | 0.05               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 130

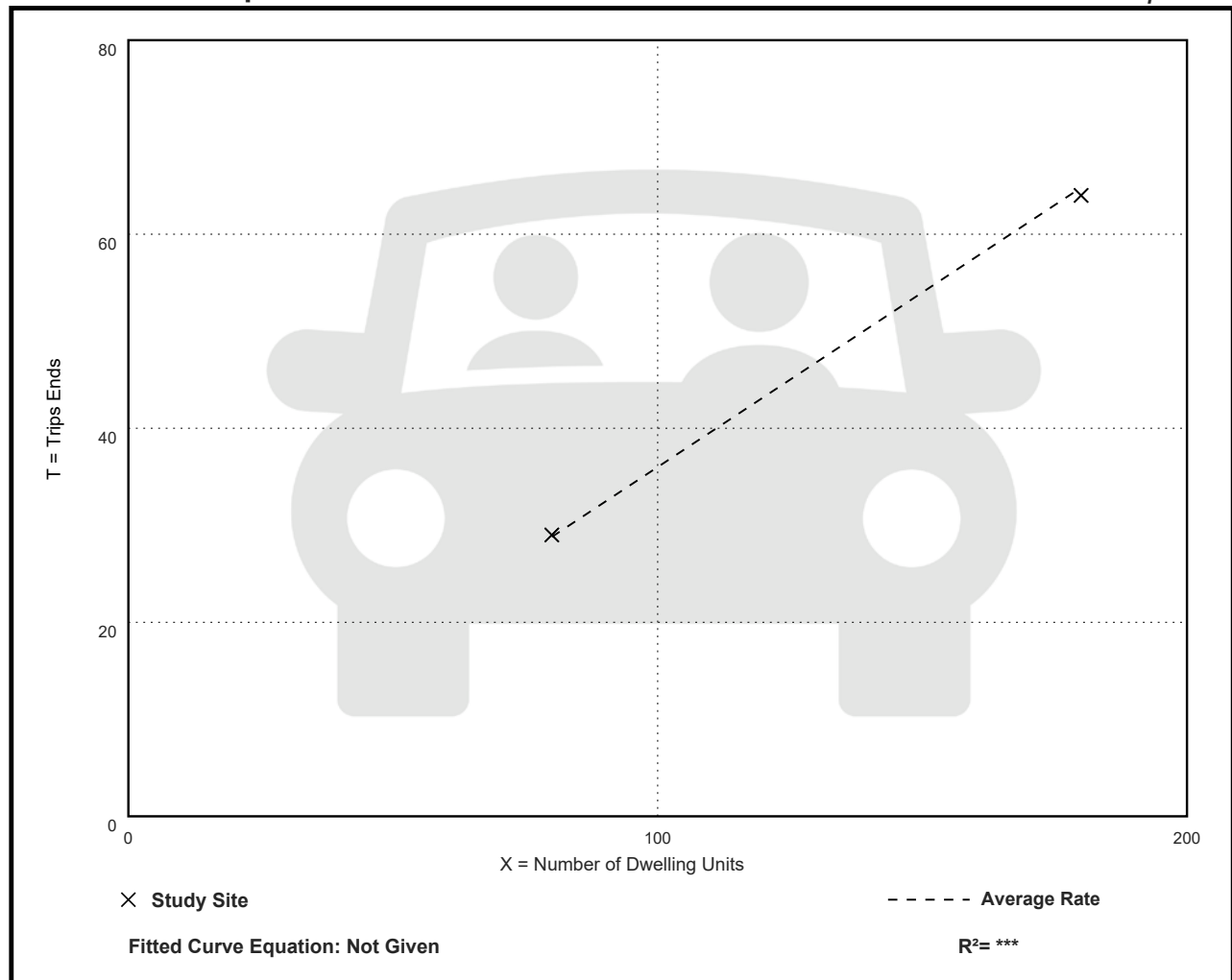
Directional Distribution: 38% entering, 62% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.36         | 0.36 - 0.36    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 130

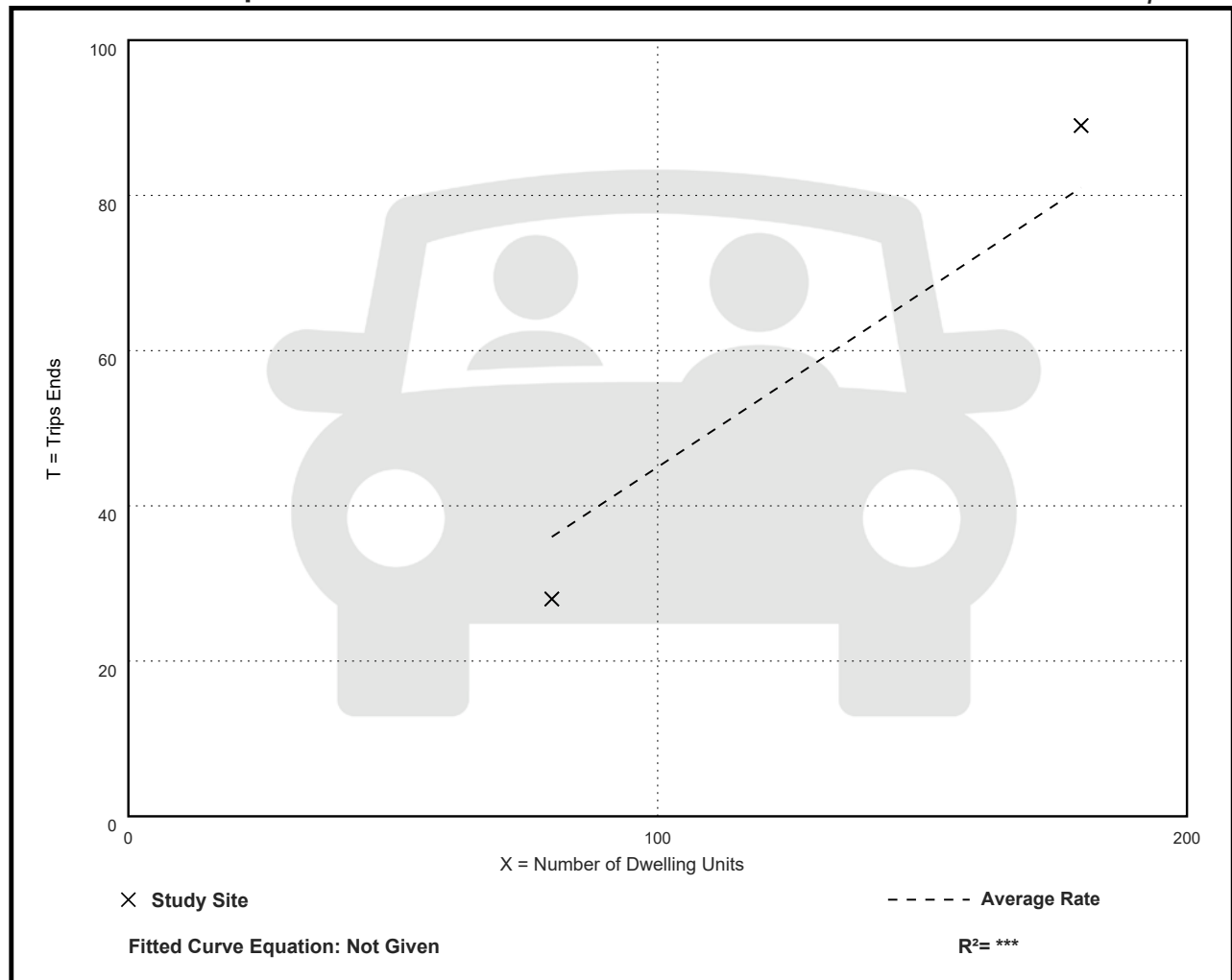
Directional Distribution: 75% entering, 25% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.45         | 0.35 - 0.49    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

## Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

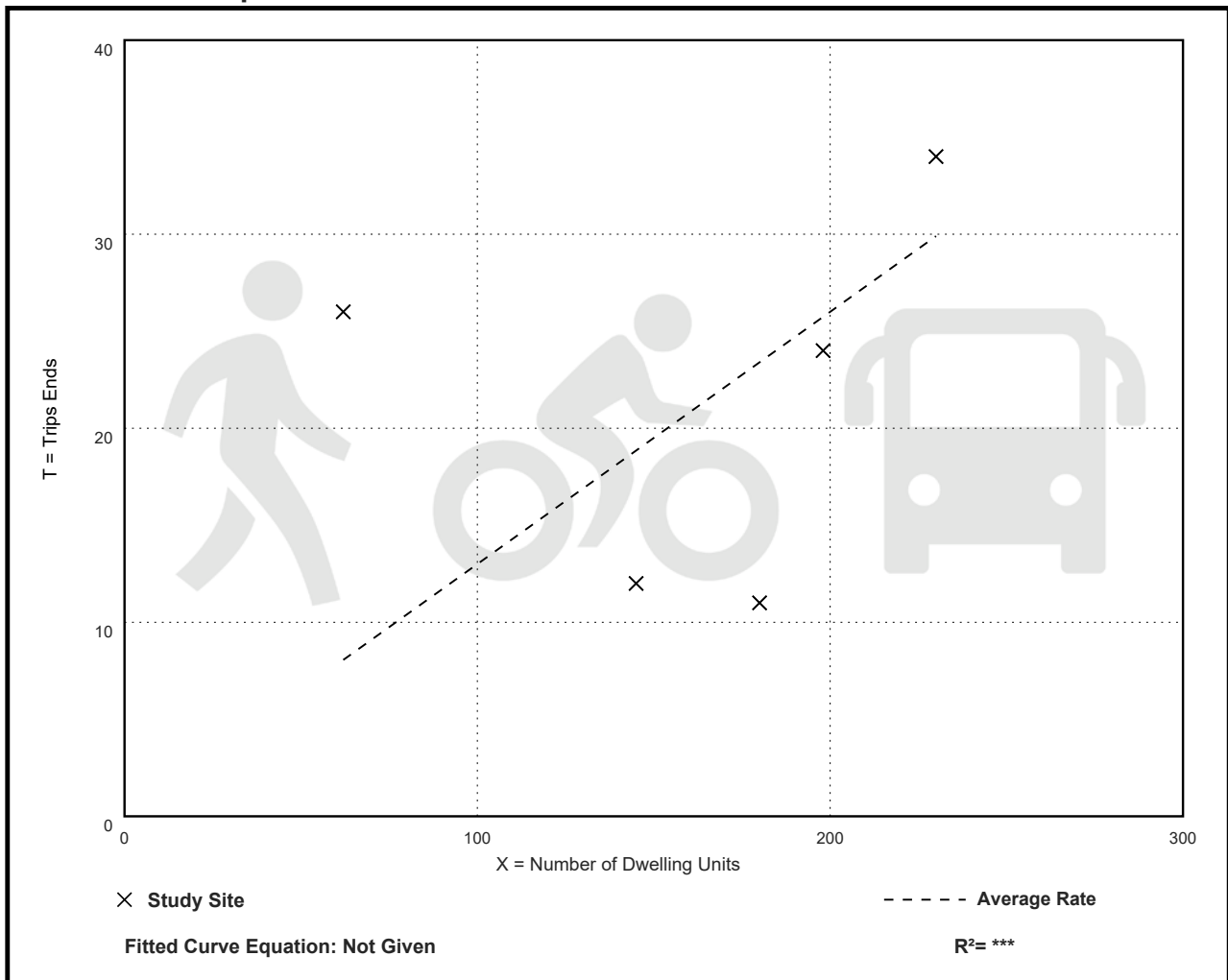
Avg. Num. of Dwelling Units: 163

Directional Distribution: 57% entering, 43% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.13         | 0.06 - 0.42    | 0.10               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

## Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

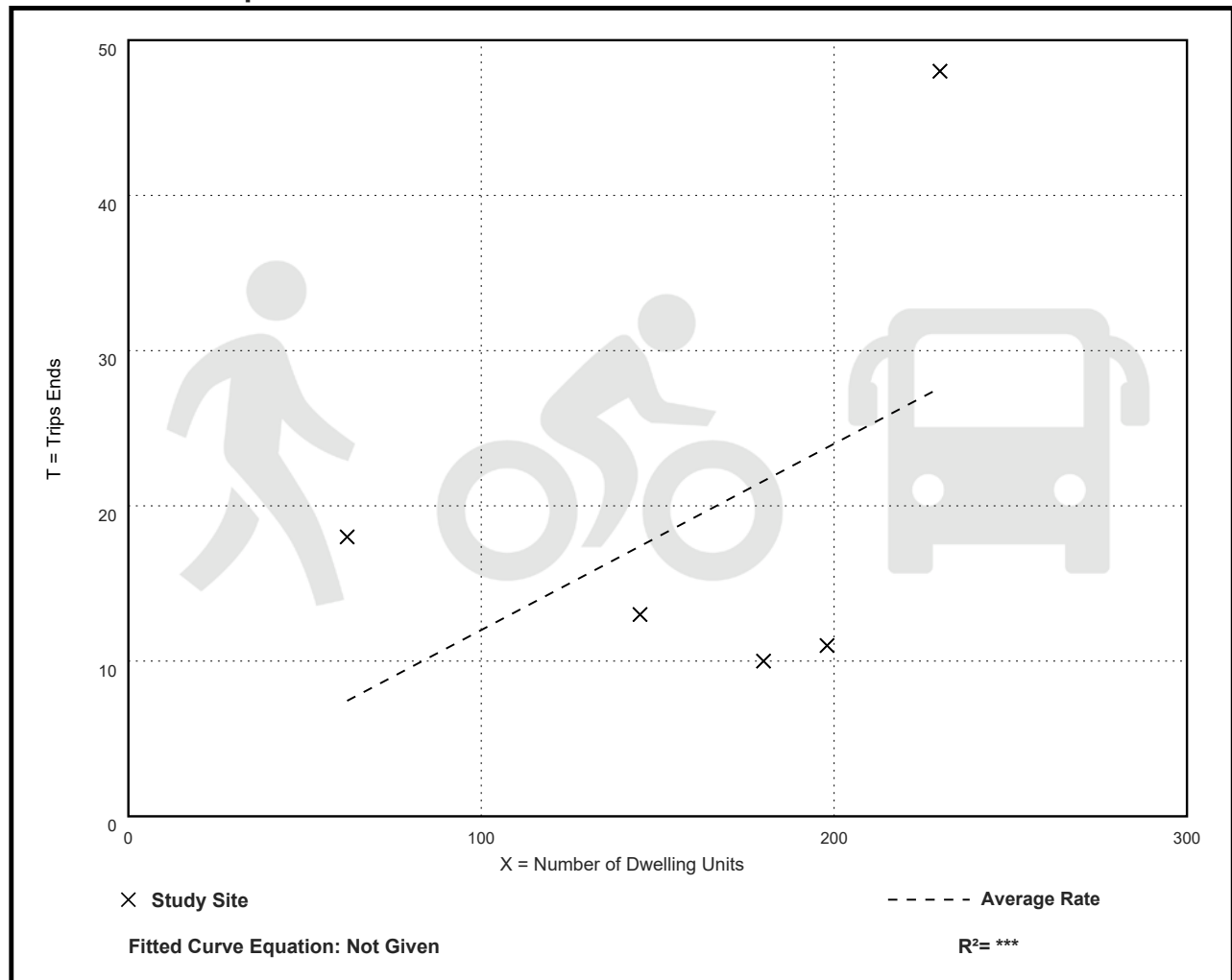
Avg. Num. of Dwelling Units: 163

Directional Distribution: 42% entering, 58% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.12         | 0.06 - 0.29    | 0.09               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

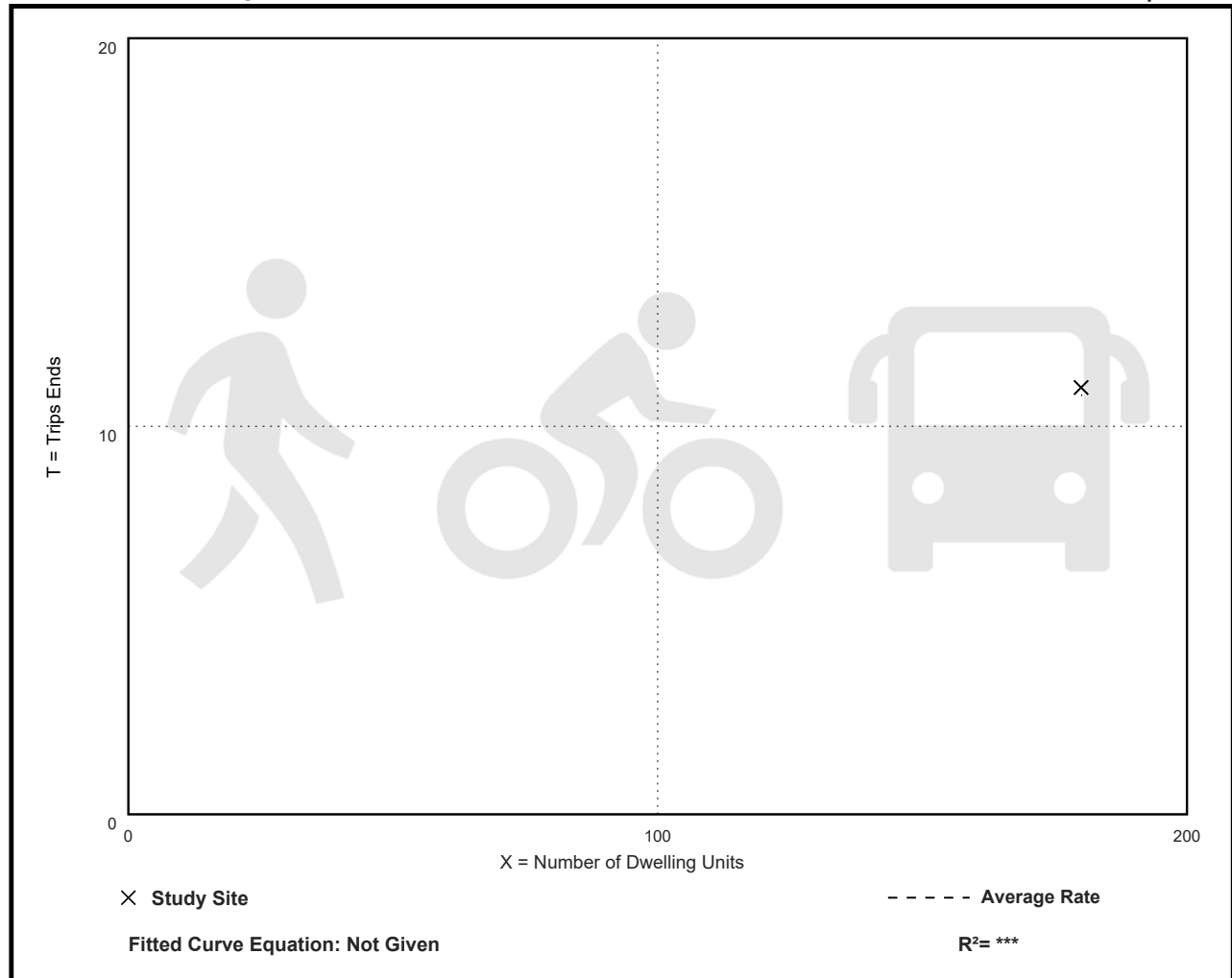
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.06         | 0.06 - 0.06    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

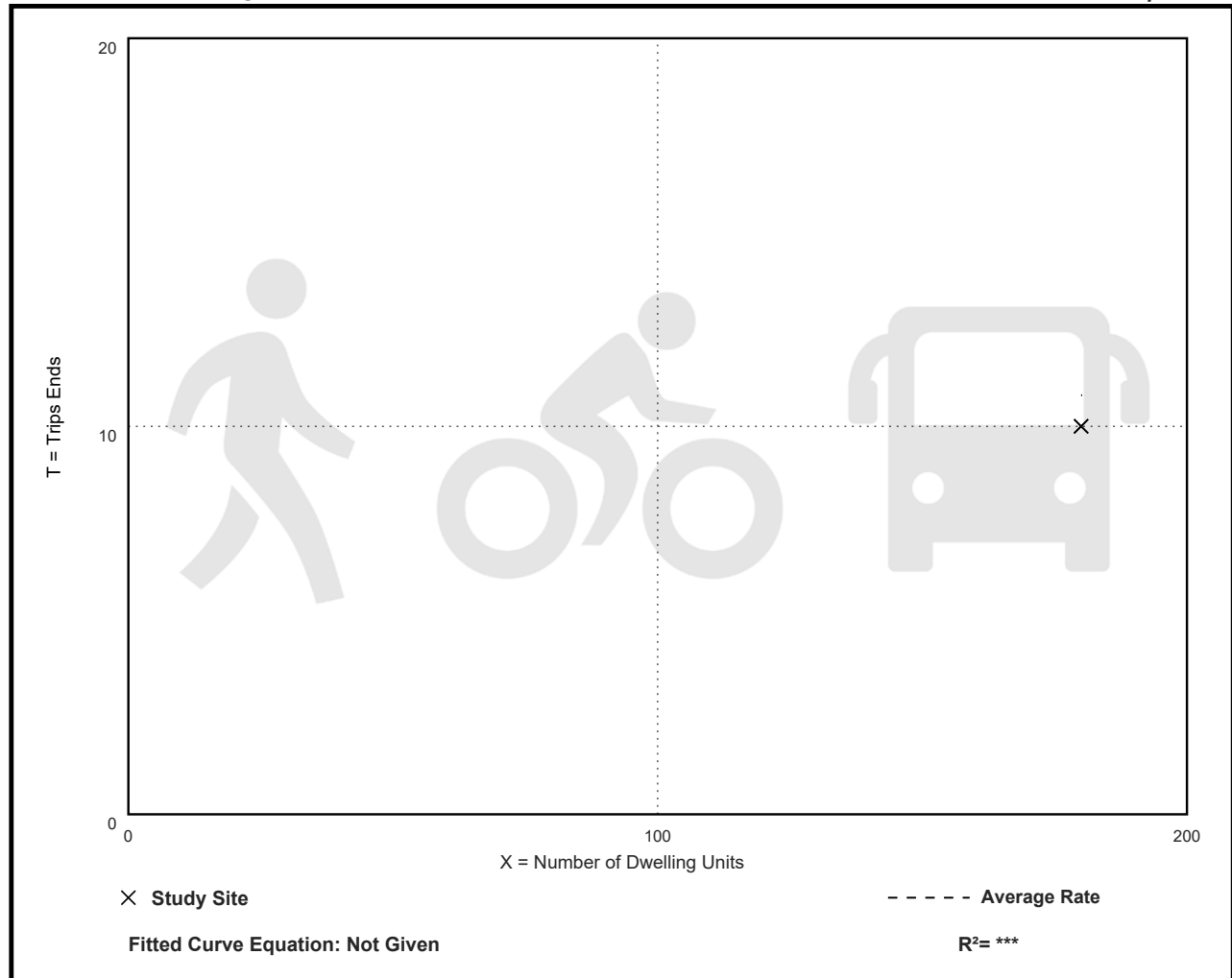
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.06         | 0.06 - 0.06    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Land Use: 222

## Multifamily Housing (High-Rise)

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### Description

High-rise multifamily housing includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (high-rise) (Land Use 227), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98 percent of the units were occupied.

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, and Virginia.

### Source Numbers

105, 168, 169, 237, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967, 1056, 1057, 1076, 1077

# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

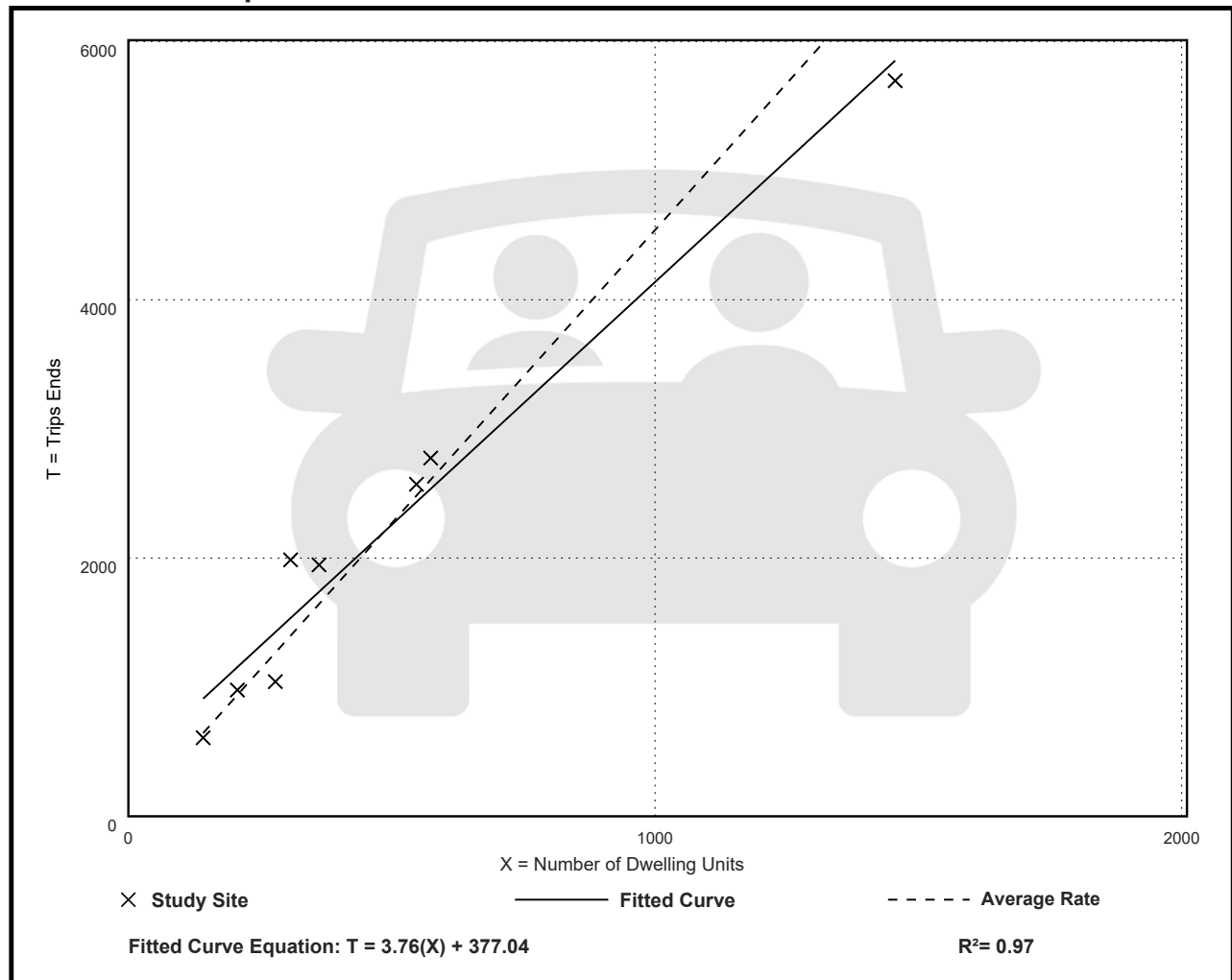
Avg. Num. of Dwelling Units: 484

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54         | 3.74 - 6.45    | 0.81               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

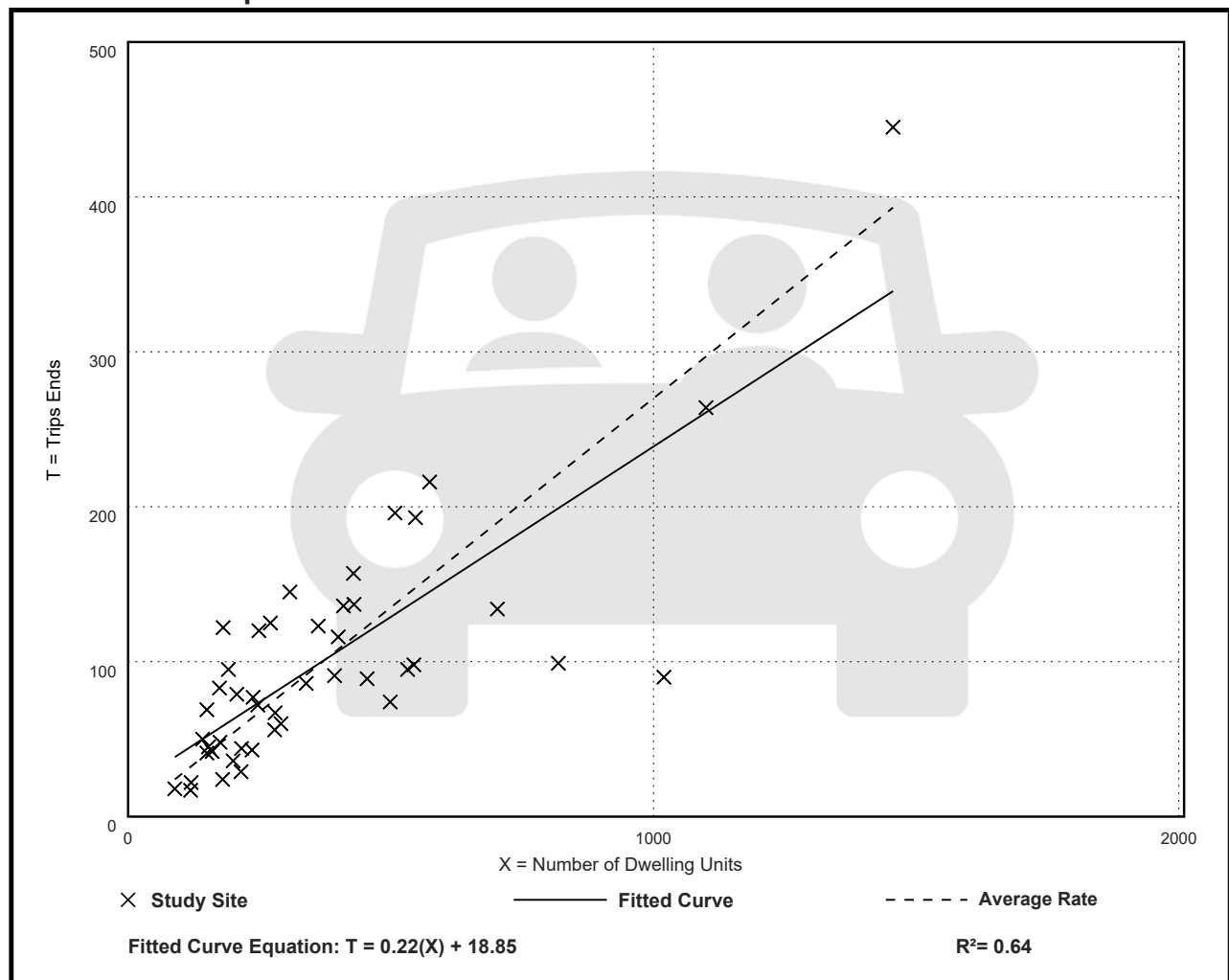
Avg. Num. of Dwelling Units: 372

Directional Distribution: 34% entering, 66% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.27         | 0.09 - 0.67    | 0.11               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

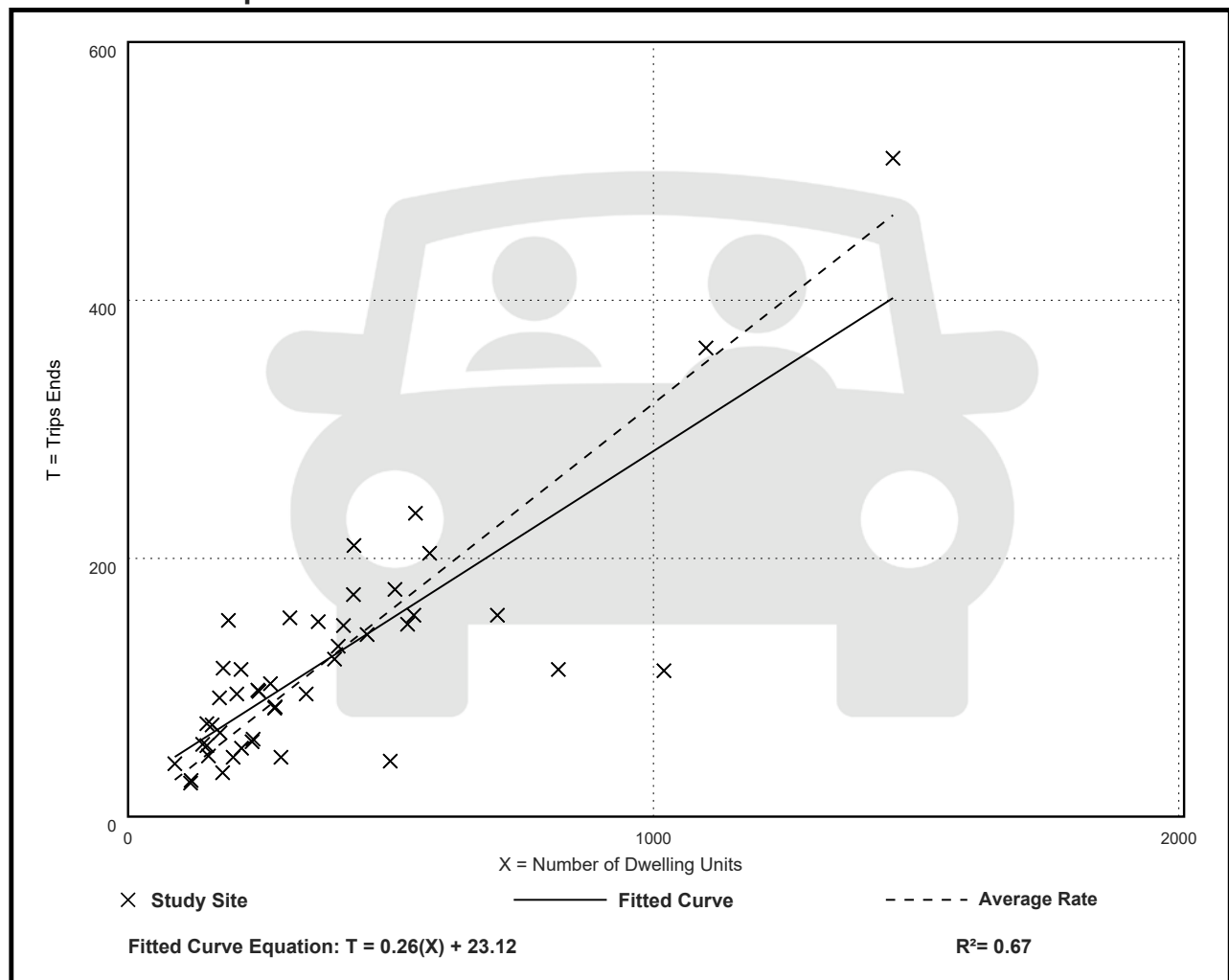
Avg. Num. of Dwelling Units: 372

Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.09 - 0.80    | 0.13               |

## Data Plot and Equation





# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 23

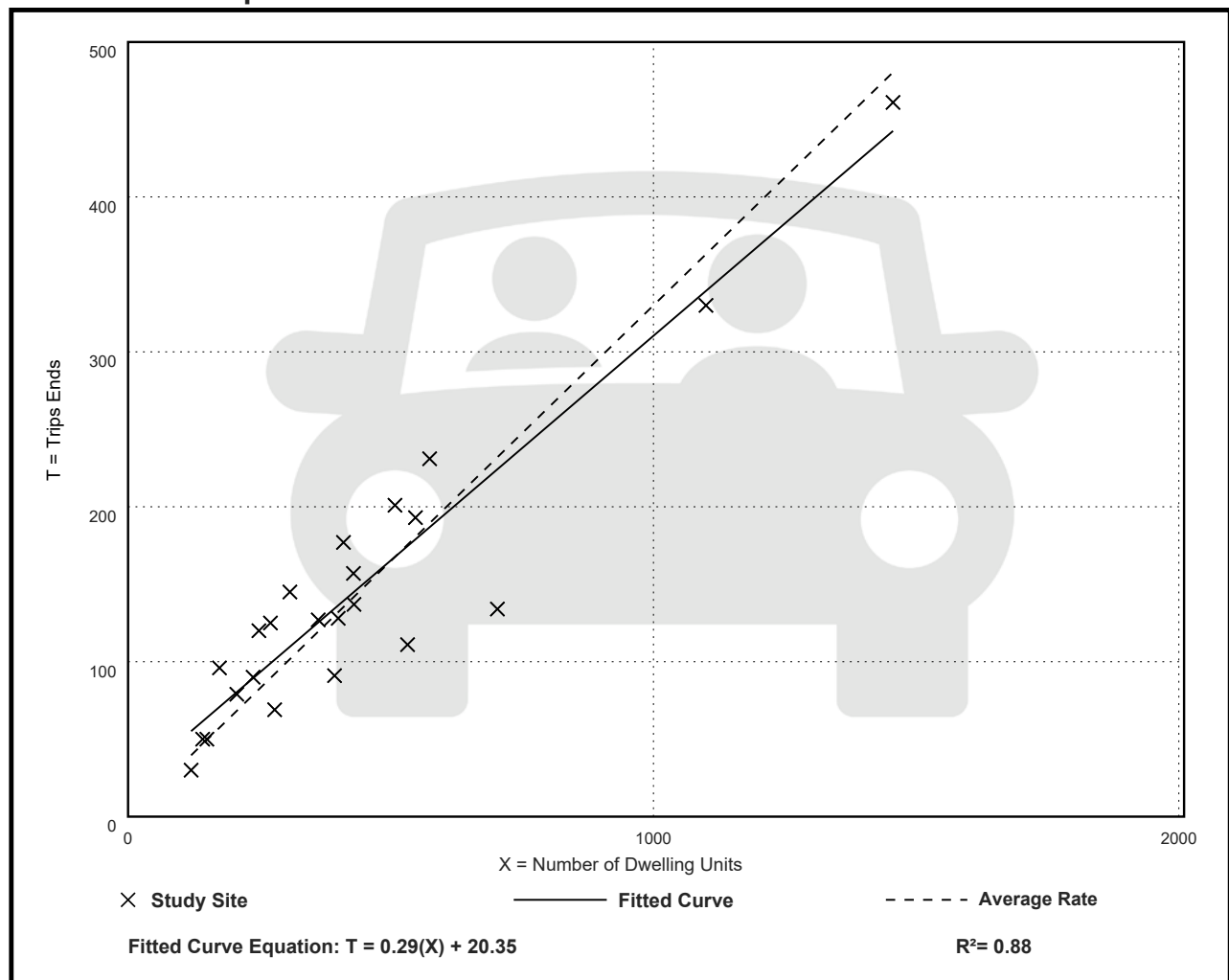
Avg. Num. of Dwelling Units: 434

Directional Distribution: 22% entering, 78% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.33         | 0.19 - 0.55    | 0.08               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 24

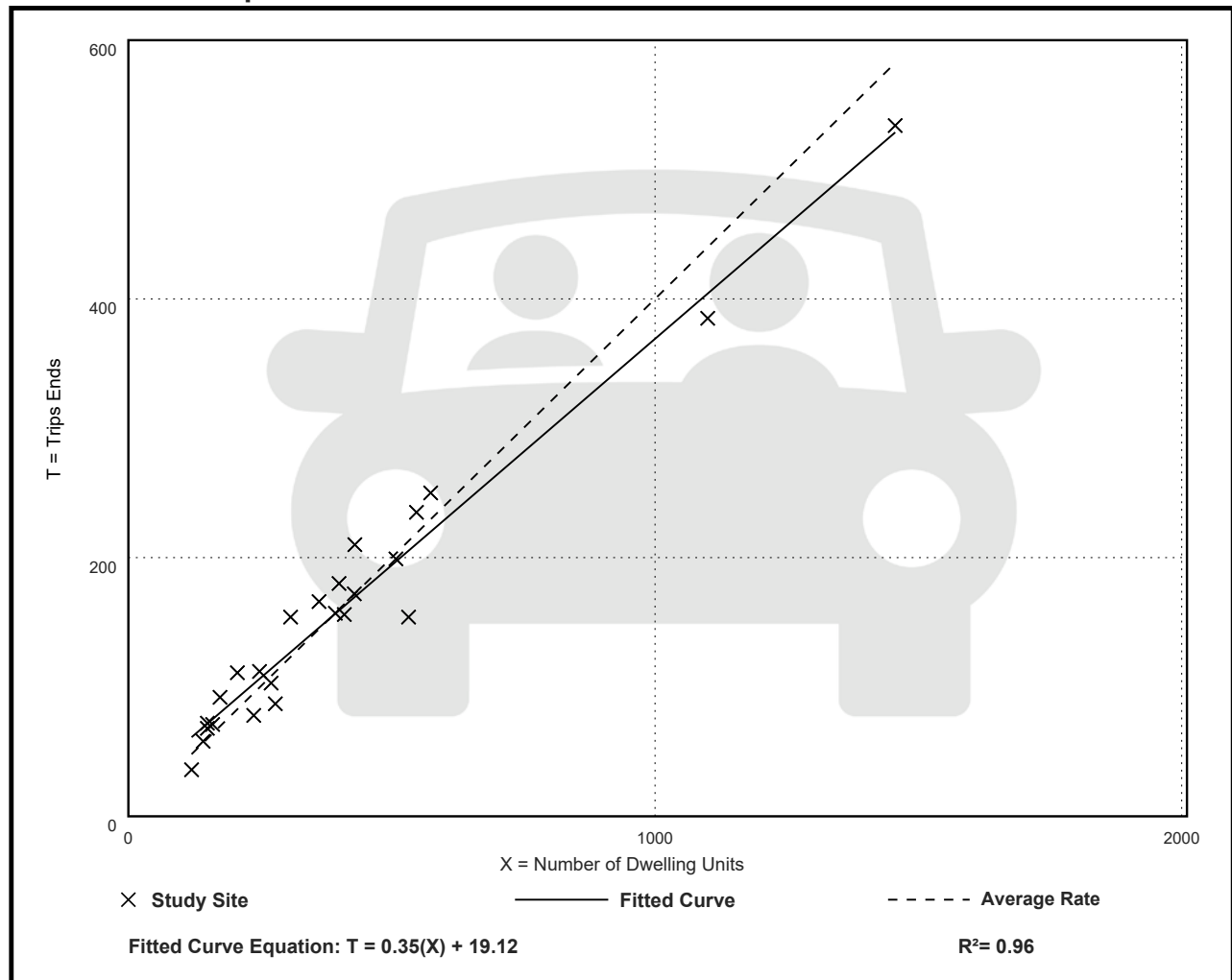
Avg. Num. of Dwelling Units: 400

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.40         | 0.29 - 0.54    | 0.06               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 6

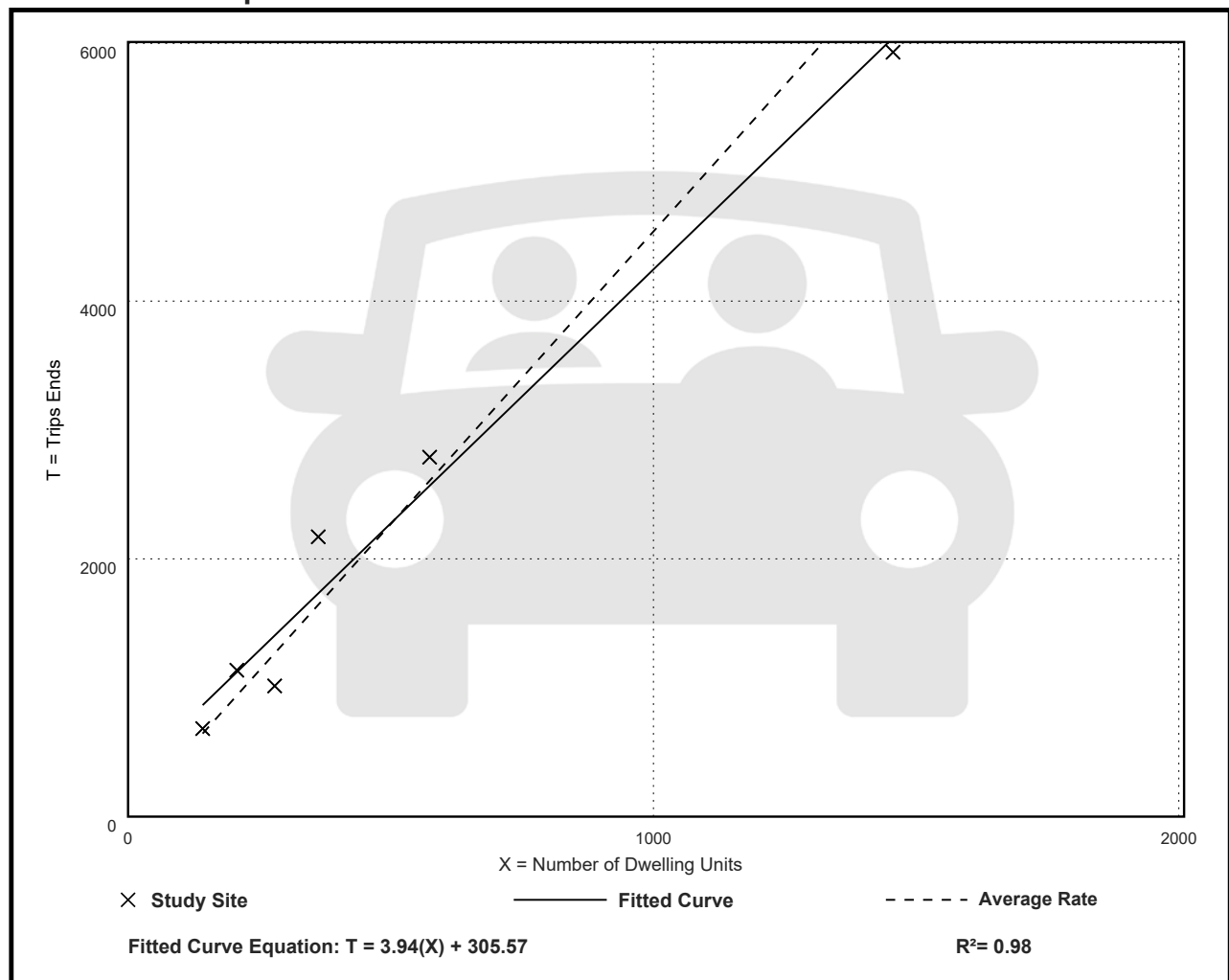
Avg. Num. of Dwelling Units: 503

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54         | 3.63 - 6.00    | 0.79               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

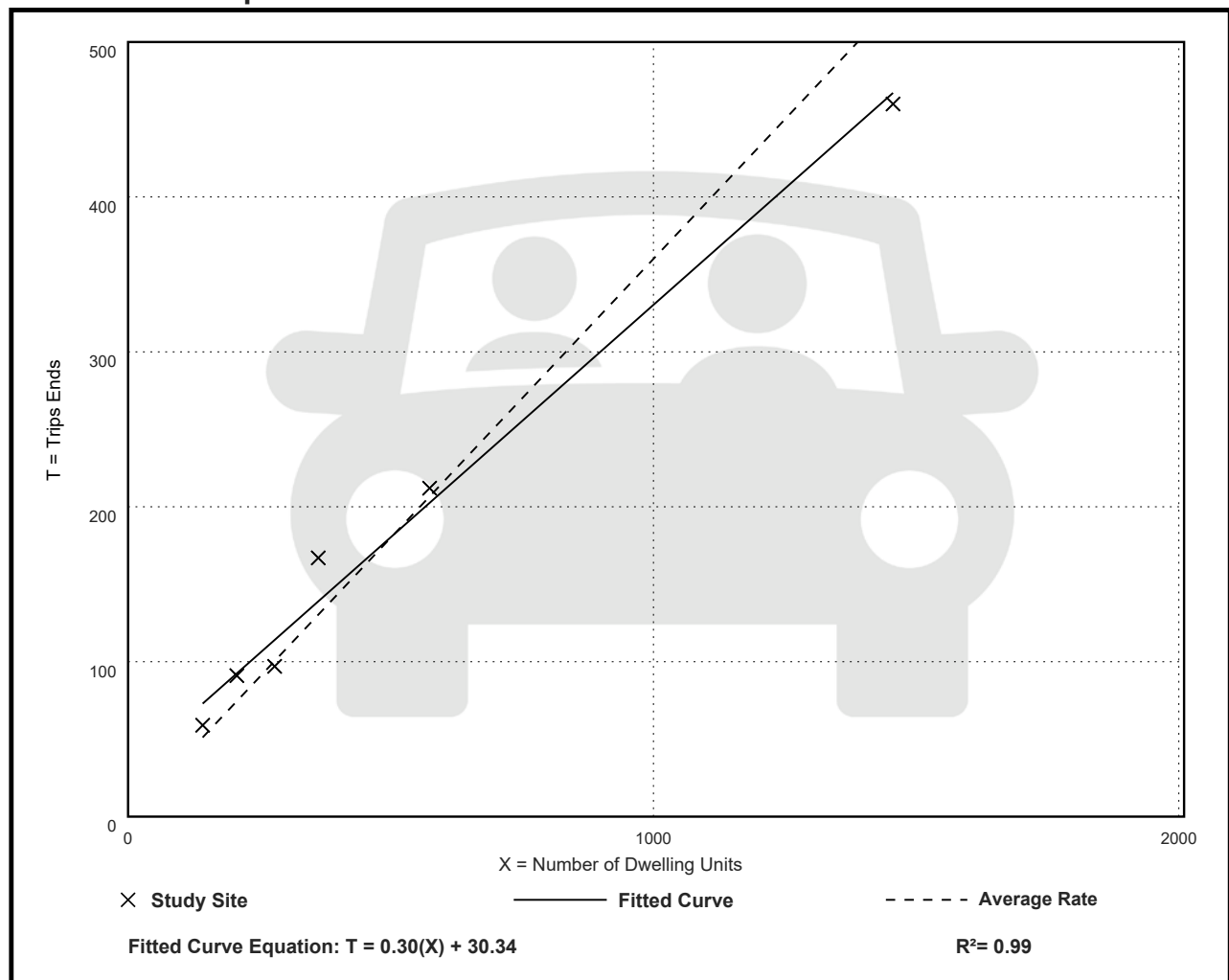
Avg. Num. of Dwelling Units: 503

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.36         | 0.32 - 0.46    | 0.06               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 6

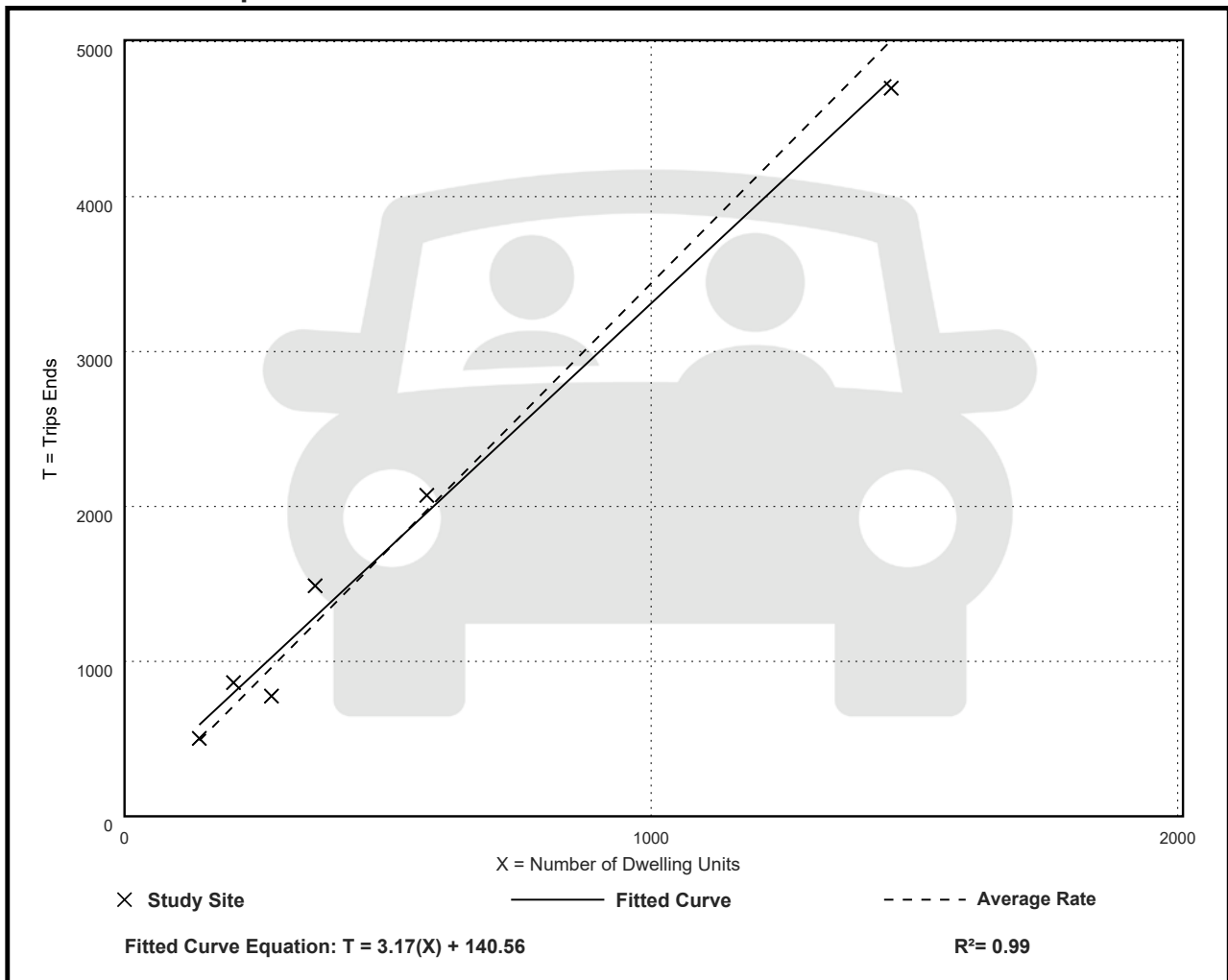
Avg. Num. of Dwelling Units: 503

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.44         | 2.78 - 4.17    | 0.44               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

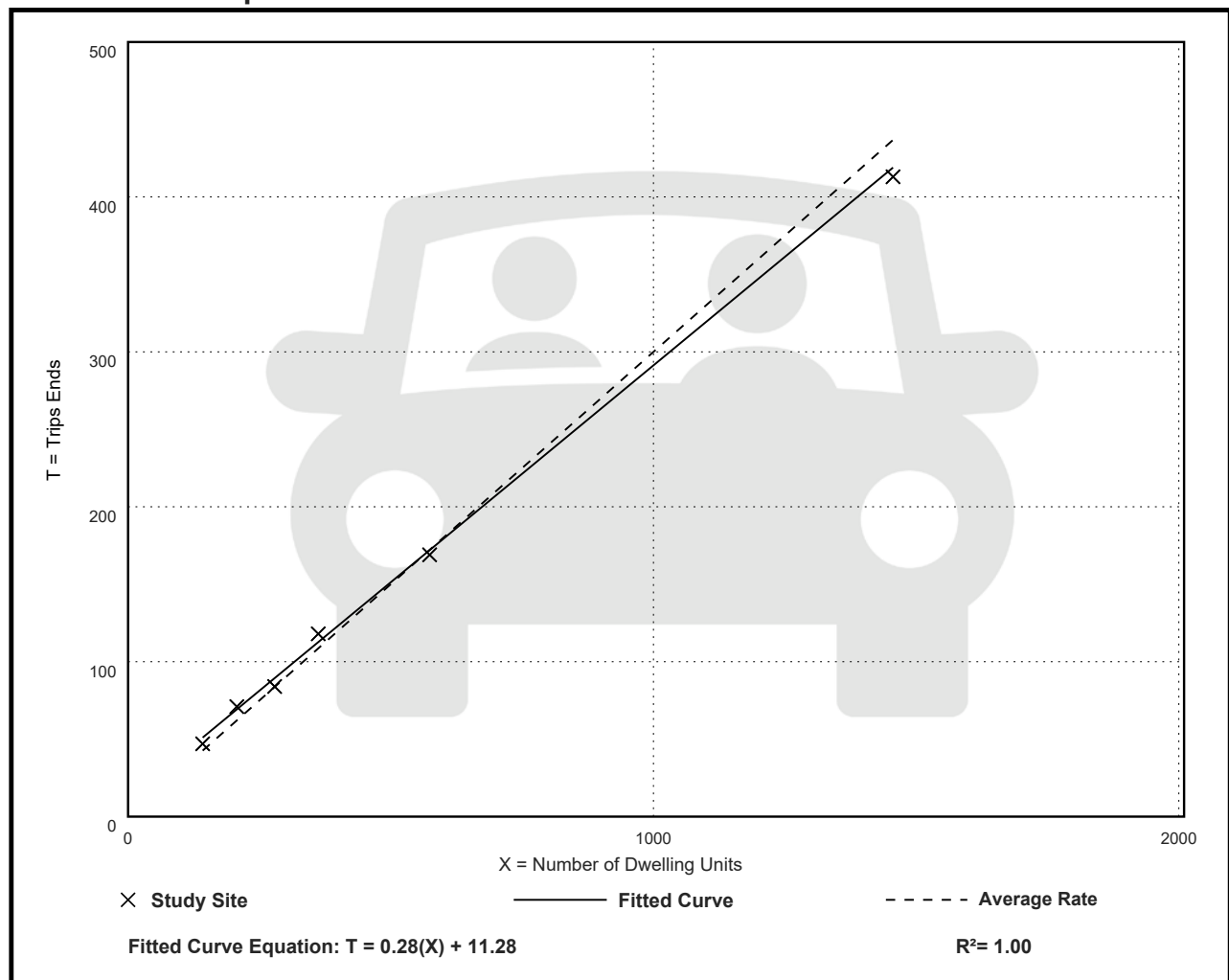
Avg. Num. of Dwelling Units: 503

Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.30         | 0.28 - 0.34    | 0.02               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

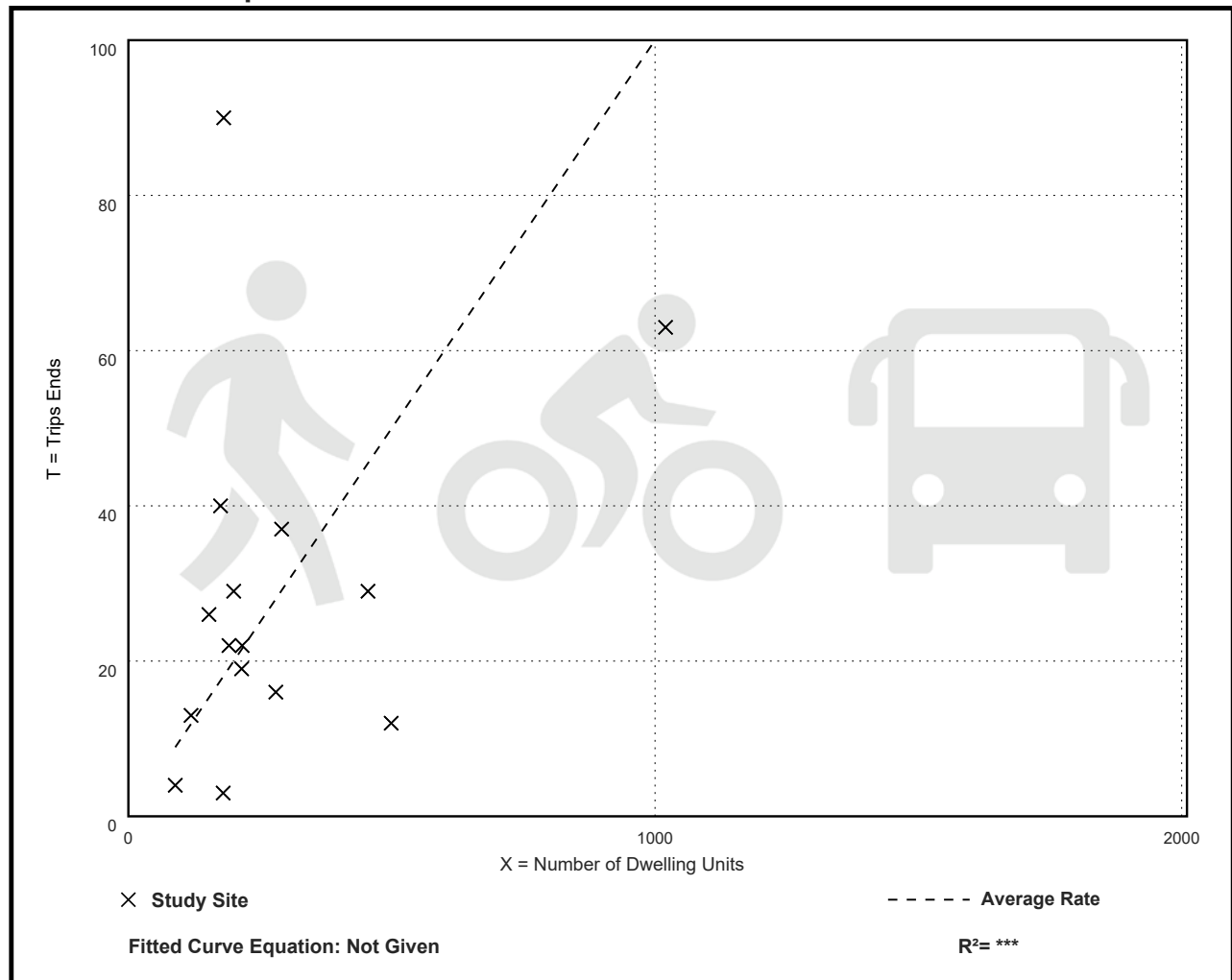
Avg. Num. of Dwelling Units: 284

Directional Distribution: 79% entering, 21% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.10         | 0.02 - 0.50    | 0.10               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

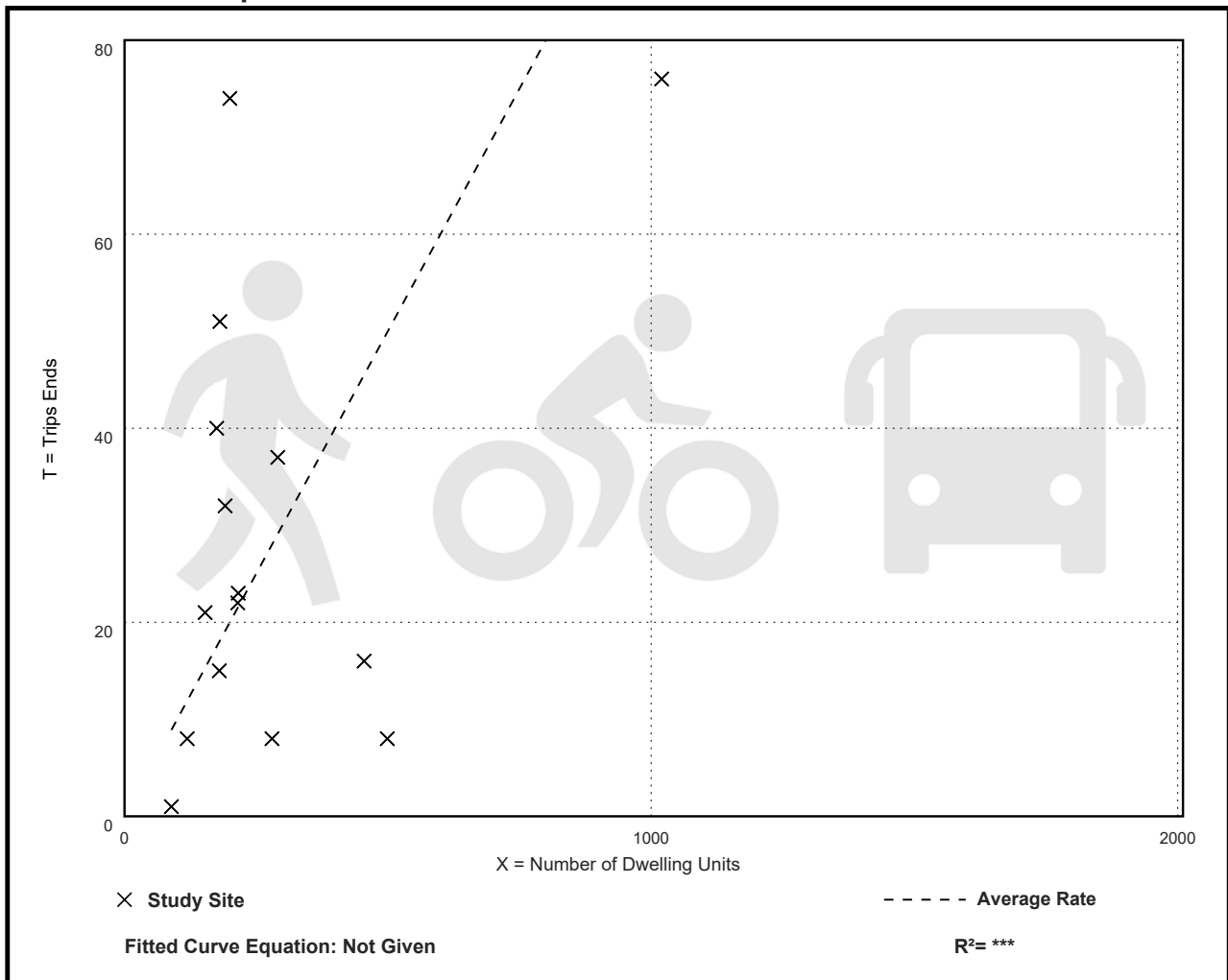
Avg. Num. of Dwelling Units: 284

Directional Distribution: 47% entering, 53% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.10         | 0.01 - 0.37    | 0.09               |

## Data Plot and Equation





# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

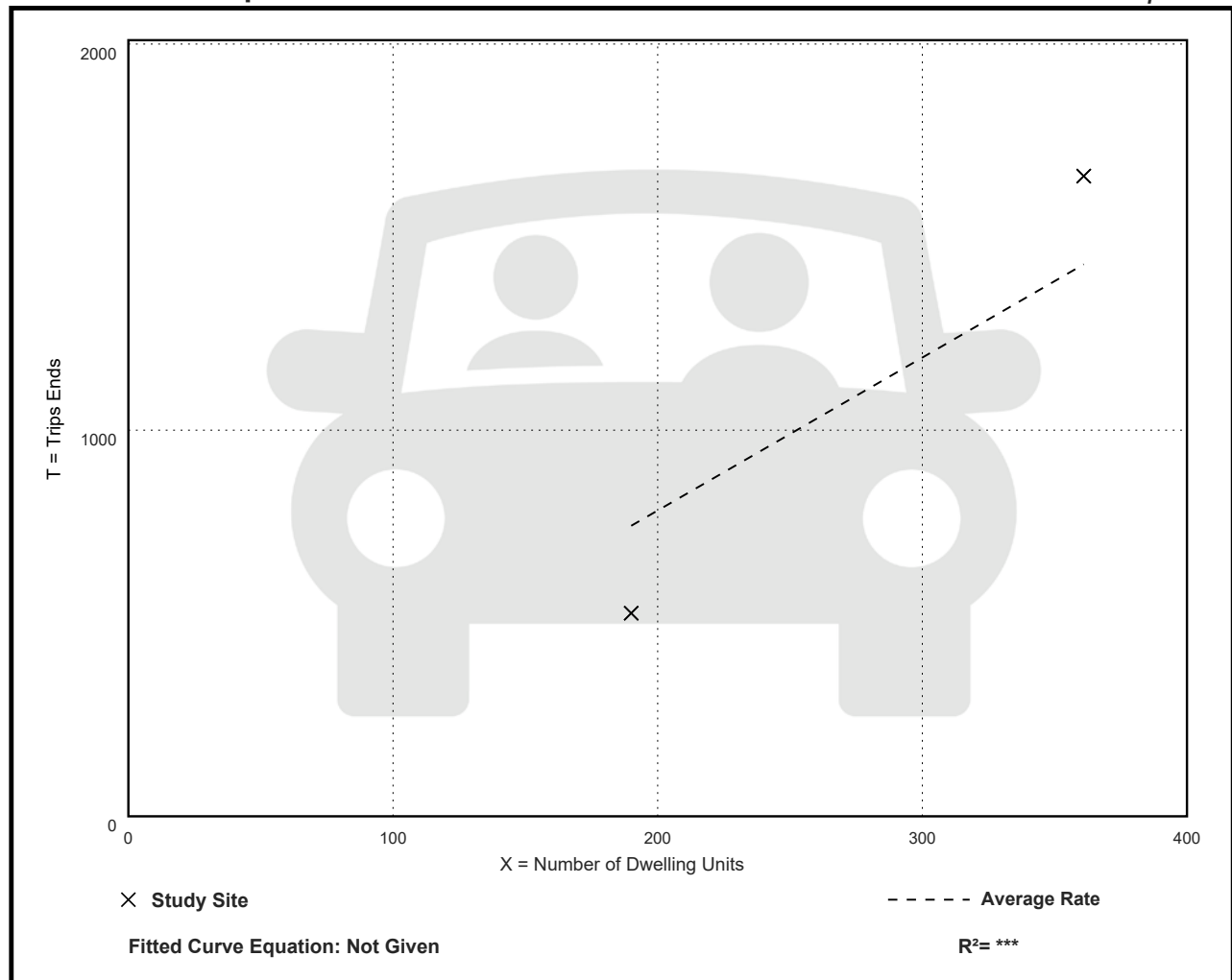
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.96         | 2.77 - 4.59    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 3

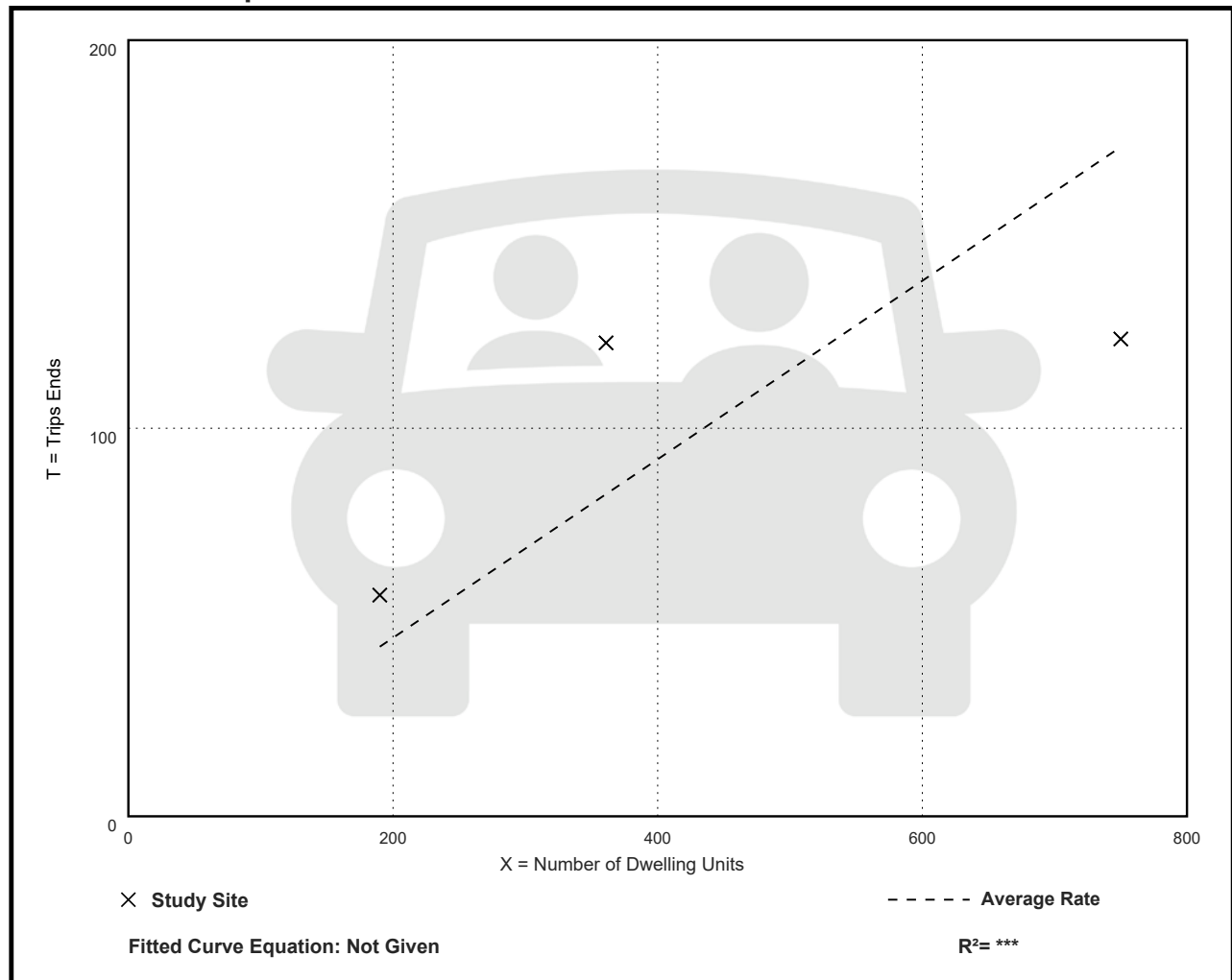
Avg. Num. of Dwelling Units: 434

Directional Distribution: 33% entering, 67% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.23         | 0.16 - 0.34    | 0.10               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

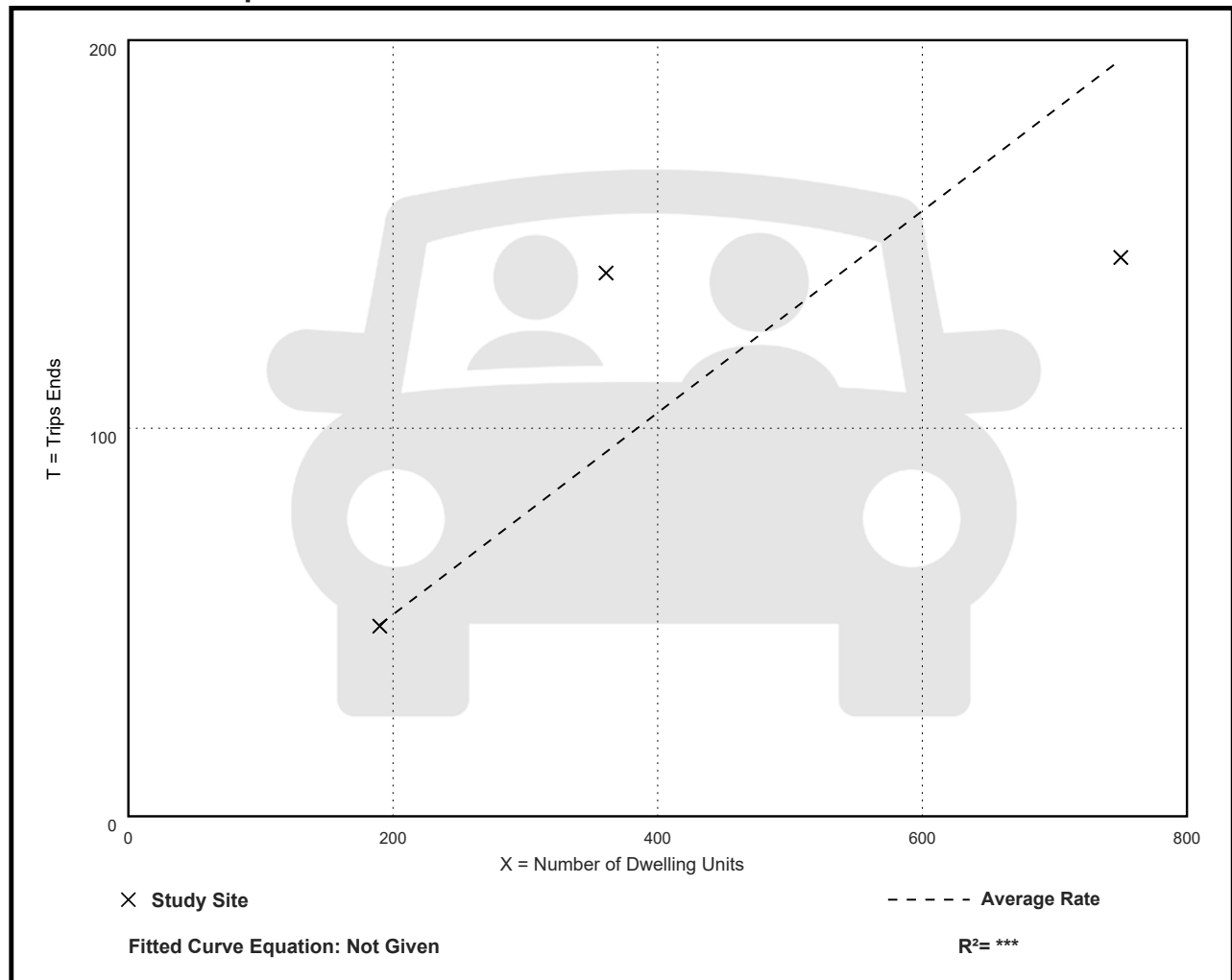
Avg. Num. of Dwelling Units: 434

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.26         | 0.19 - 0.39    | 0.10               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

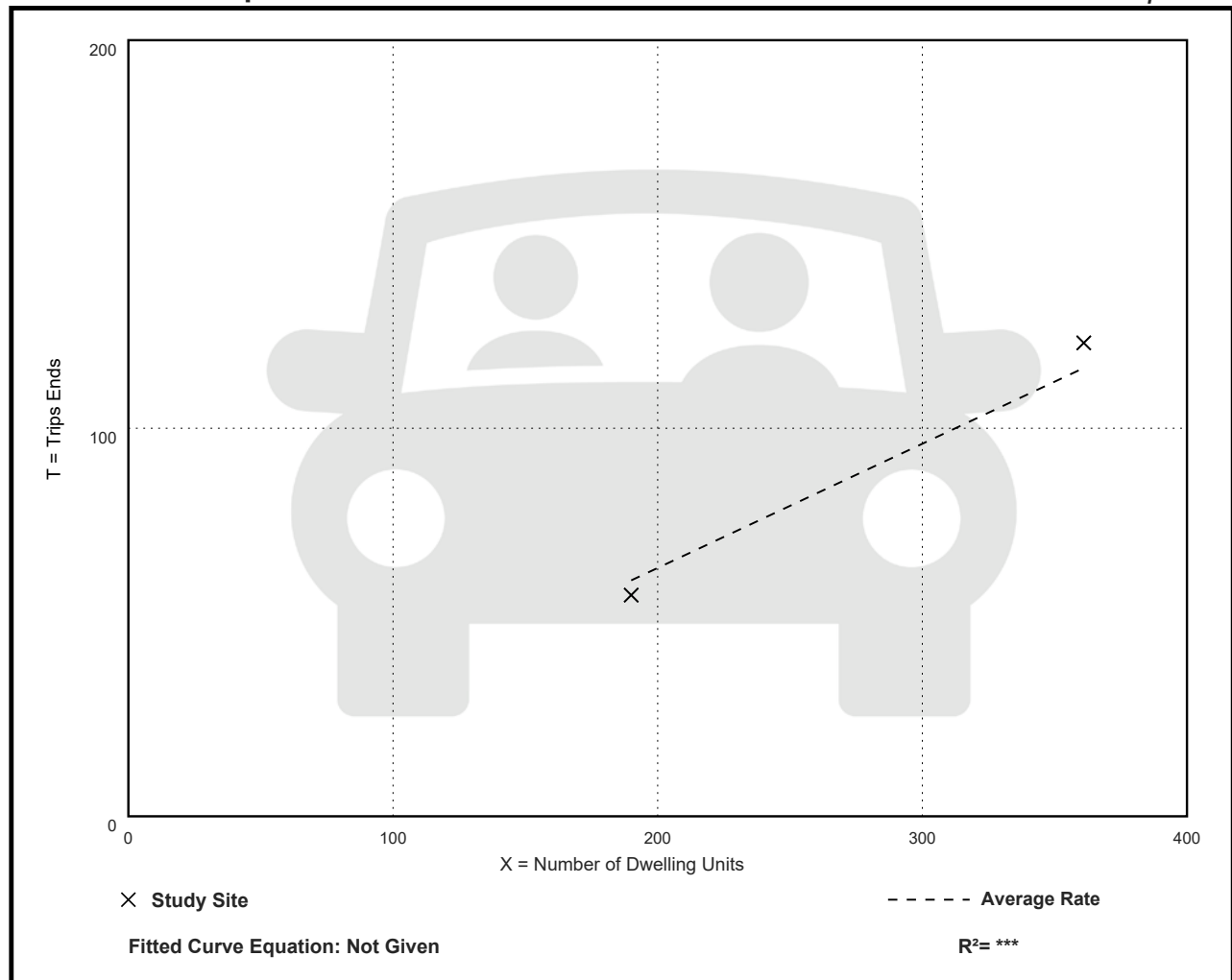
Directional Distribution: 12% entering, 88% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.30 - 0.34    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

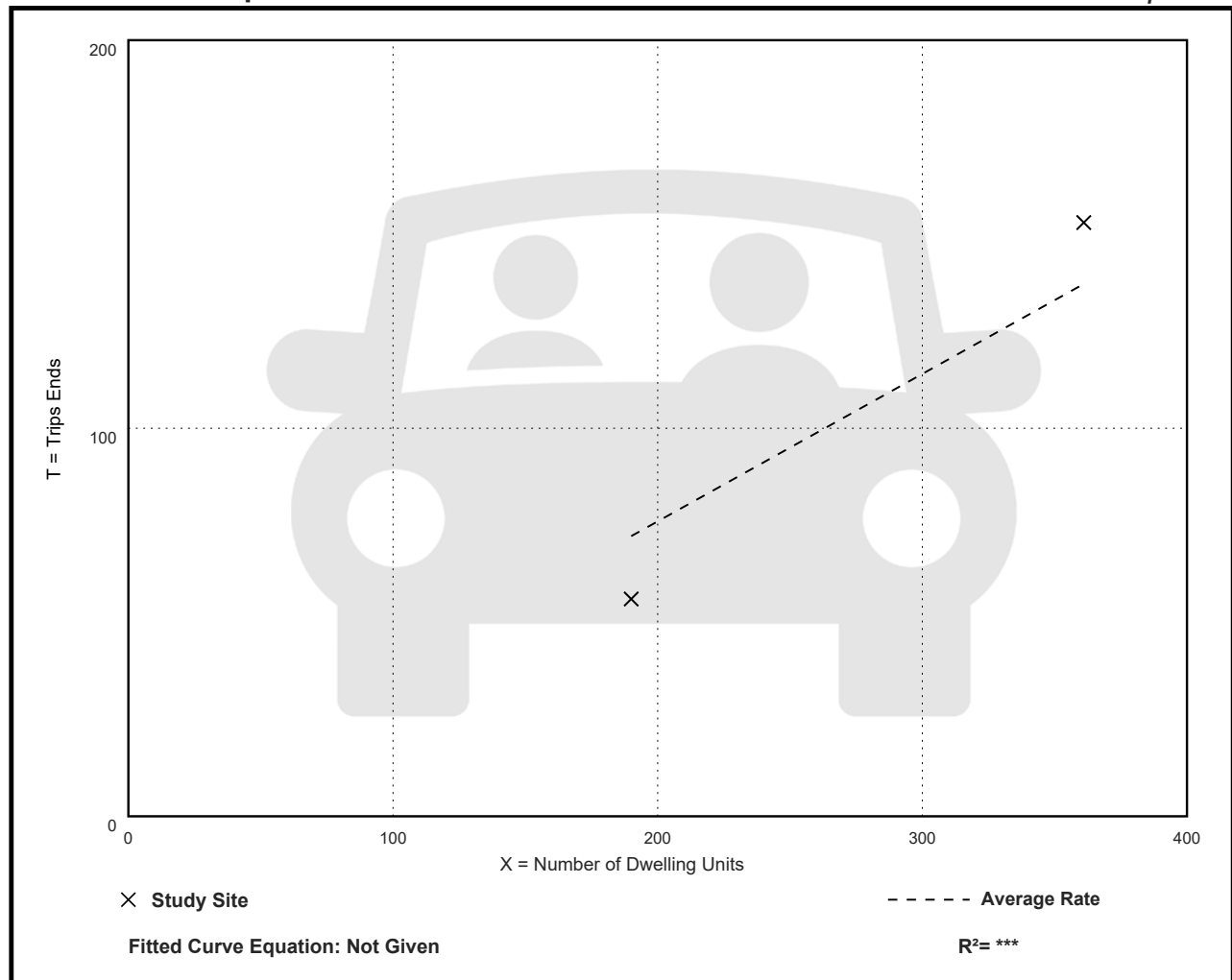
Directional Distribution: 65% entering, 35% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.38         | 0.29 - 0.42    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

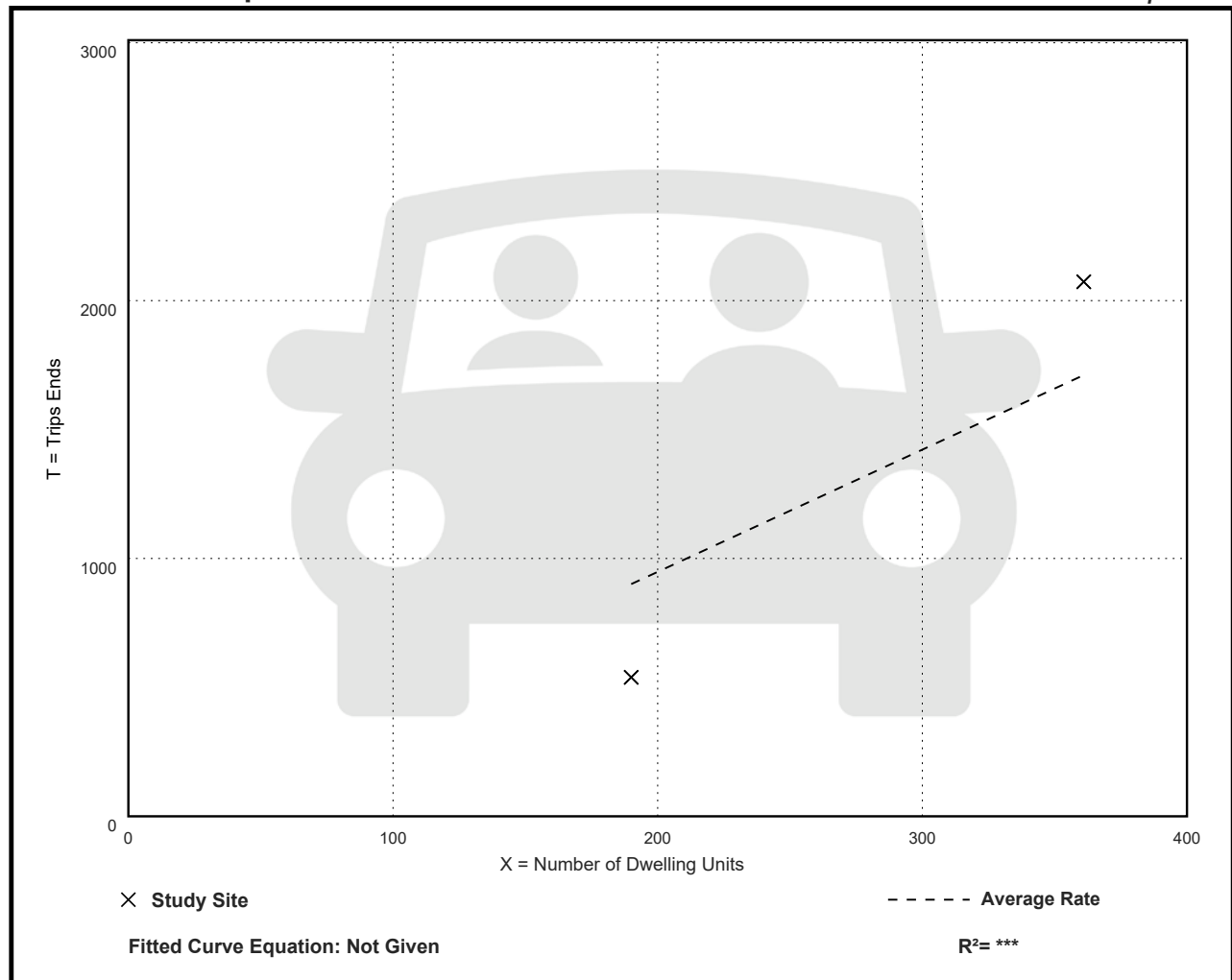
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.74         | 2.84 - 5.74    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

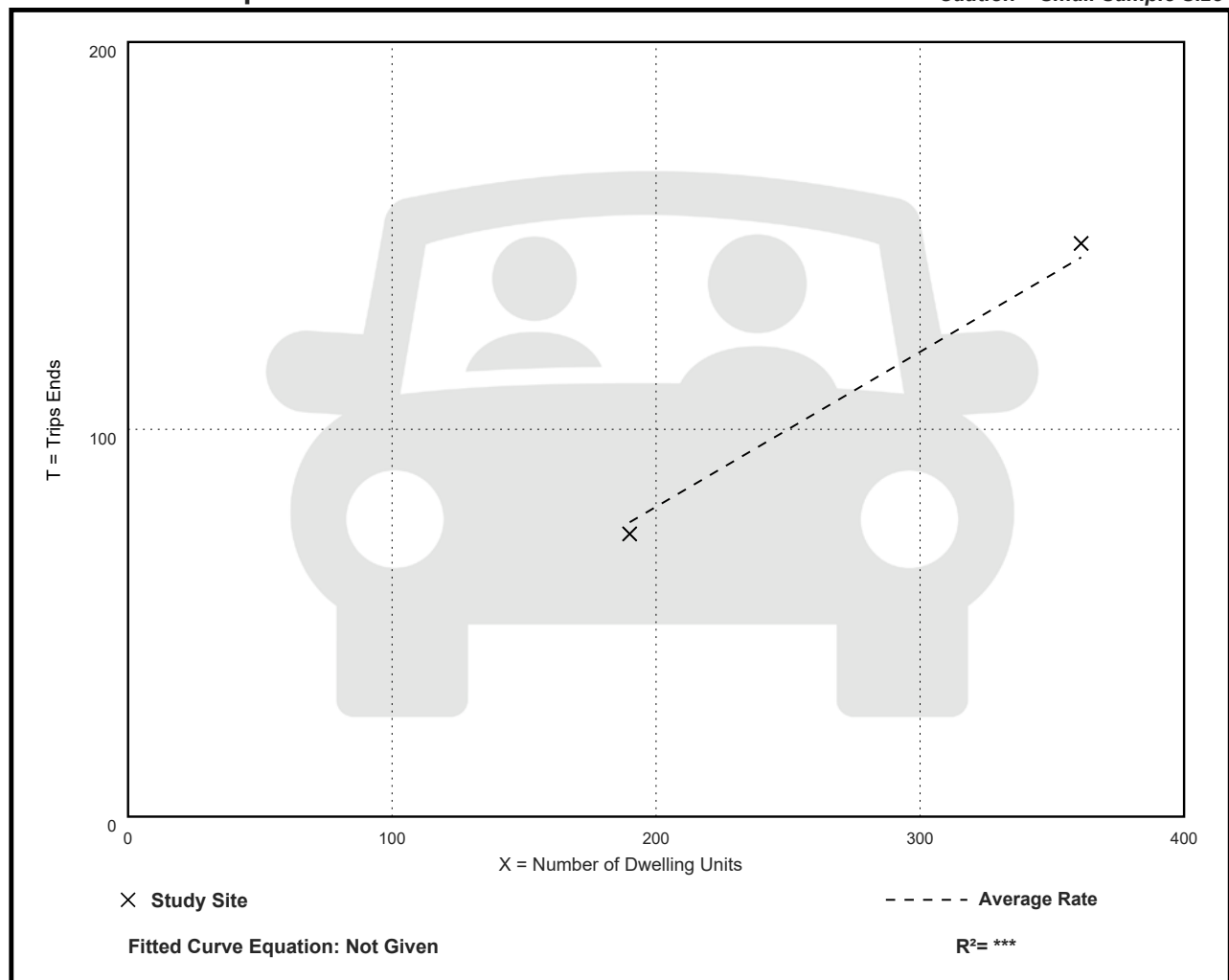
Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.40         | 0.38 - 0.41    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

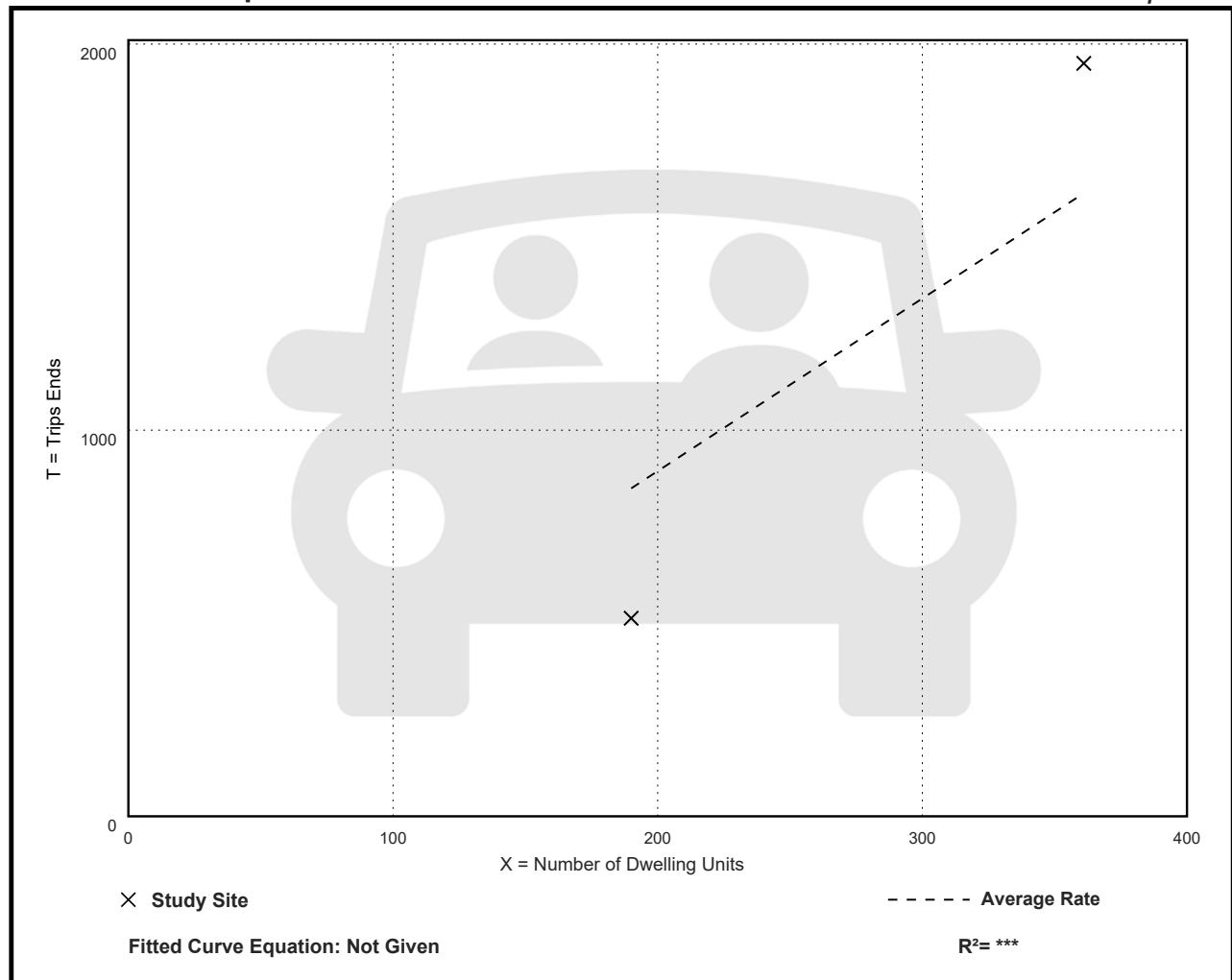
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.47         | 2.70 - 5.40    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 276

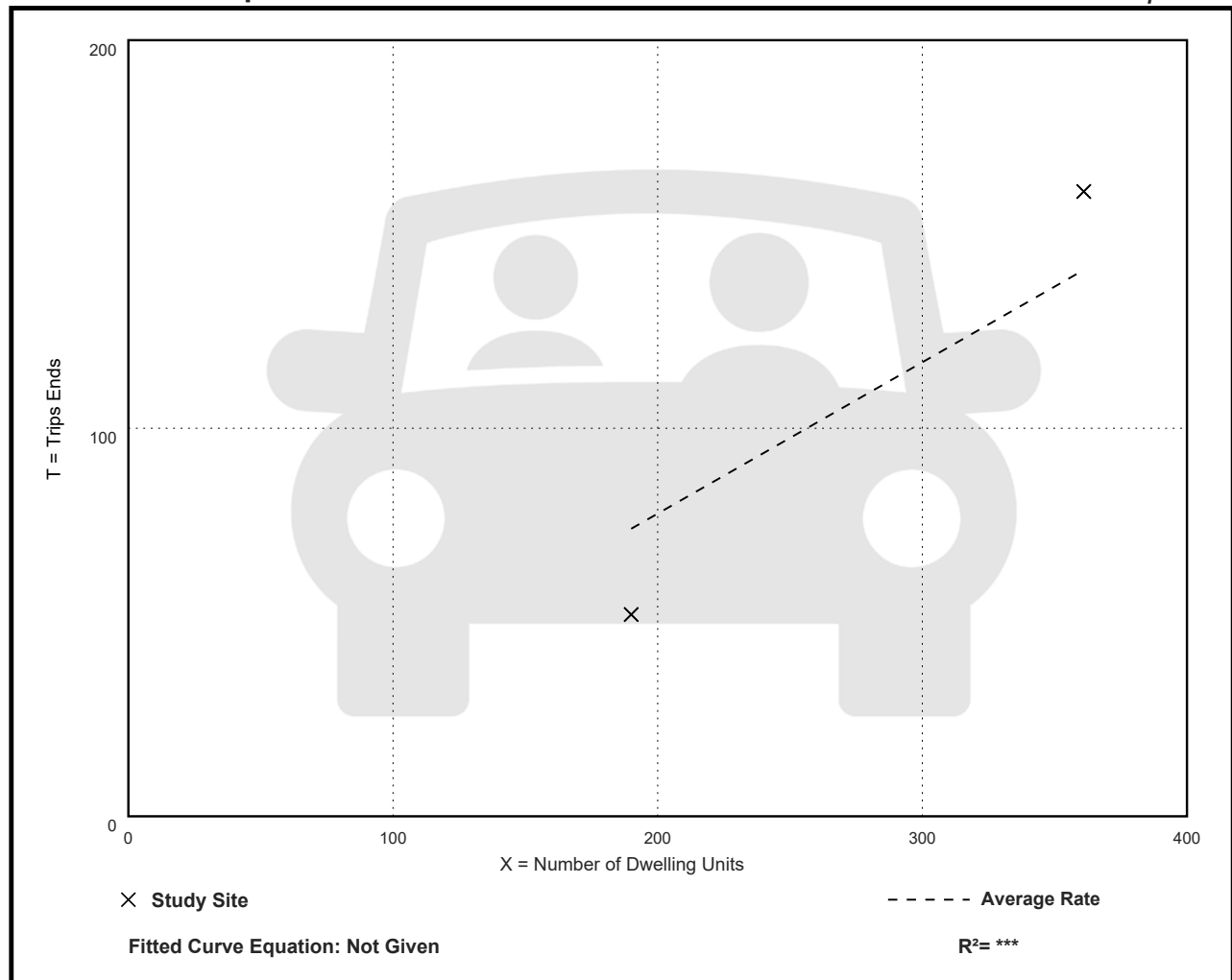
Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.27 - 0.45    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

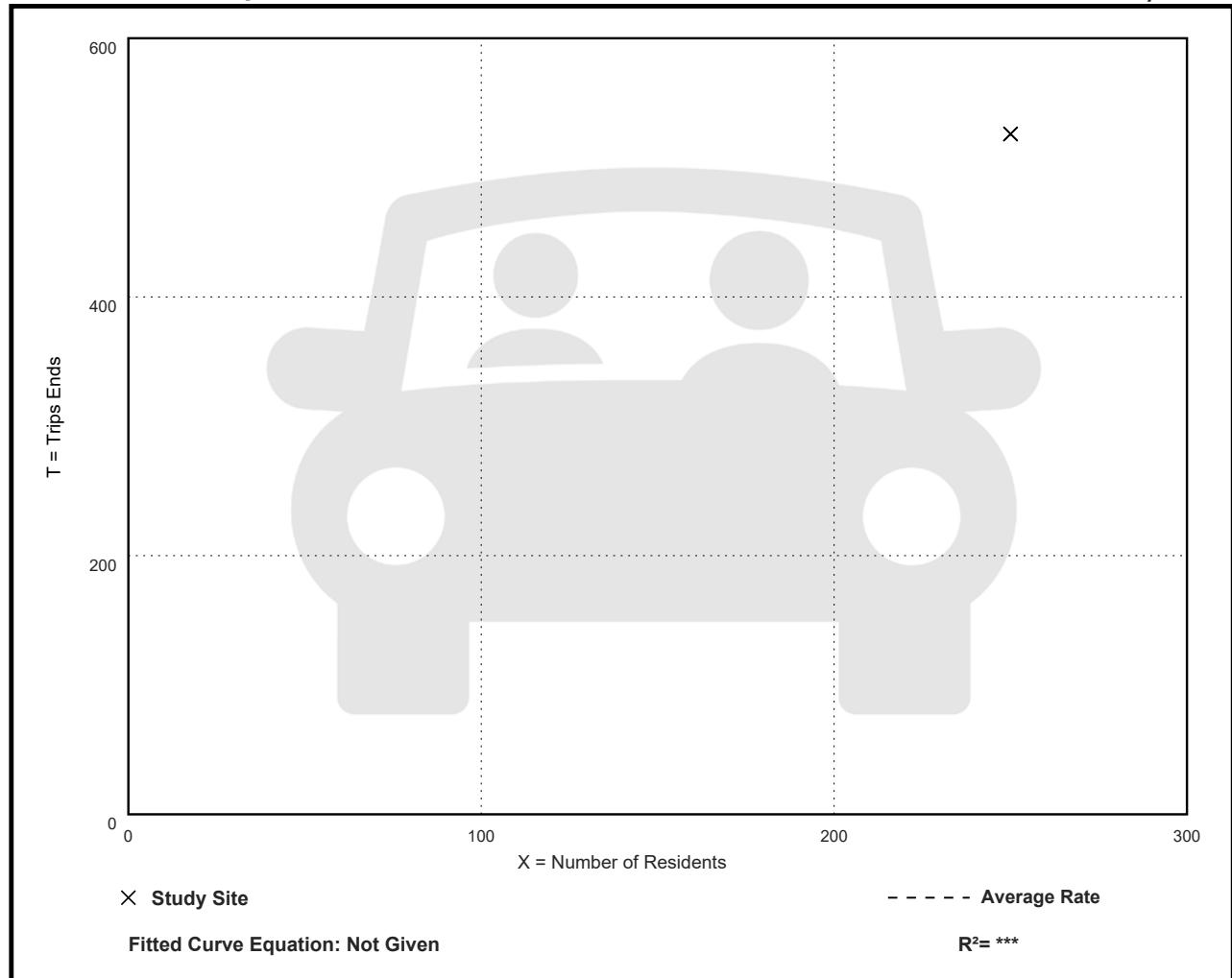
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.10         | 2.10 - 2.10    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Vehicle Trip Ends vs: Residents

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

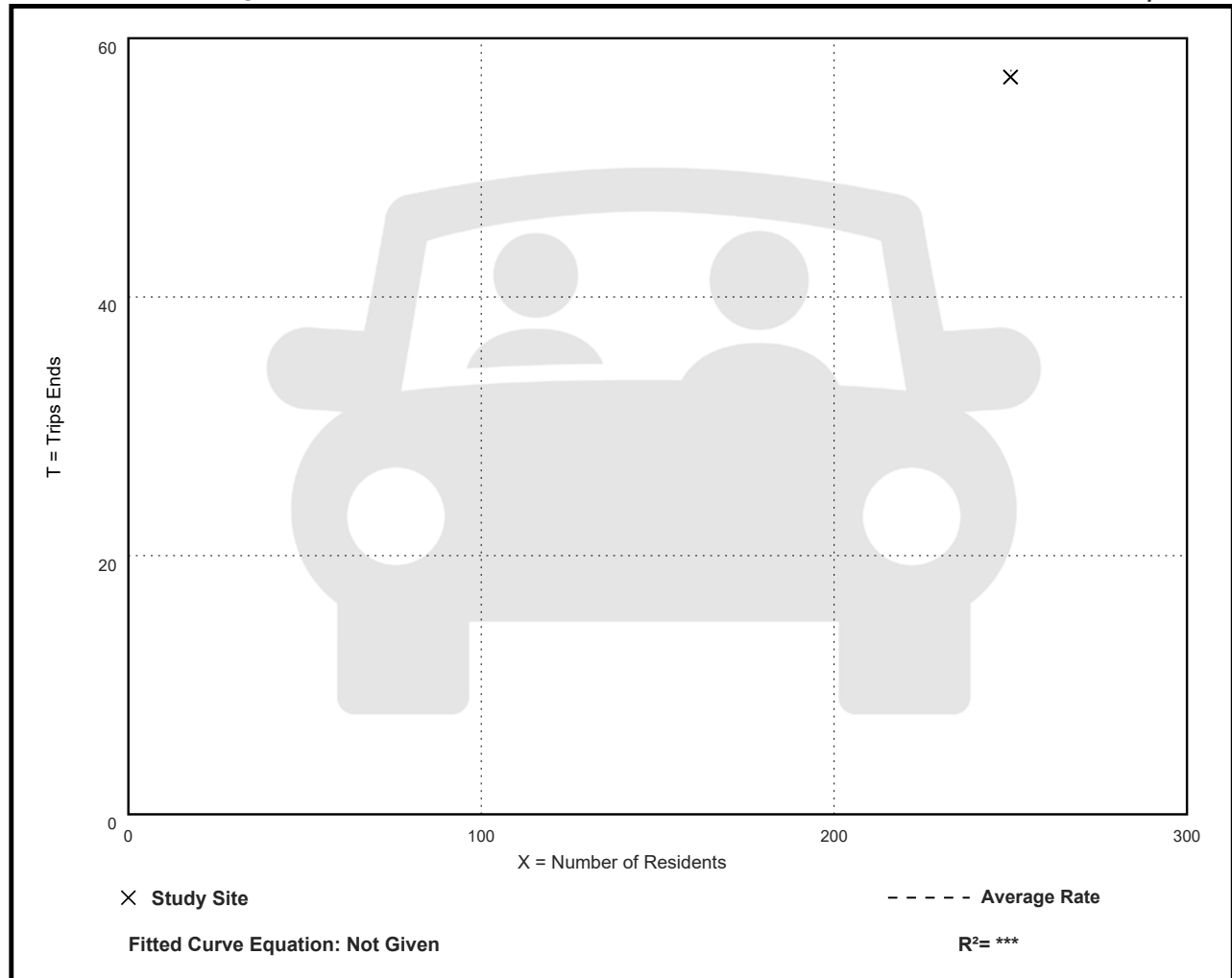
Directional Distribution: 5% entering, 95% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.23         | 0.23 - 0.23    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Vehicle Trip Ends vs: Residents

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

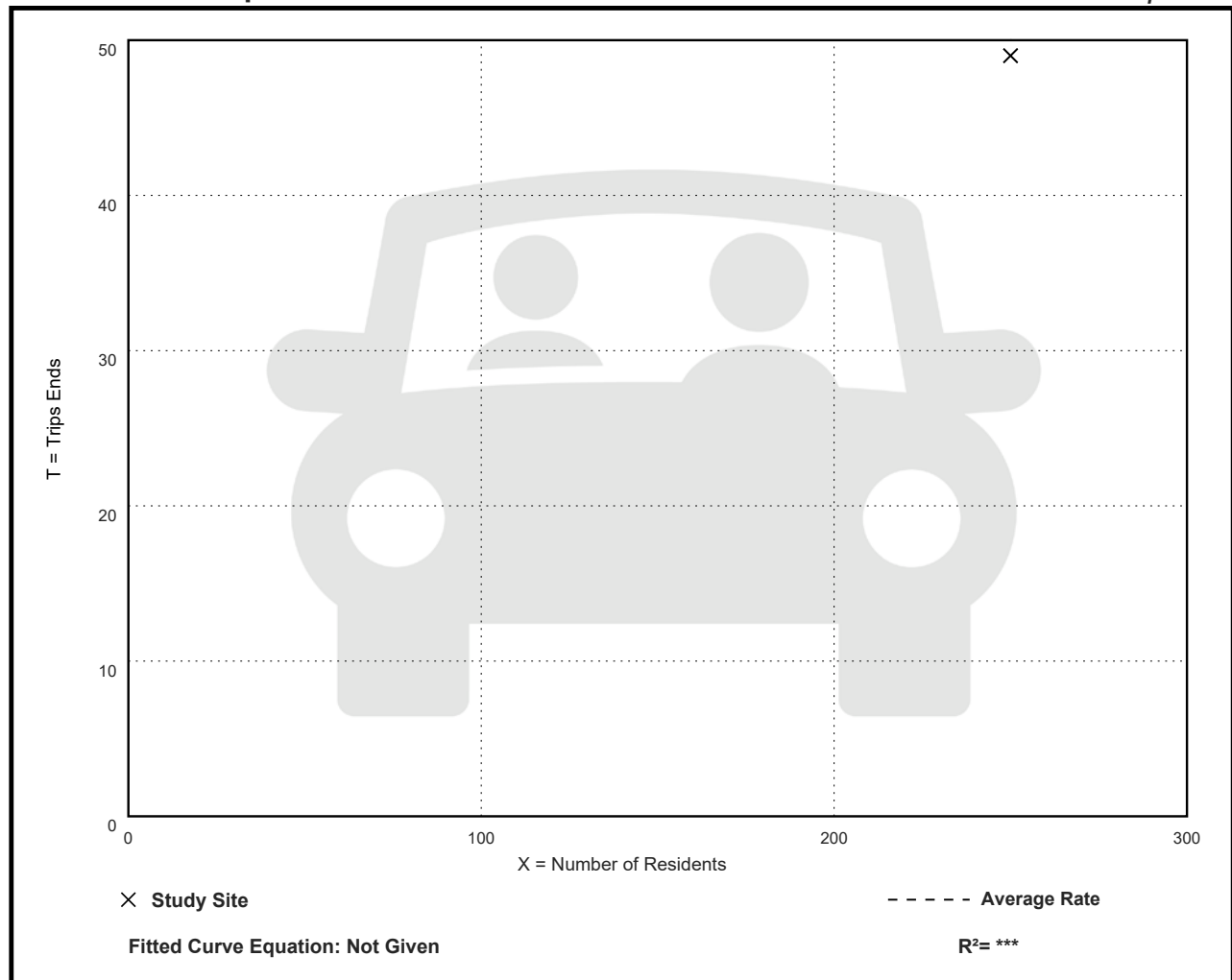
Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.20         | 0.20 - 0.20    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

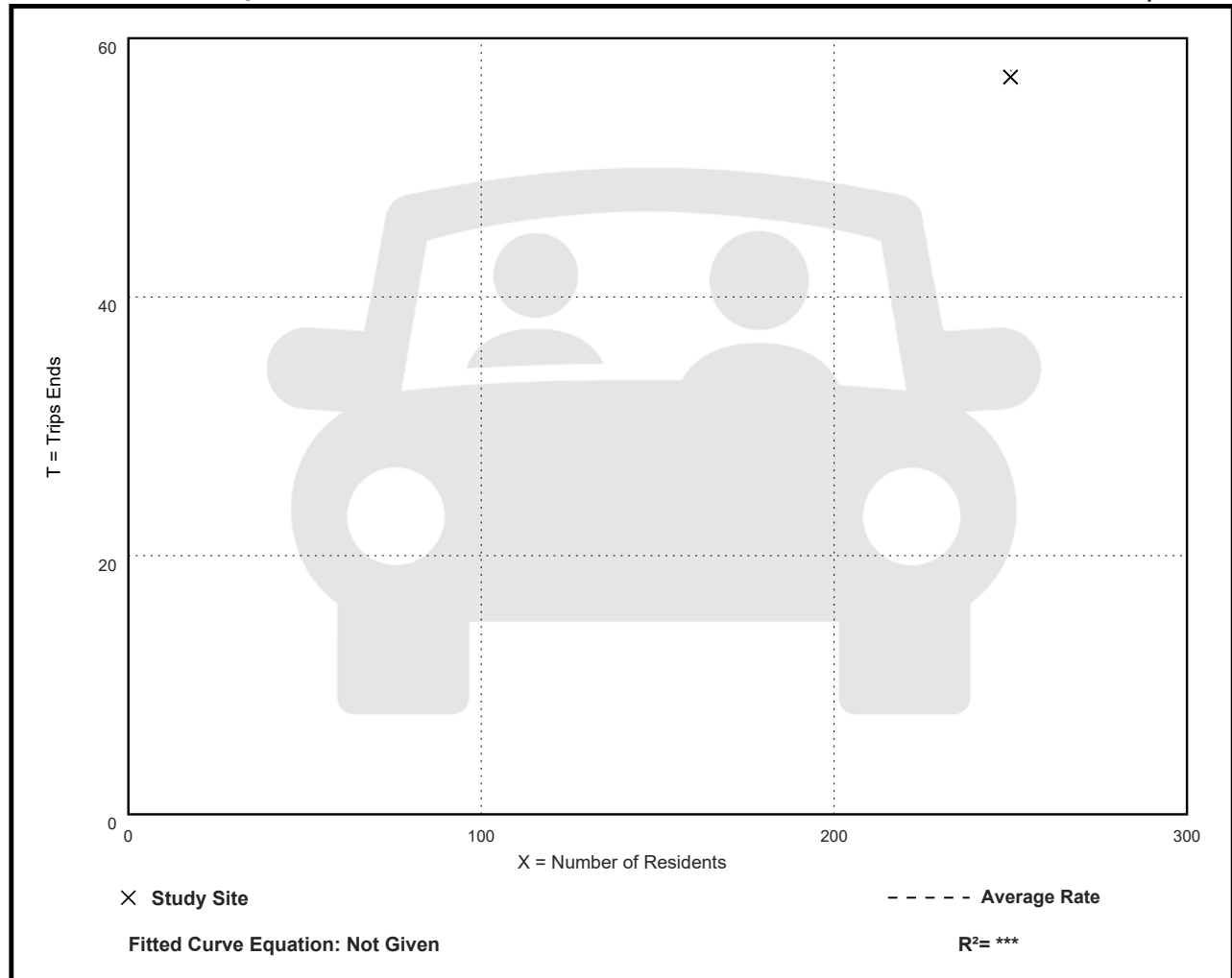
Directional Distribution: 5% entering, 95% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.23         | 0.23 - 0.23    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

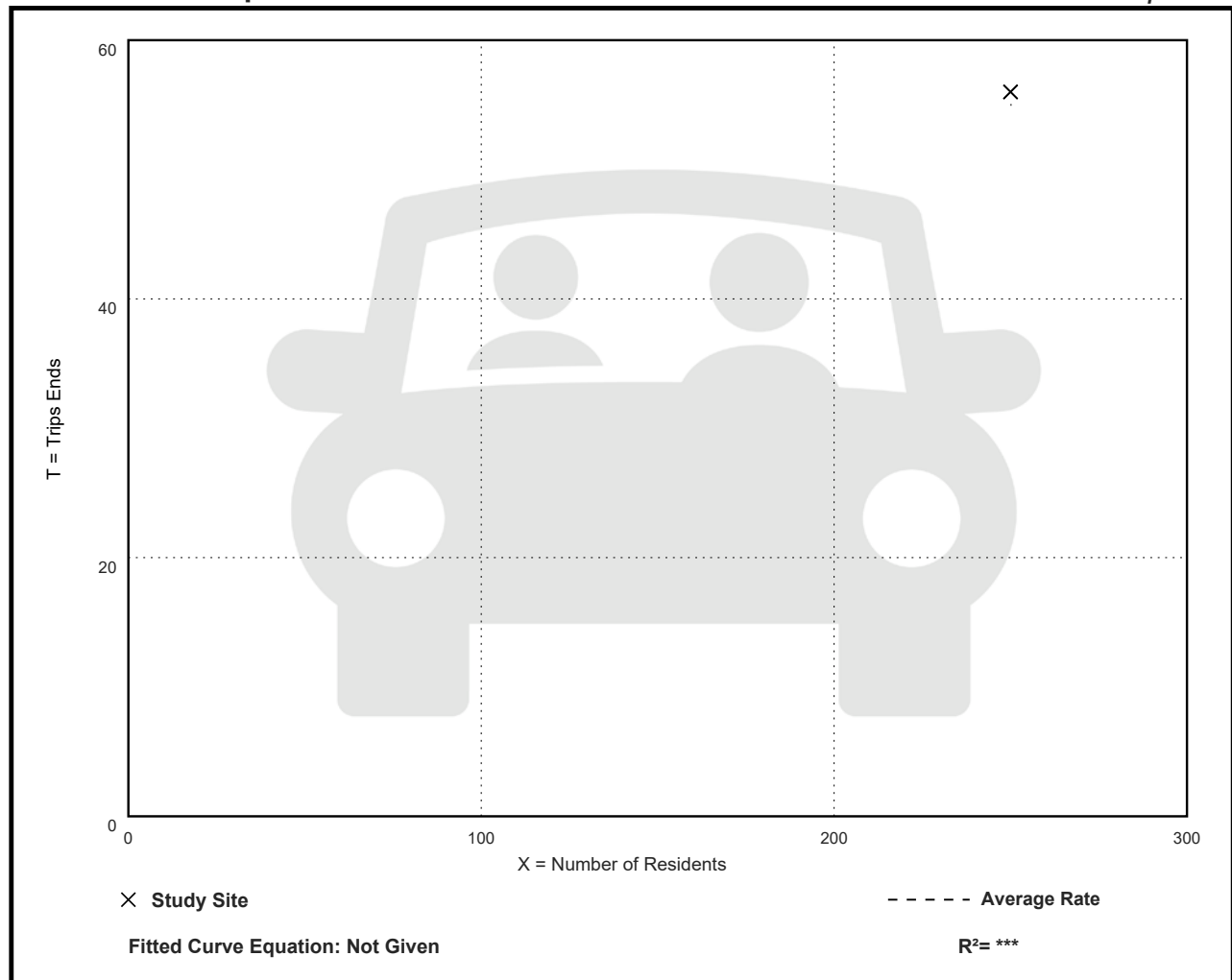
Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.22         | 0.22 - 0.22    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

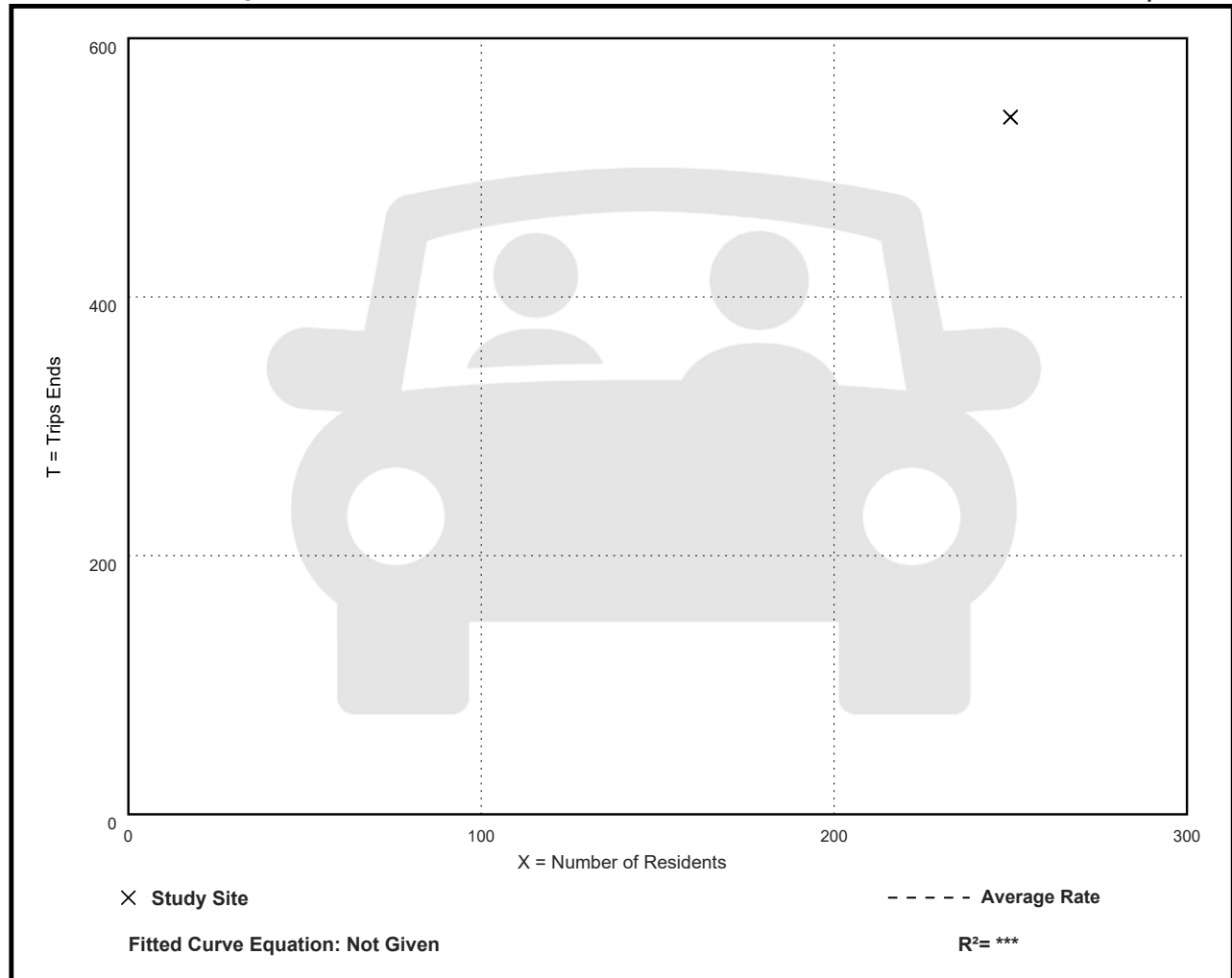
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.16         | 2.16 - 2.16    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

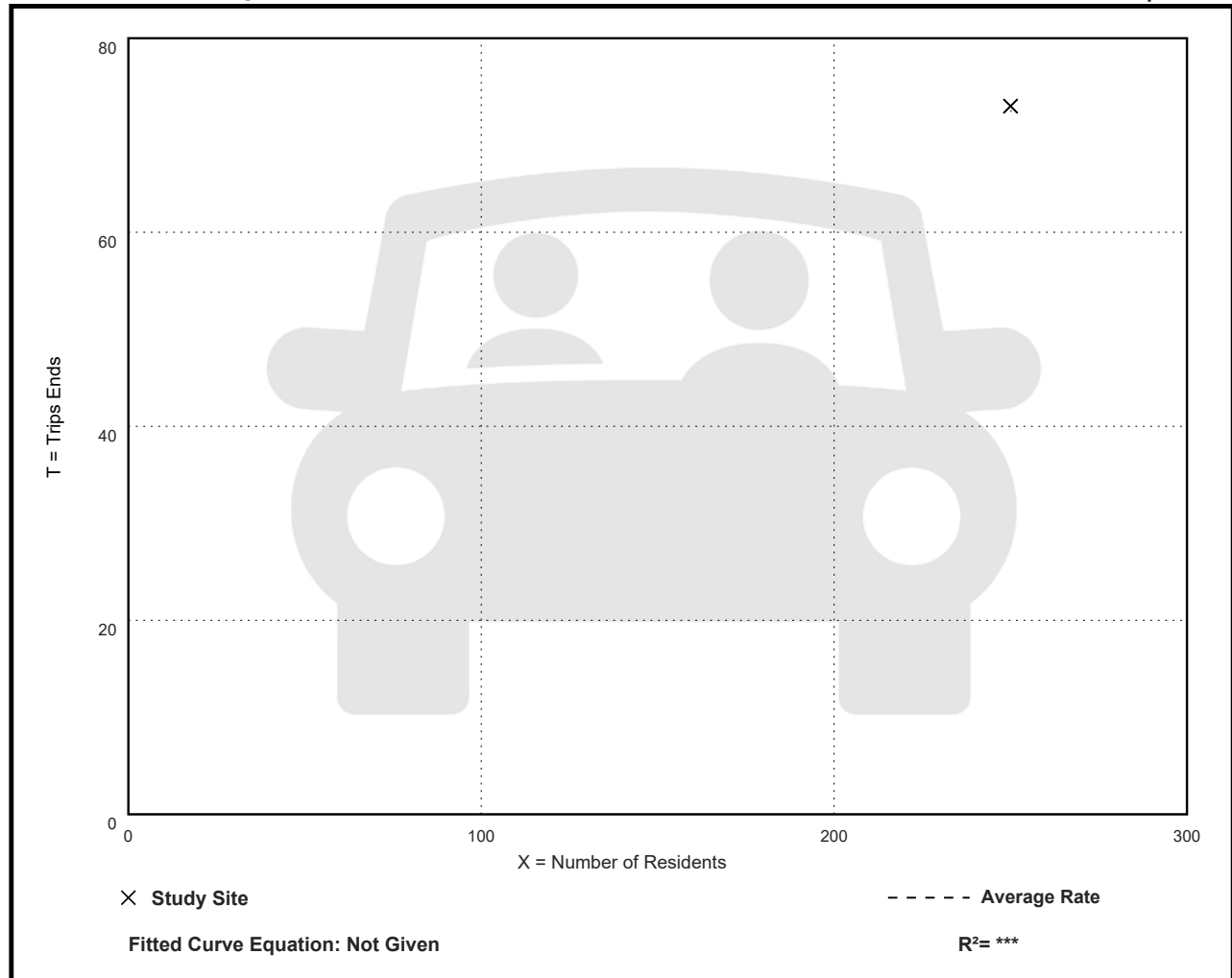
Directional Distribution: 34% entering, 66% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.29         | 0.29 - 0.29    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

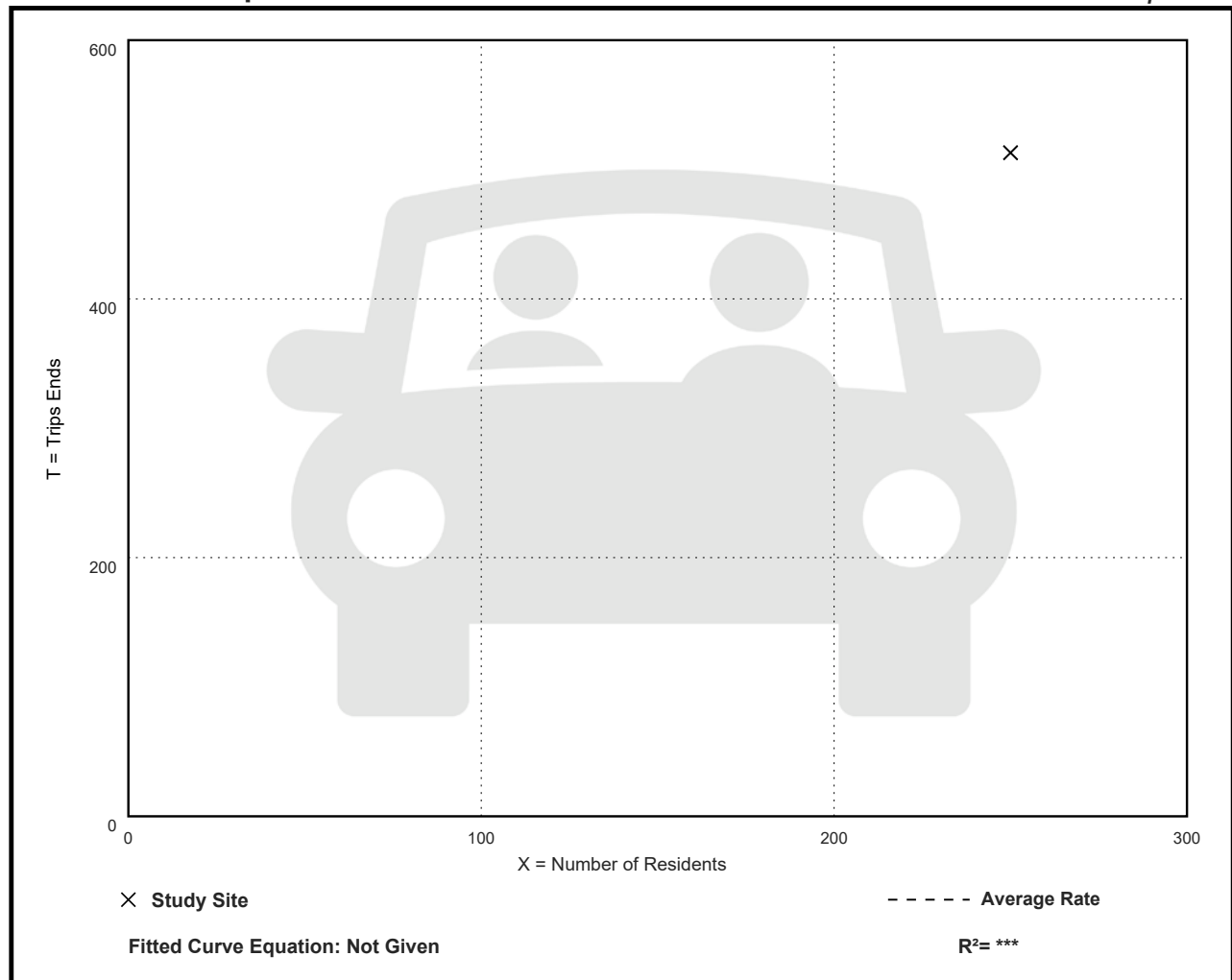
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.05         | 2.05 - 2.05    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Residents

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 250

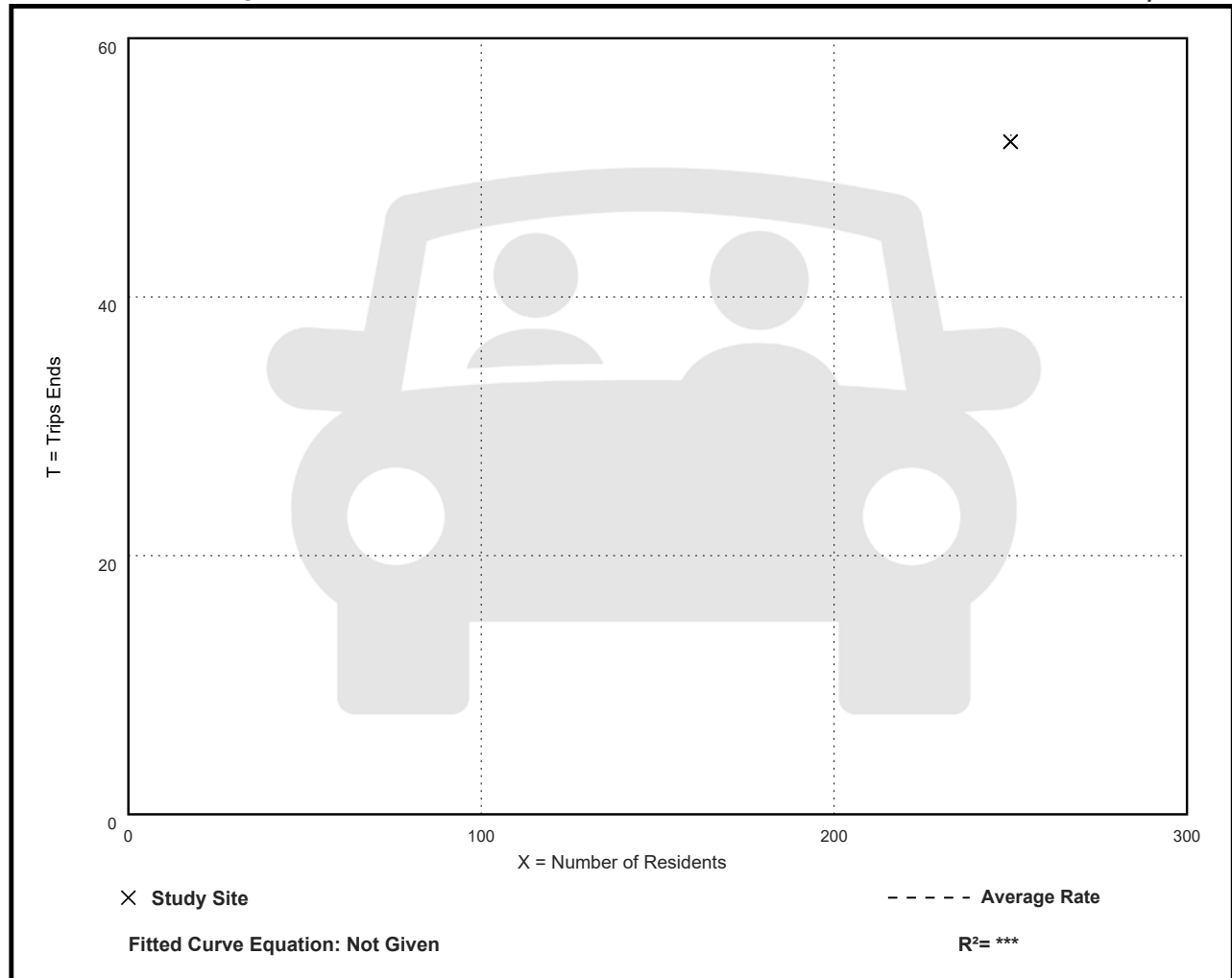
Directional Distribution: 58% entering, 42% exiting

## Vehicle Trip Generation per Resident

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.21         | 0.21 - 0.21    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 750

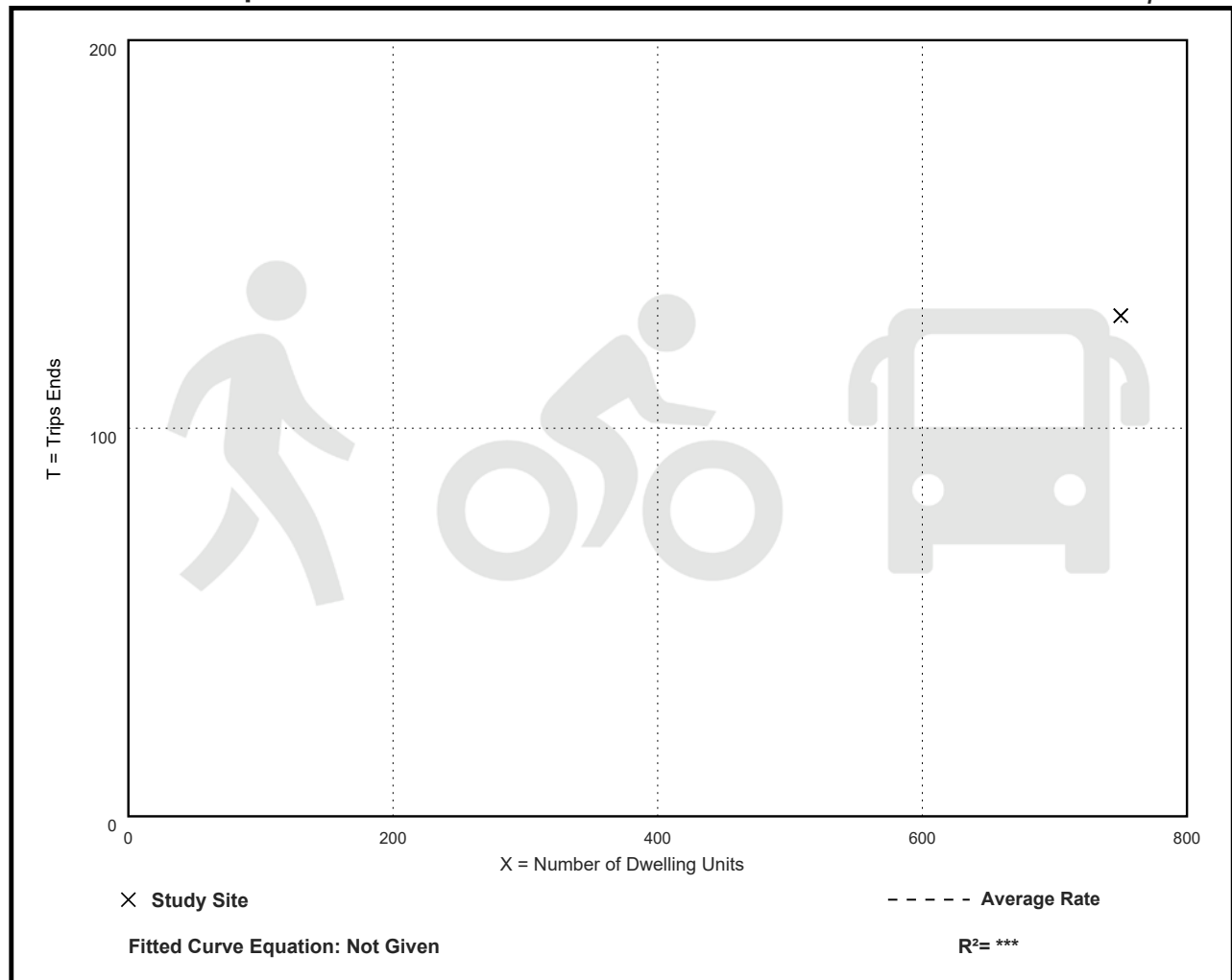
Directional Distribution: 89% entering, 11% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.17         | 0.17 - 0.17    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing (High-Rise) Close to Rail Transit (222)

## Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 750

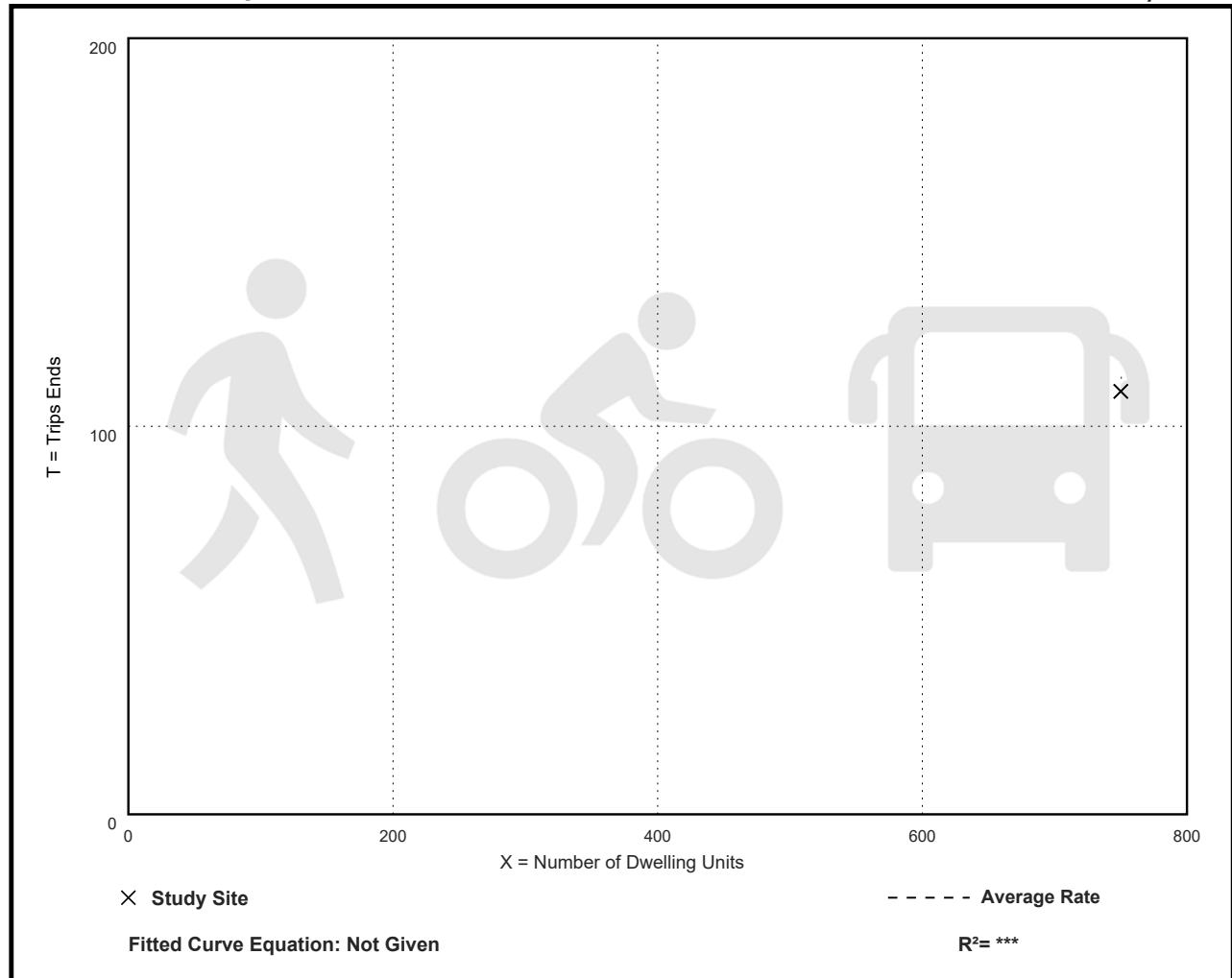
Directional Distribution: 34% entering, 66% exiting

## Walk+Bike+Transit Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.15         | 0.15 - 0.15    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Land Use: 820

## Shopping Center (>150k)

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### Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

### Additional Data

***Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.***

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

### **Source Numbers**

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**

Number of Studies: 108

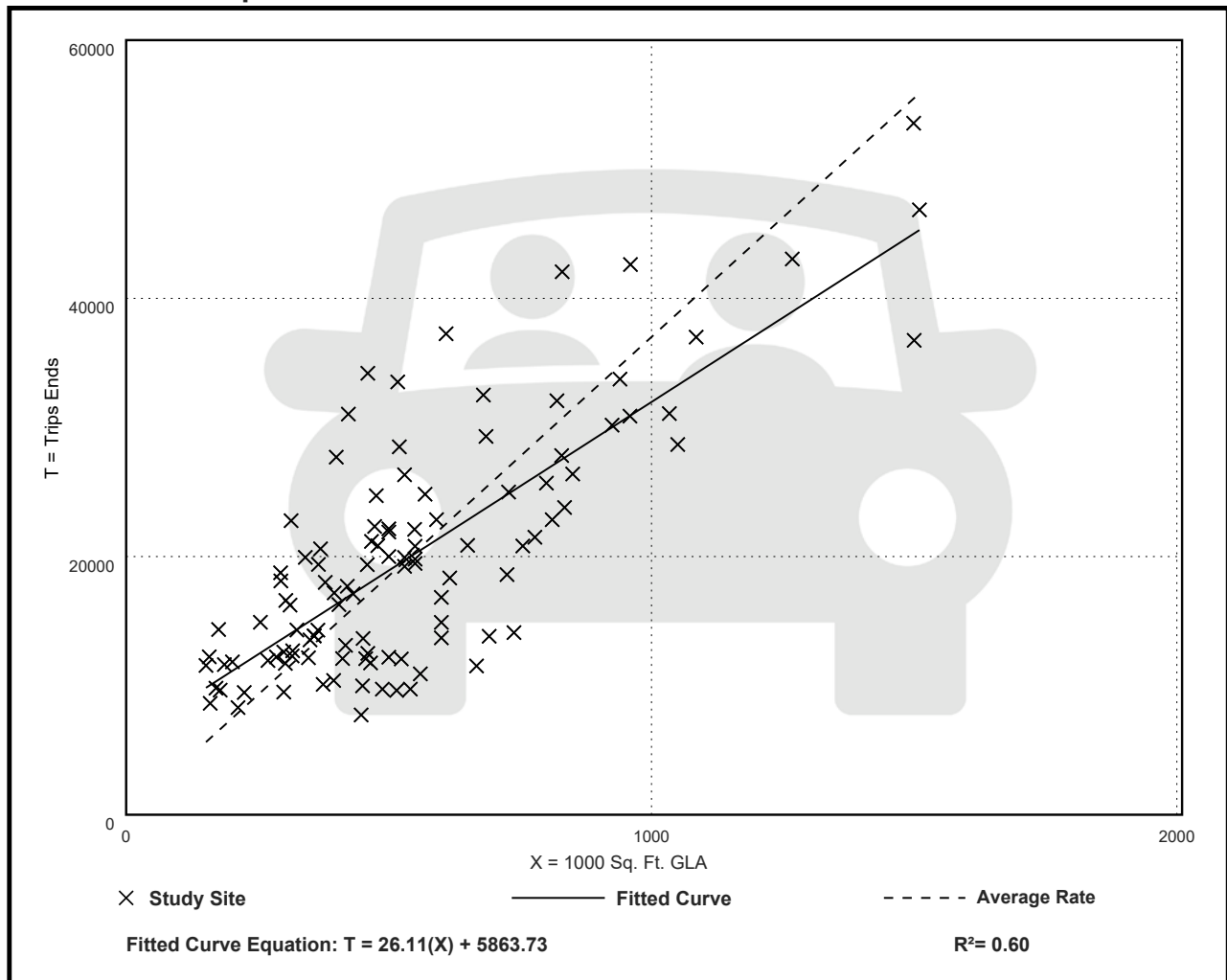
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 37.01        | 17.27 - 81.53  | 12.79              |

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

**Setting/Location: General Urban/Suburban**

Number of Studies: 44

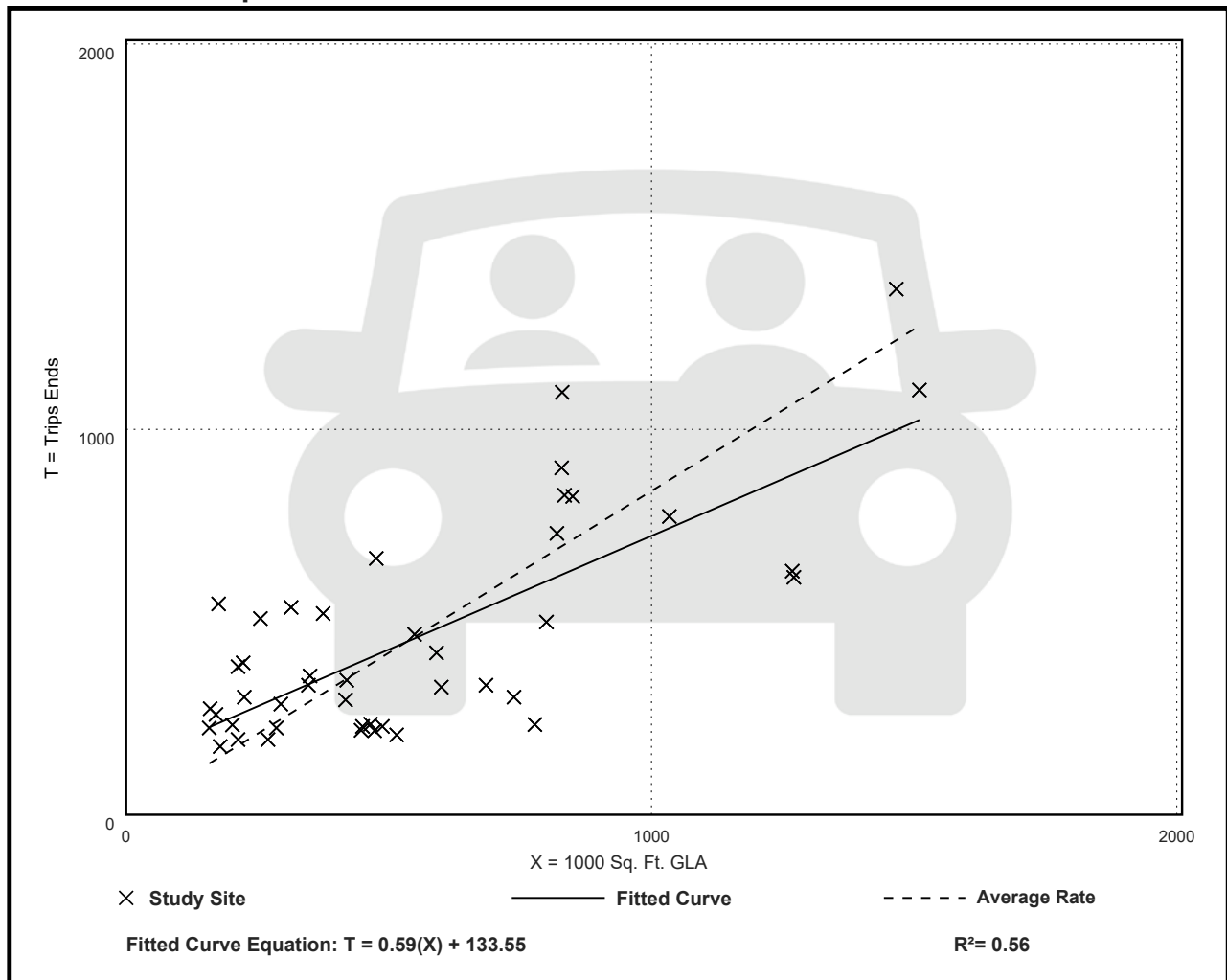
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.84         | 0.30 - 3.11    | 0.42               |

## Data Plot and Equation





# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 126

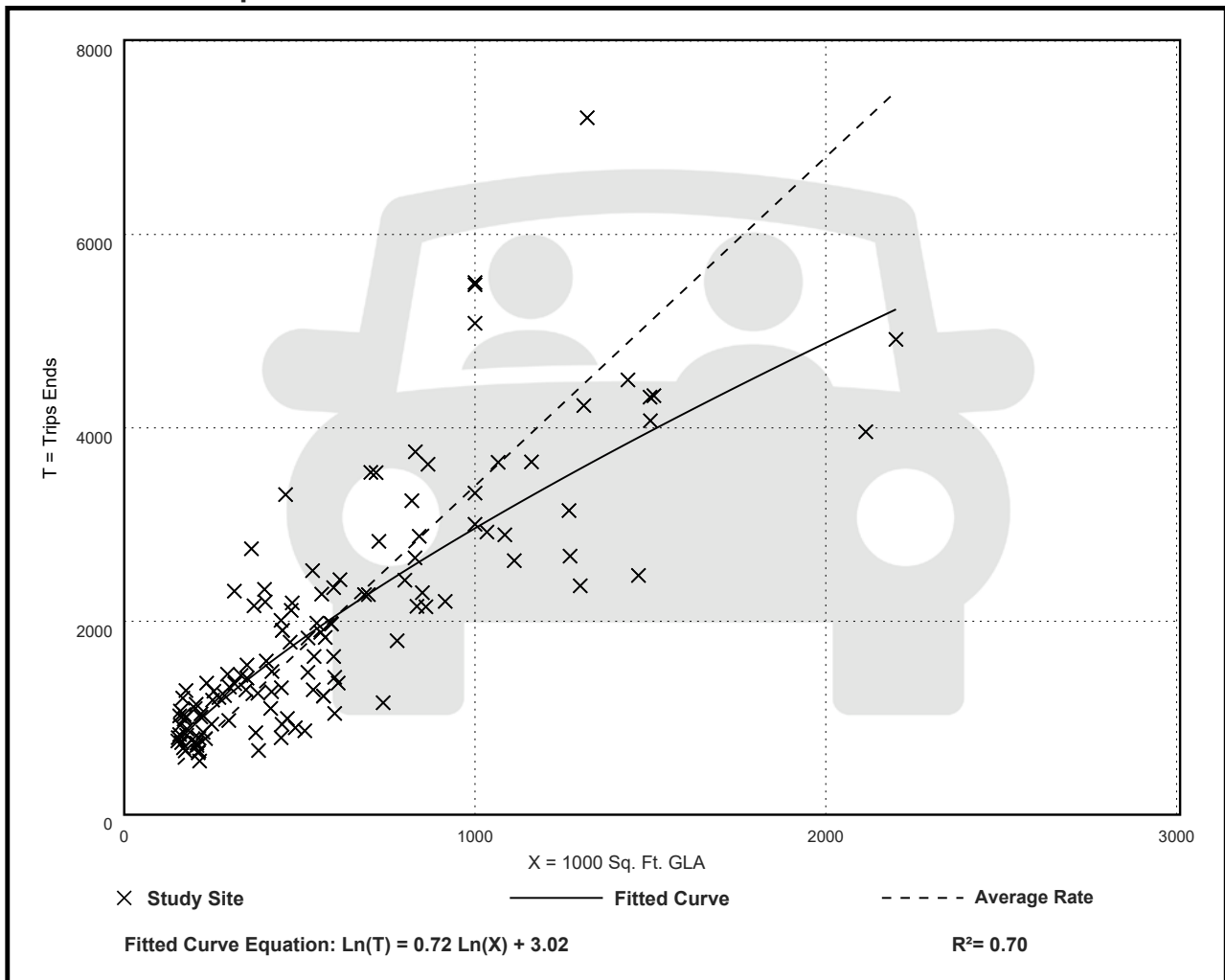
Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.40         | 1.57 - 7.58    | 1.26               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 26

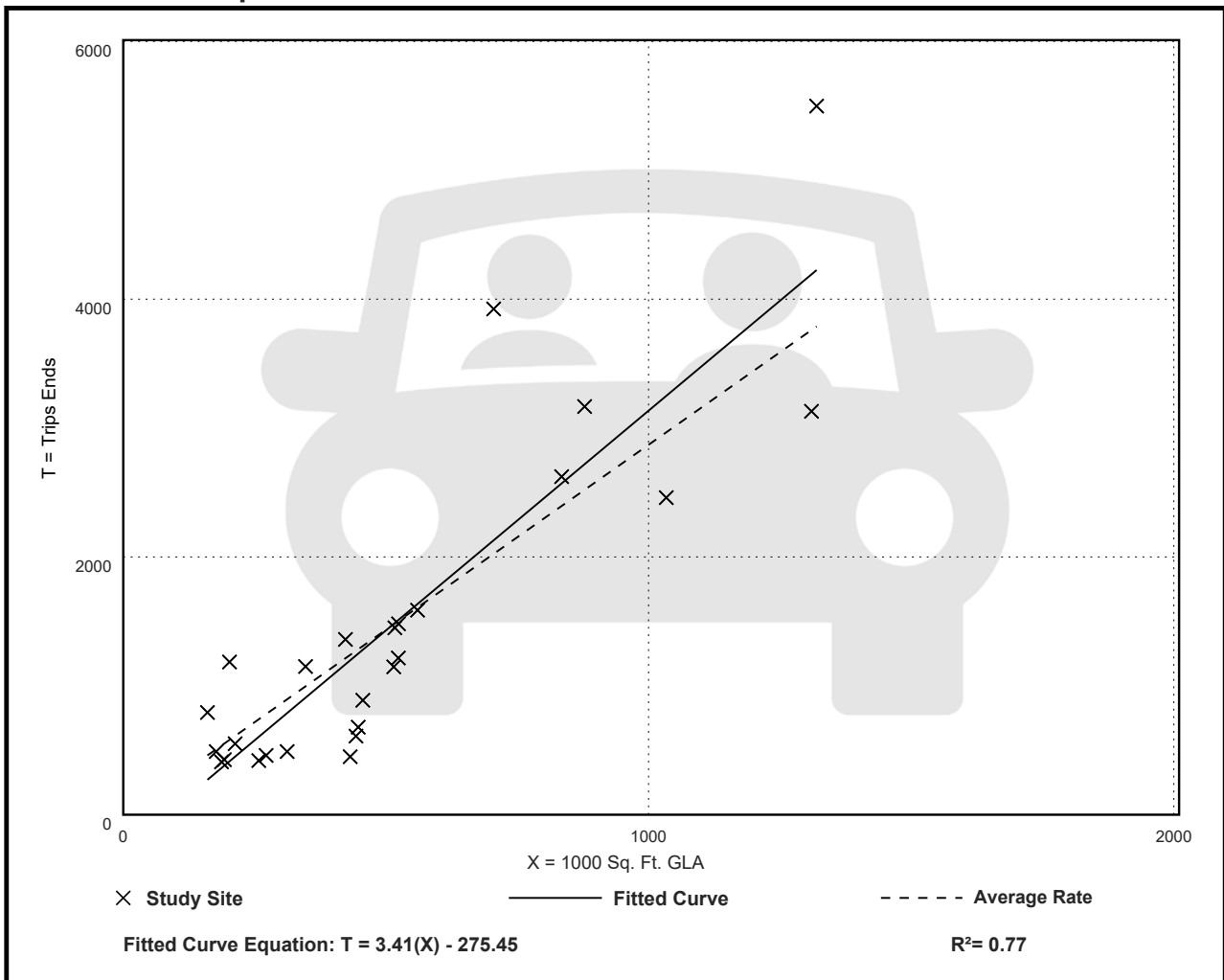
Avg. 1000 Sq. Ft. GLA: 509

Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.87         | 1.04 - 5.86    | 1.14               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 28

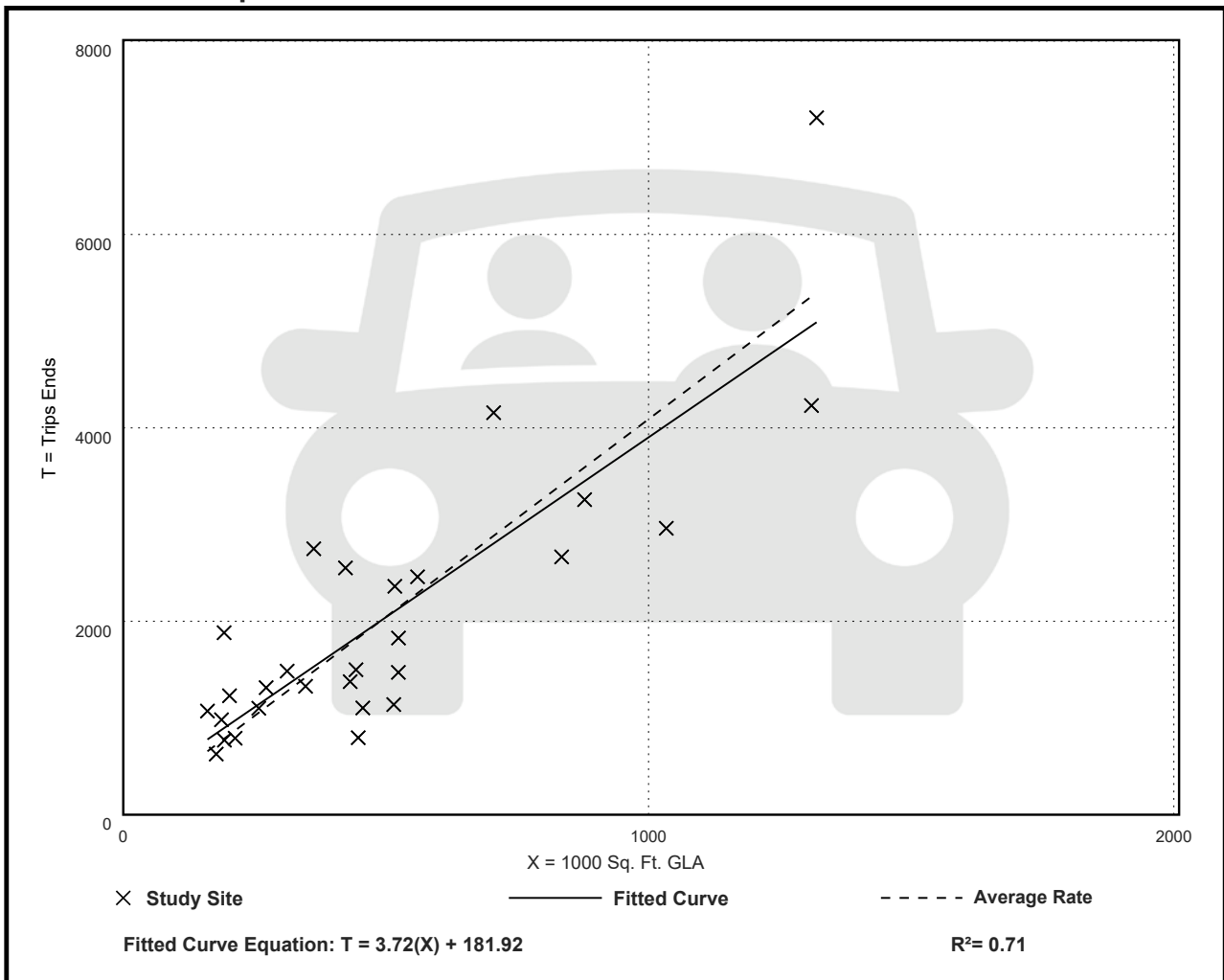
Avg. 1000 Sq. Ft. GLA: 493

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.09         | 1.78 - 9.80    | 1.51               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Number of Studies: 48

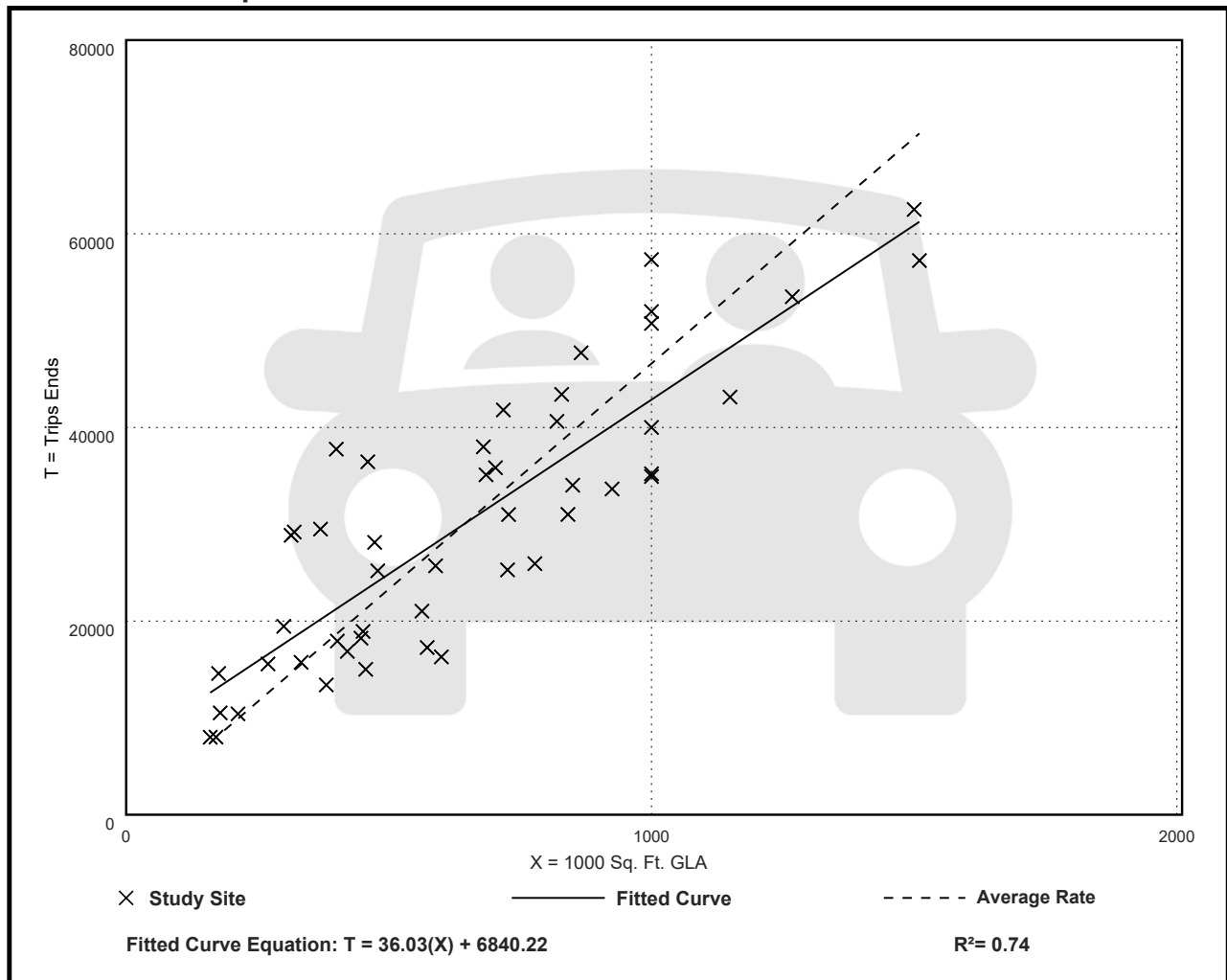
Avg. 1000 Sq. Ft. GLA: 647

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 46.60        | 27.17 - 94.40  | 13.66              |

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 81

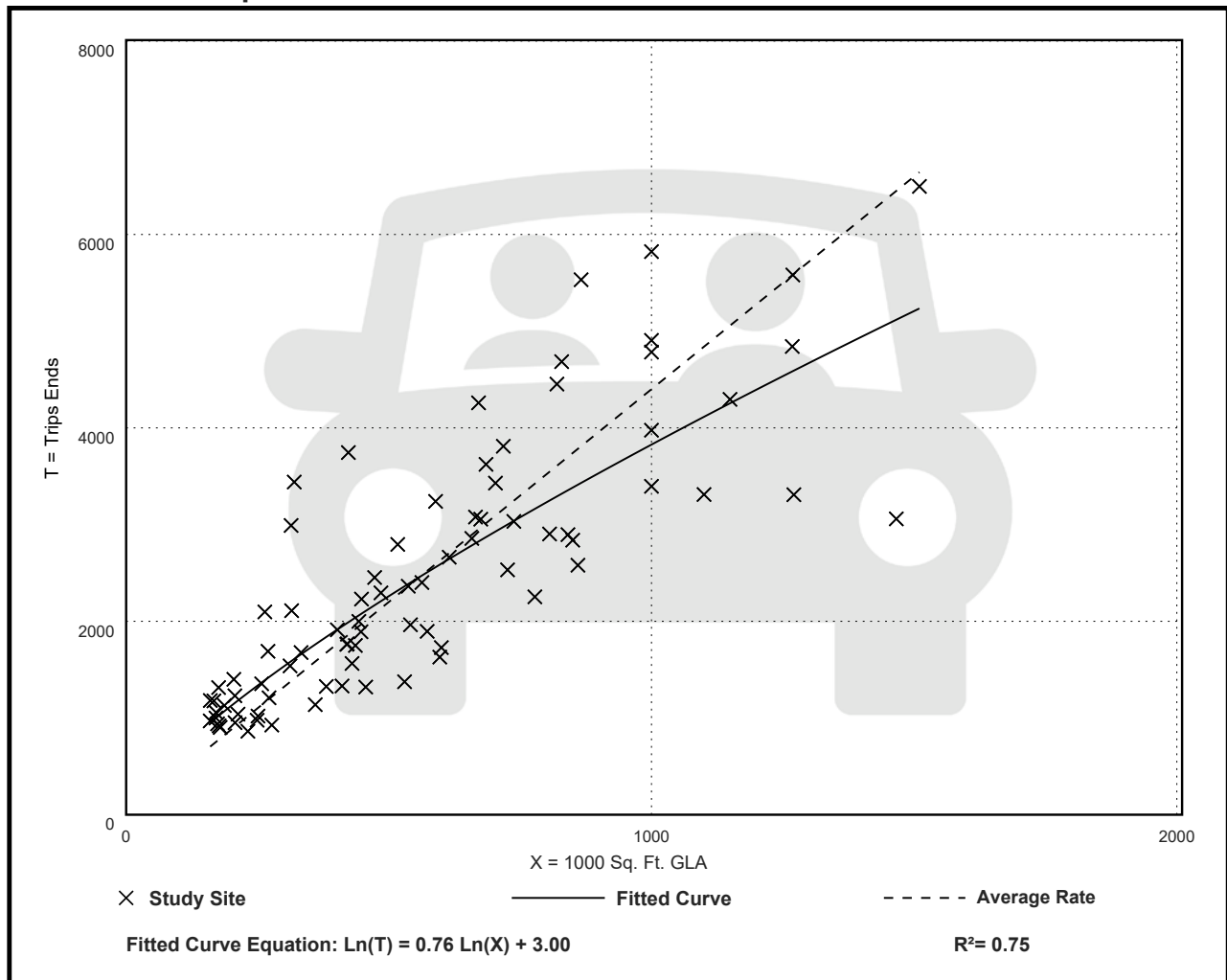
Avg. 1000 Sq. Ft. GLA: 559

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.40         | 2.09 - 10.75   | 1.41               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Sunday**

**Setting/Location: General Urban/Suburban**

Number of Studies: 20

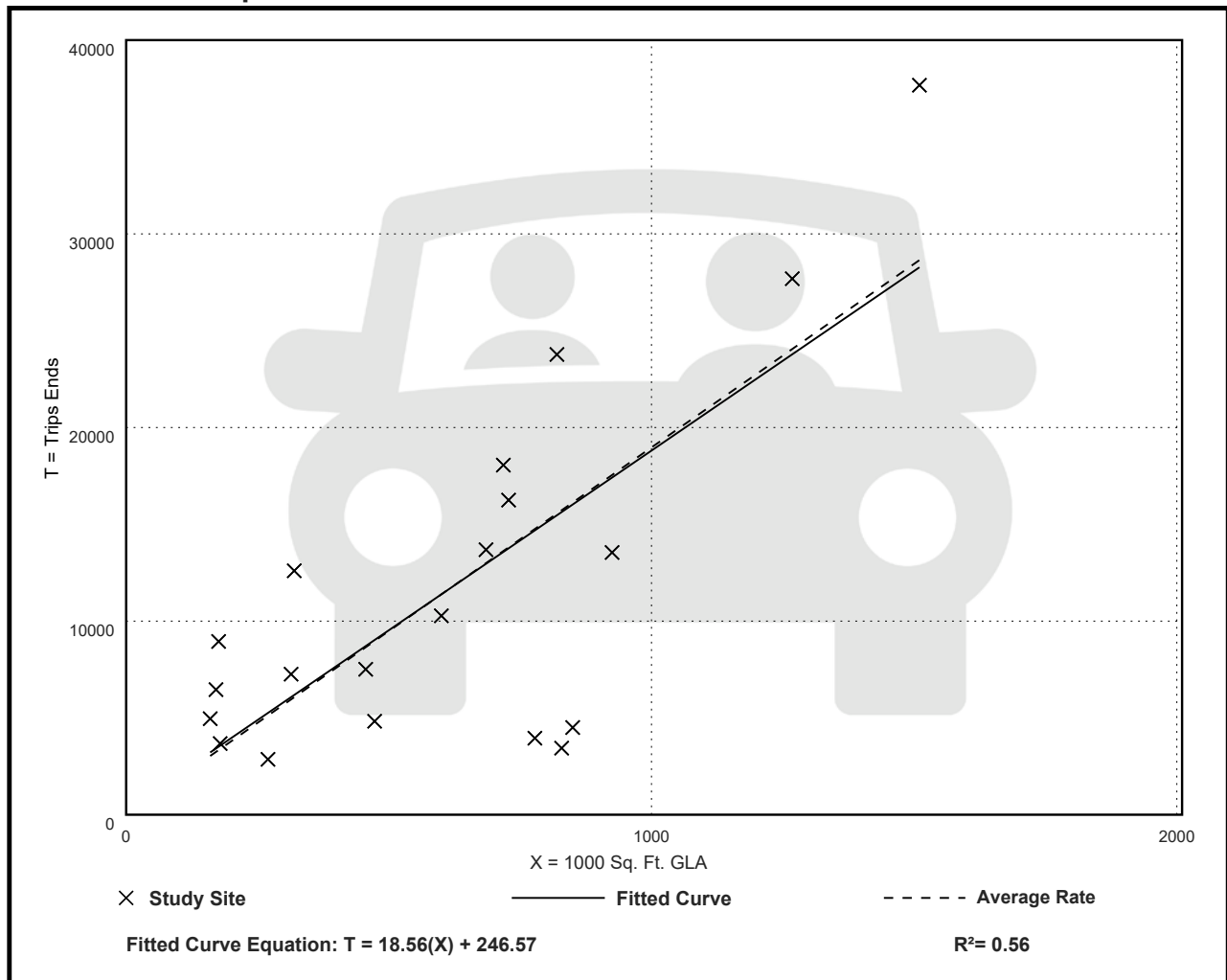
Avg. 1000 Sq. Ft. GLA: 612

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 18.97        | 4.15 - 50.85   | 9.96               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Sunday, Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 16

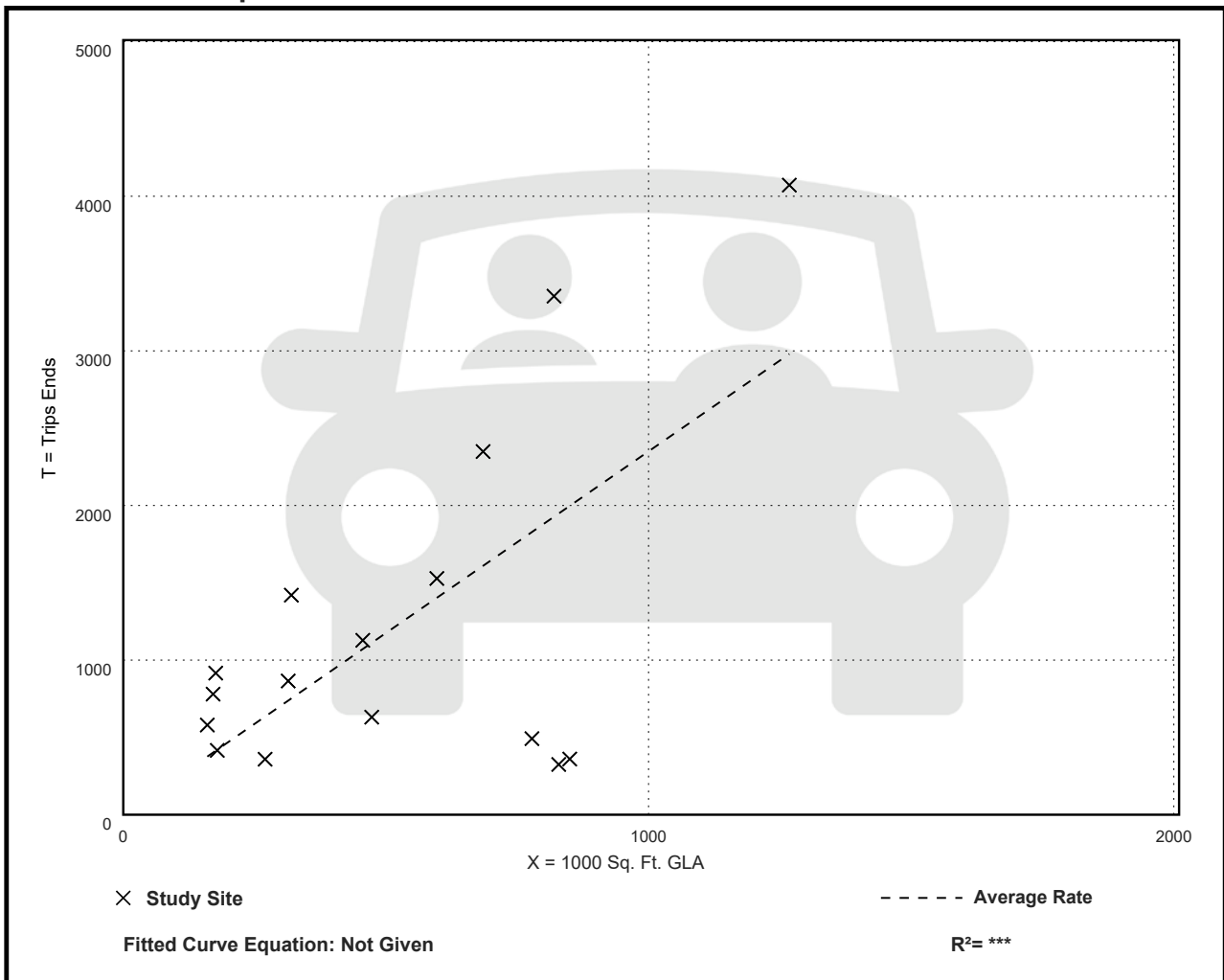
Avg. 1000 Sq. Ft. GLA: 522

Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.35         | 0.39 - 5.20    | 1.50               |

## Data Plot and Equation



# Shopping Center (>150k) (820)

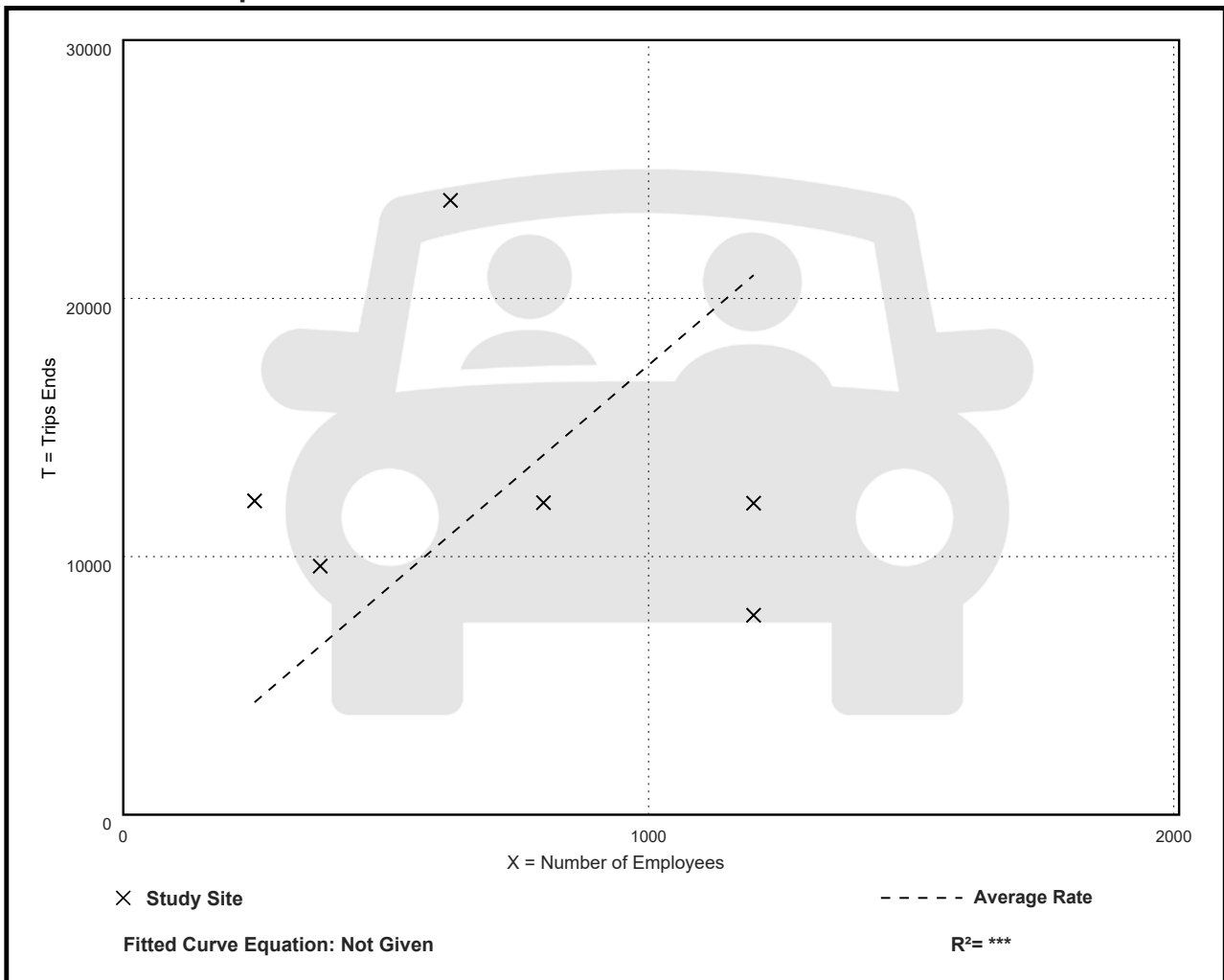
**Vehicle Trip Ends vs: Employees**  
On a: Weekday

**Setting/Location: General Urban/Suburban**  
Number of Studies: 6  
Avg. Num. of Employees: 741  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 17.42        | 6.44 - 48.63   | 14.25              |

## Data Plot and Equation









# Shopping Center (>150k) (820)

## Vehicle Trip Ends vs: Employees

On a: **Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 6

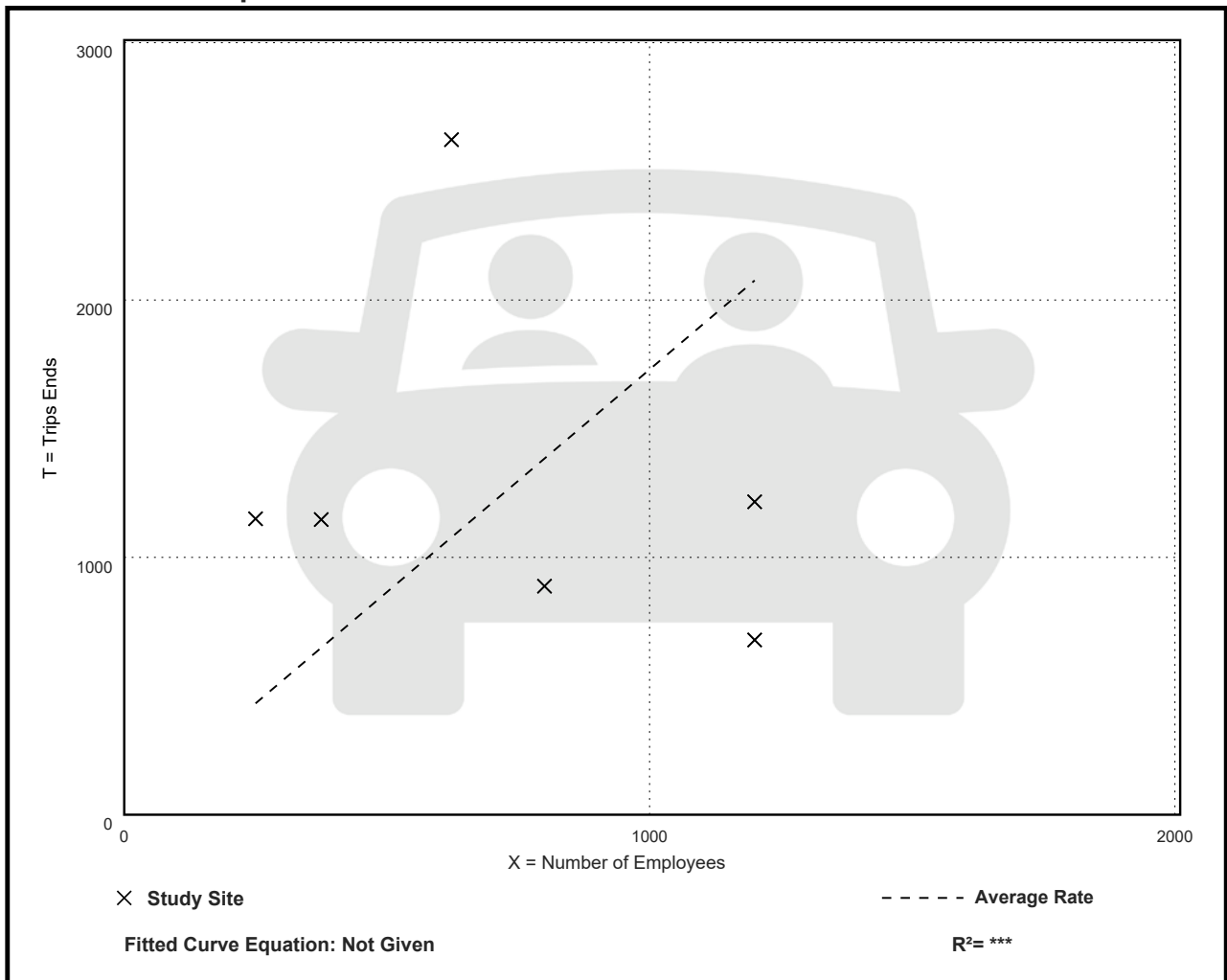
Avg. Num. of Employees: 741

Directional Distribution: 53% entering, 47% exiting

### Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.73         | 0.57 - 4.60    | 1.57               |

### Data Plot and Equation



# Shopping Center (>150k) (820)

## Vehicle Trip Ends vs: Employees

On a: **Weekday,**

**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 6

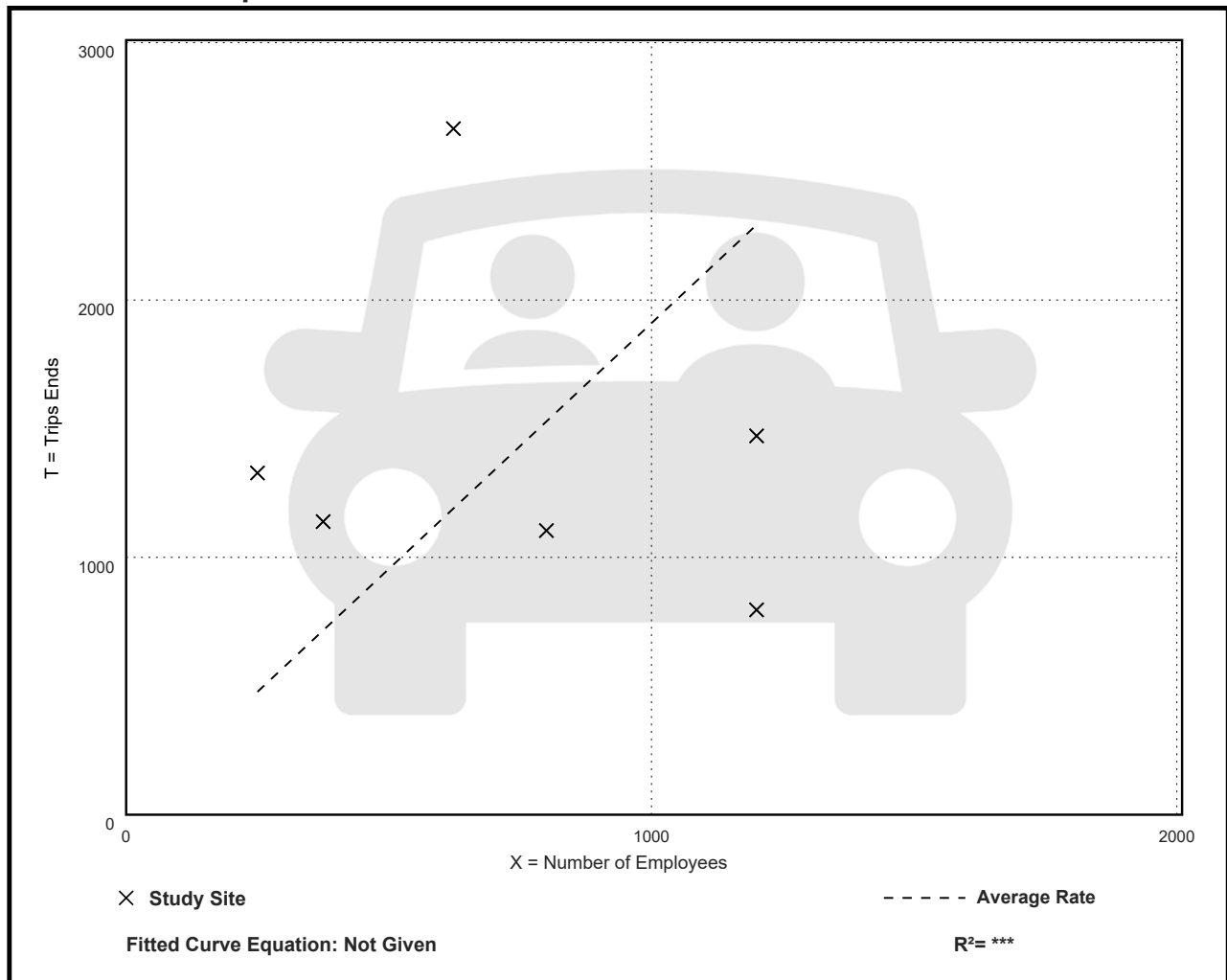
Avg. Num. of Employees: 741

Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.91         | 0.66 - 5.31    | 1.60               |

### Data Plot and Equation



# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: Employees**  
On a: Saturday

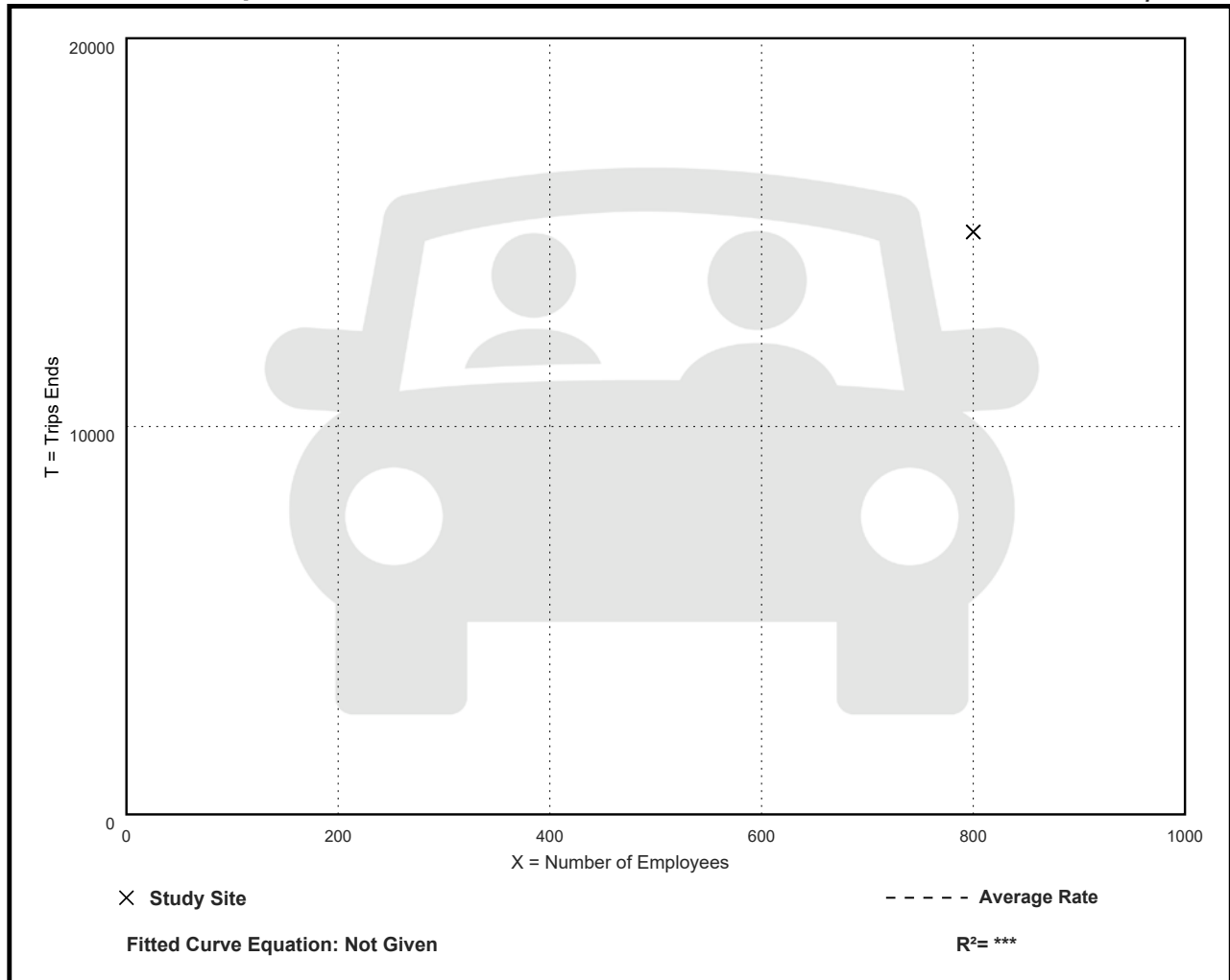
**Setting/Location: General Urban/Suburban**  
Number of Studies: 1  
Avg. Num. of Employees: 800  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 18.77        | 18.77 - 18.77  | ***                |

## Data Plot and Equation

*Caution – Small Sample Size*



# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: Employees**

**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Employees: 800

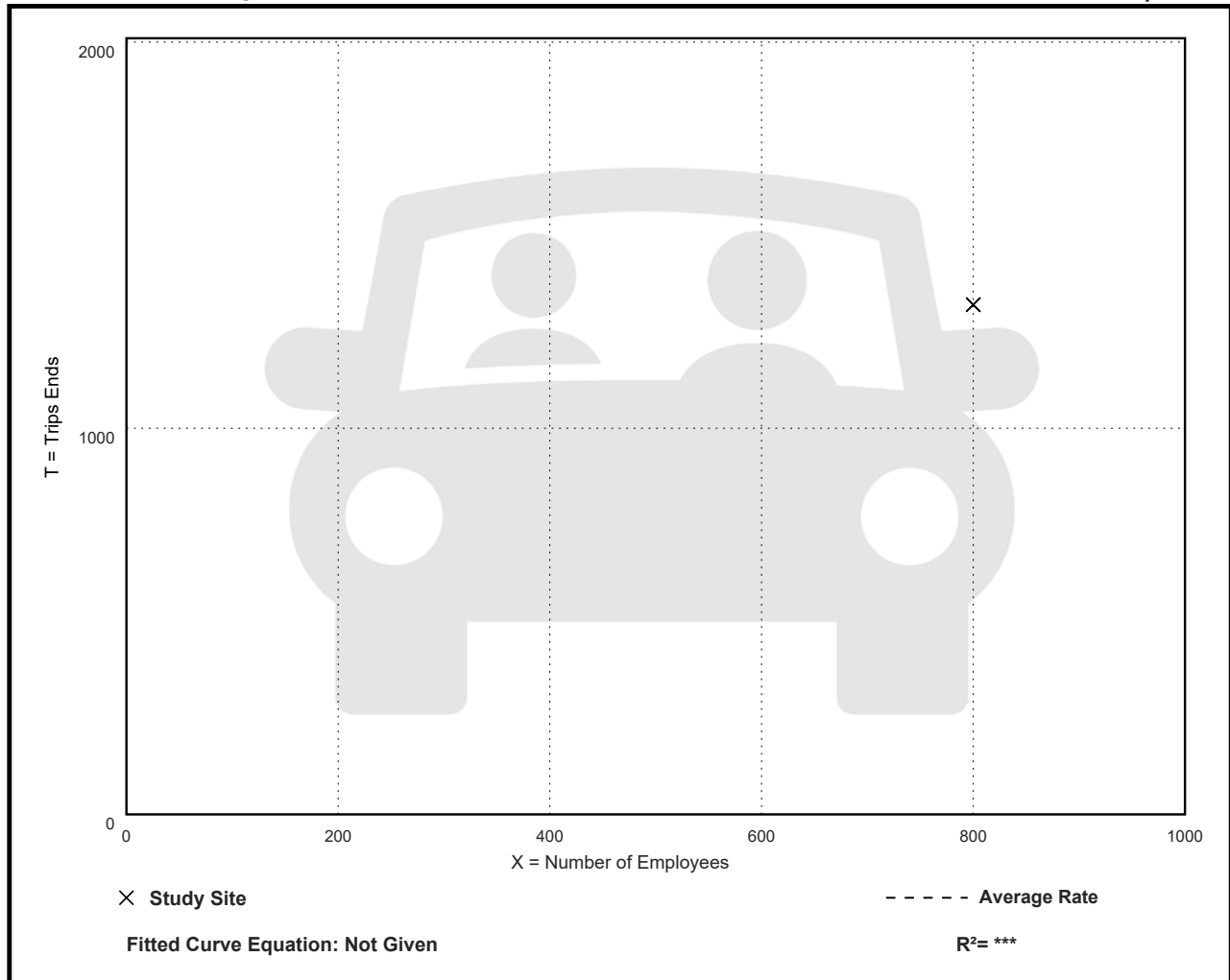
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.65         | 1.65 - 1.65    | ***                |

## Data Plot and Equation

*Caution – Small Sample Size*





# Shopping Center (>150k) (820)

**Vehicle Trip Ends vs: Employees**

**On a: Sunday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Employees: 800

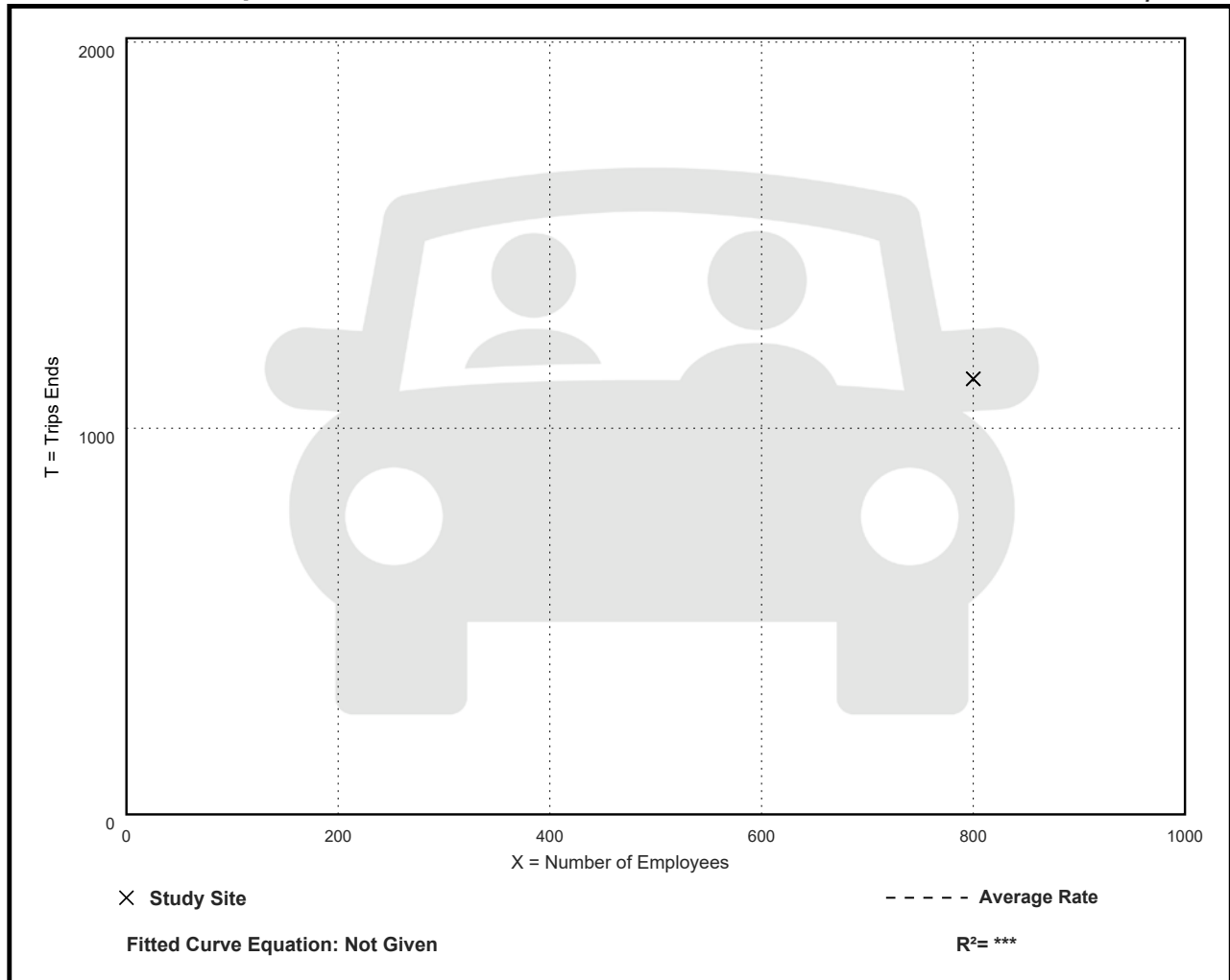
Directional Distribution: Not Available

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.41         | 1.41 - 1.41    | ***                |

## Data Plot and Equation

*Caution – Small Sample Size*





# Shopping Center (>150k) (820)

**Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA**

On a: **Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 2

Avg. 1000 Sq. Ft. GLA: 1638

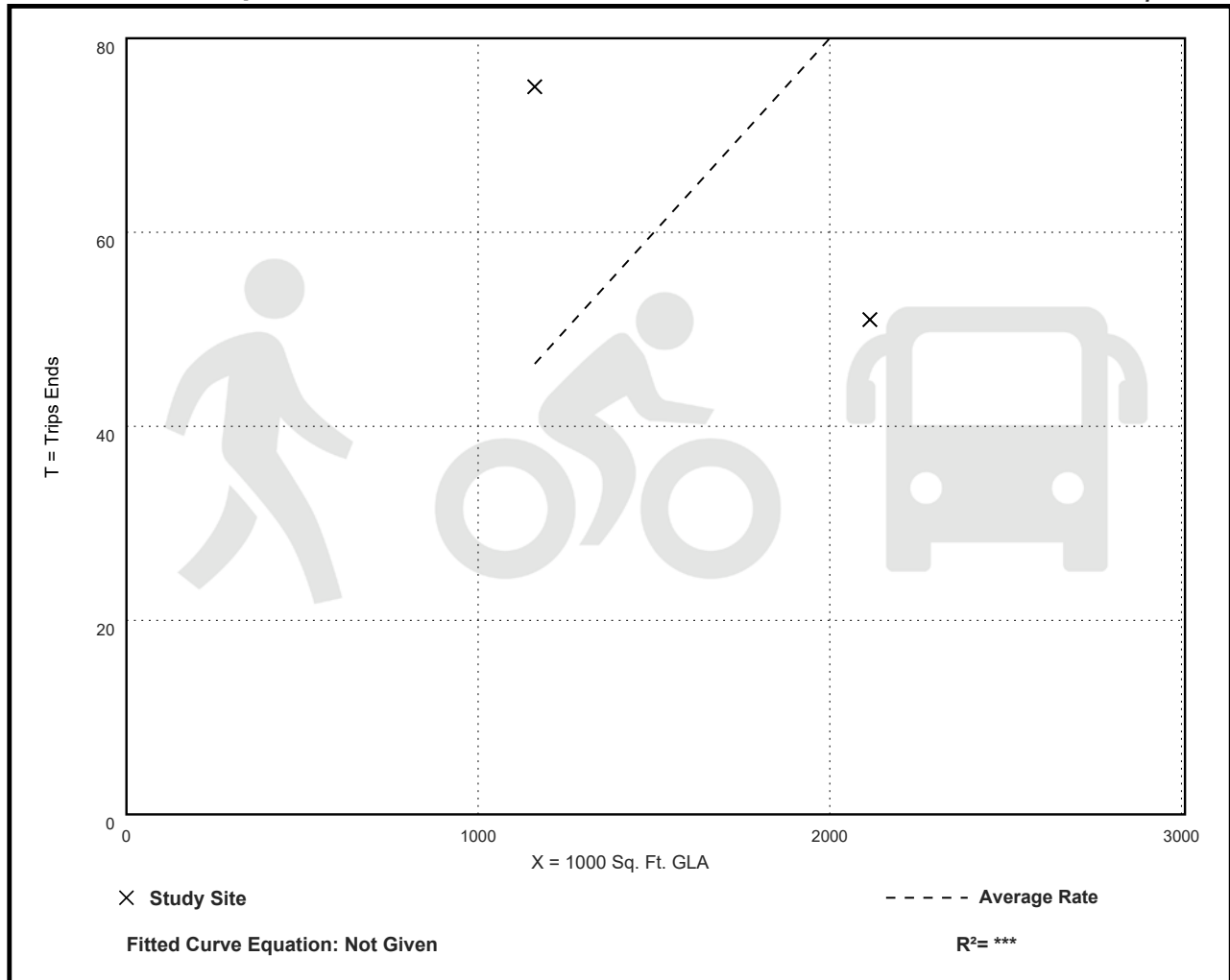
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.04         | 0.02 - 0.06    | ***                |

## Data Plot and Equation

*Caution – Small Sample Size*



# Shopping Center (>150k) (820)

**Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA**

**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 160

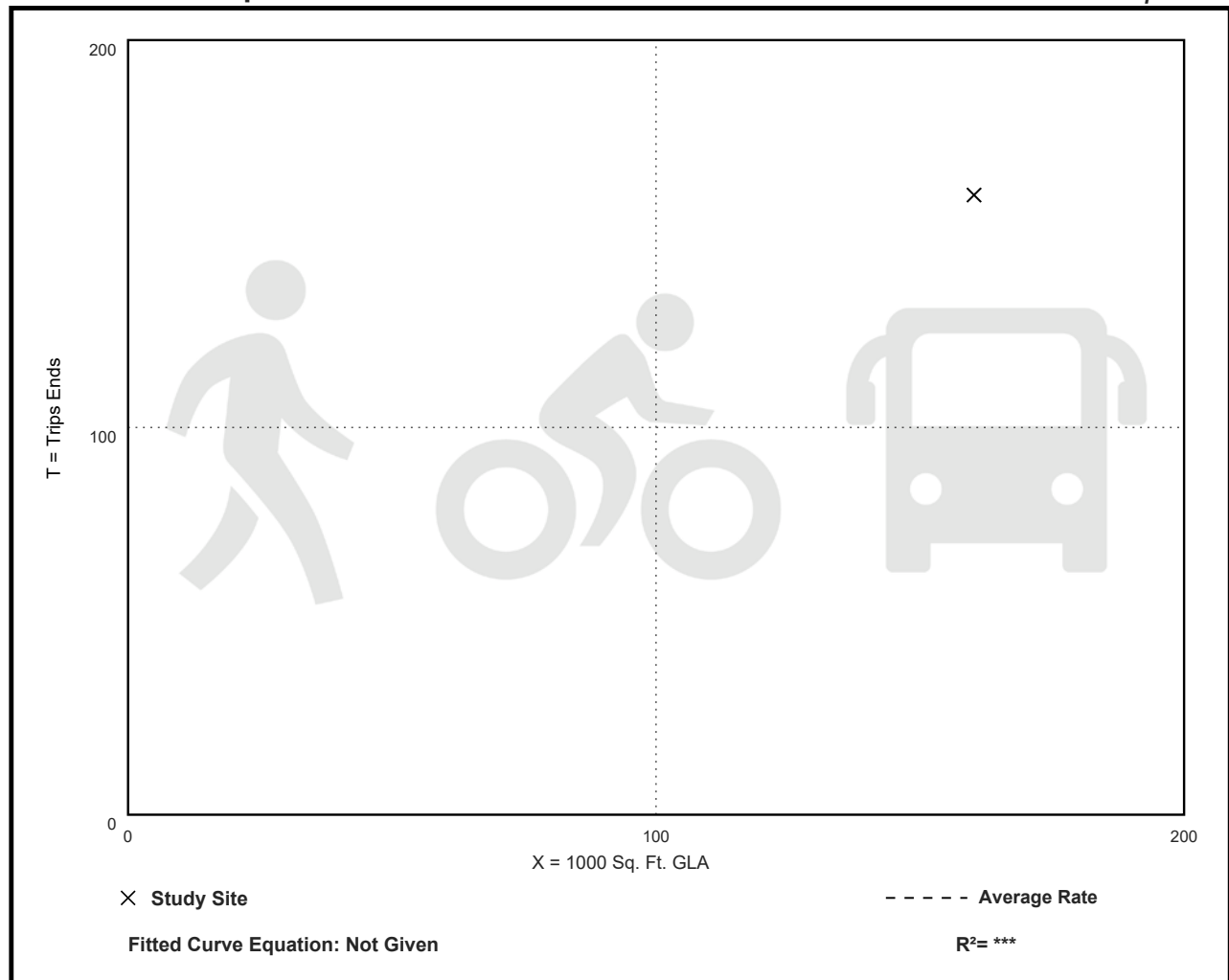
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.00         | 1.00 - 1.00    | ***                |

### Data Plot and Equation

*Caution – Small Sample Size*



# Land Use: 850 Supermarket

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## Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

## Additional Data

In prior editions of *Trip Generation Manual*, a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

## Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

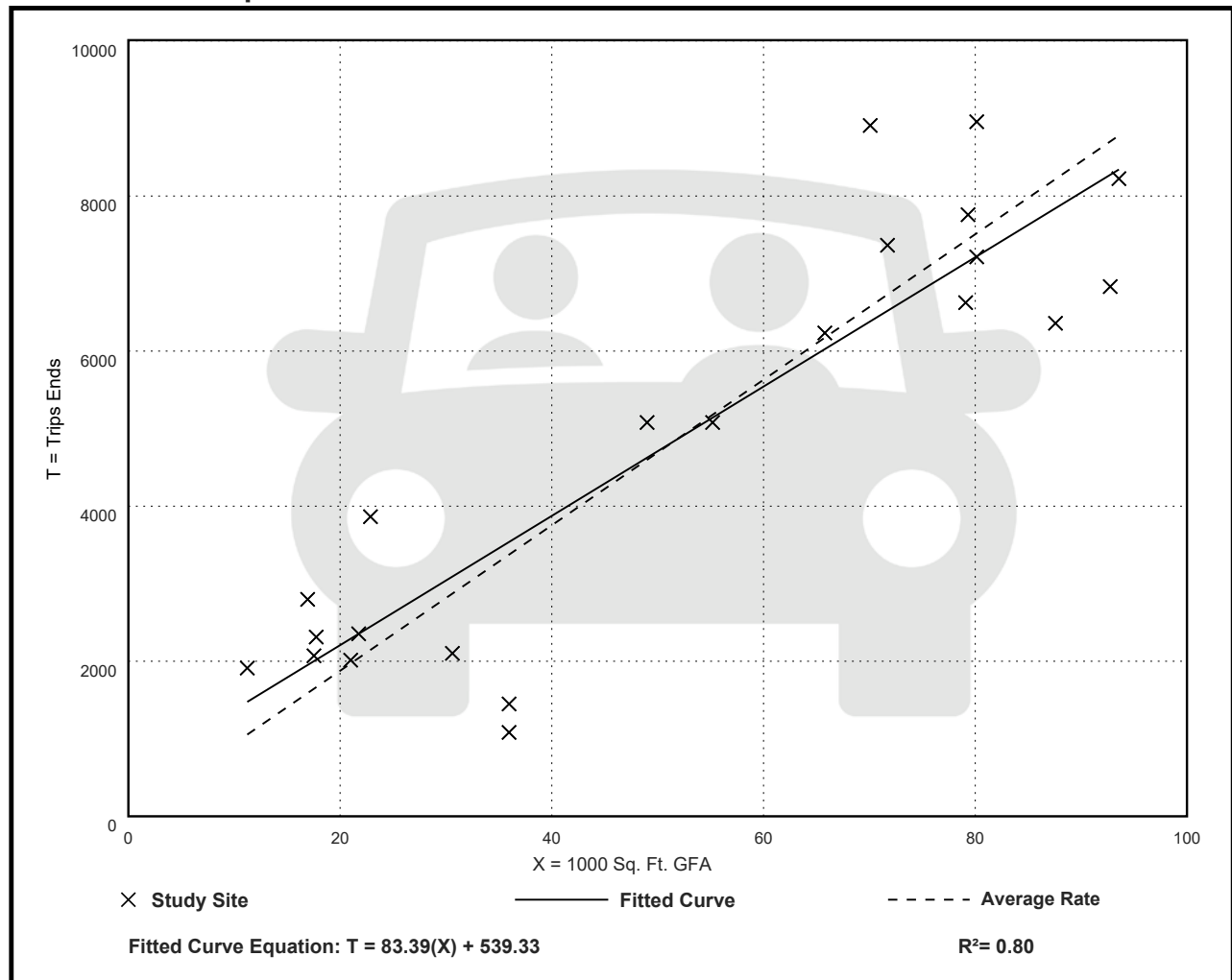
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 93.84        | 30.09 - 170.24 | 27.05              |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

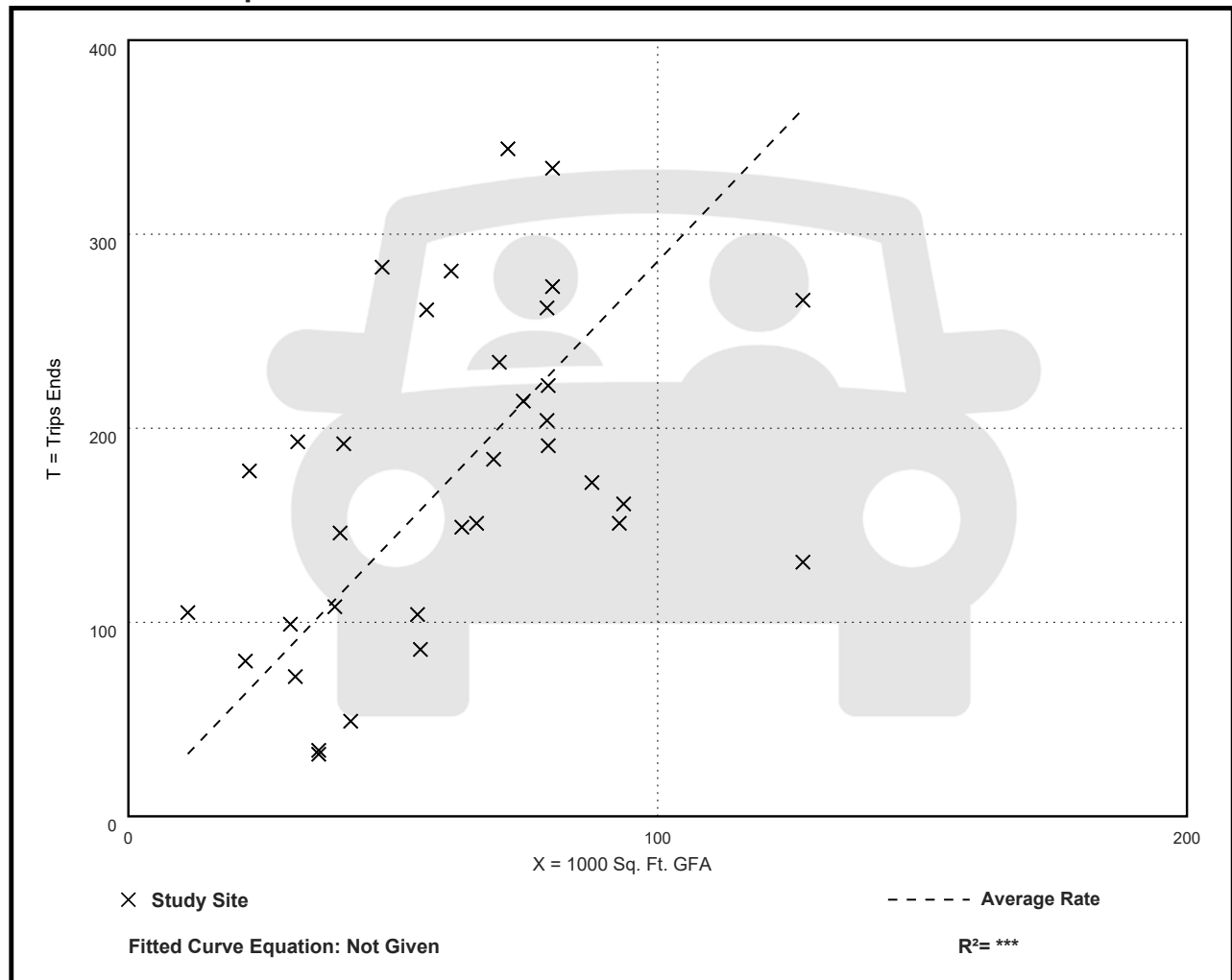
Avg. 1000 Sq. Ft. GFA: 61

Directional Distribution: 59% entering, 41% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.86         | 0.89 - 9.35    | 1.45               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

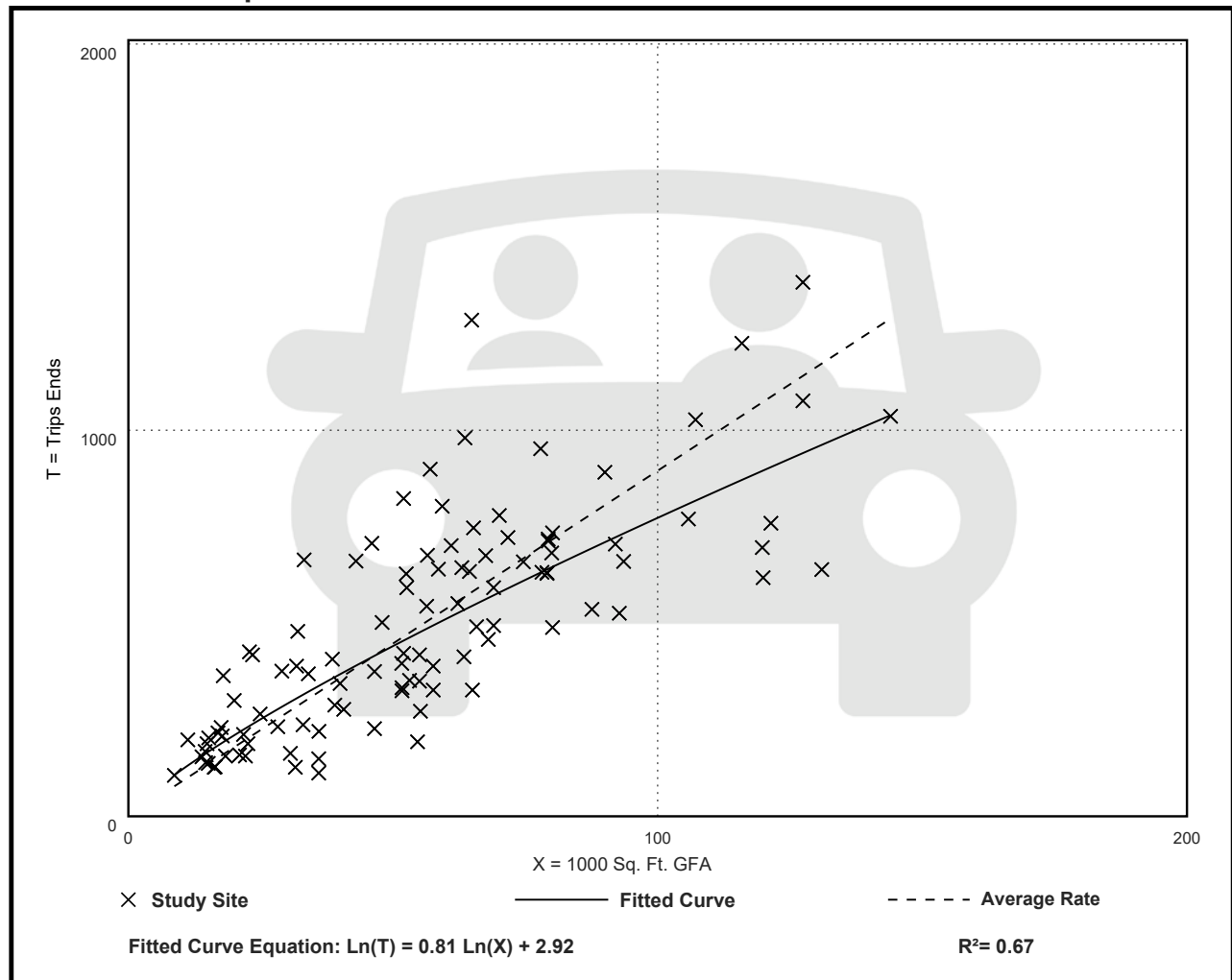
Avg. 1000 Sq. Ft. GFA: 55

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.95         | 3.11 - 20.30   | 3.32               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 30

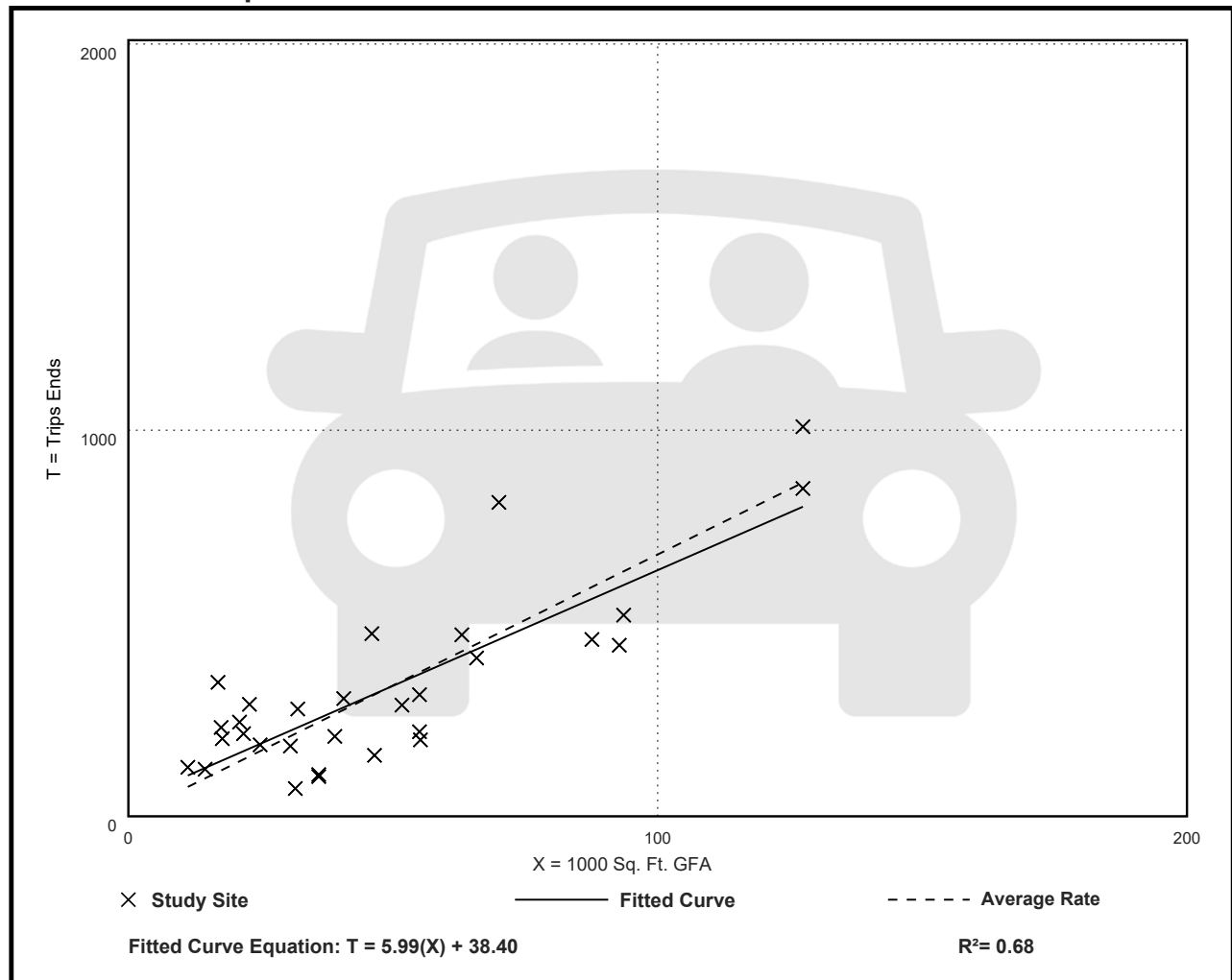
Avg. 1000 Sq. Ft. GFA: 48

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.78         | 2.28 - 20.49   | 3.02               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 65

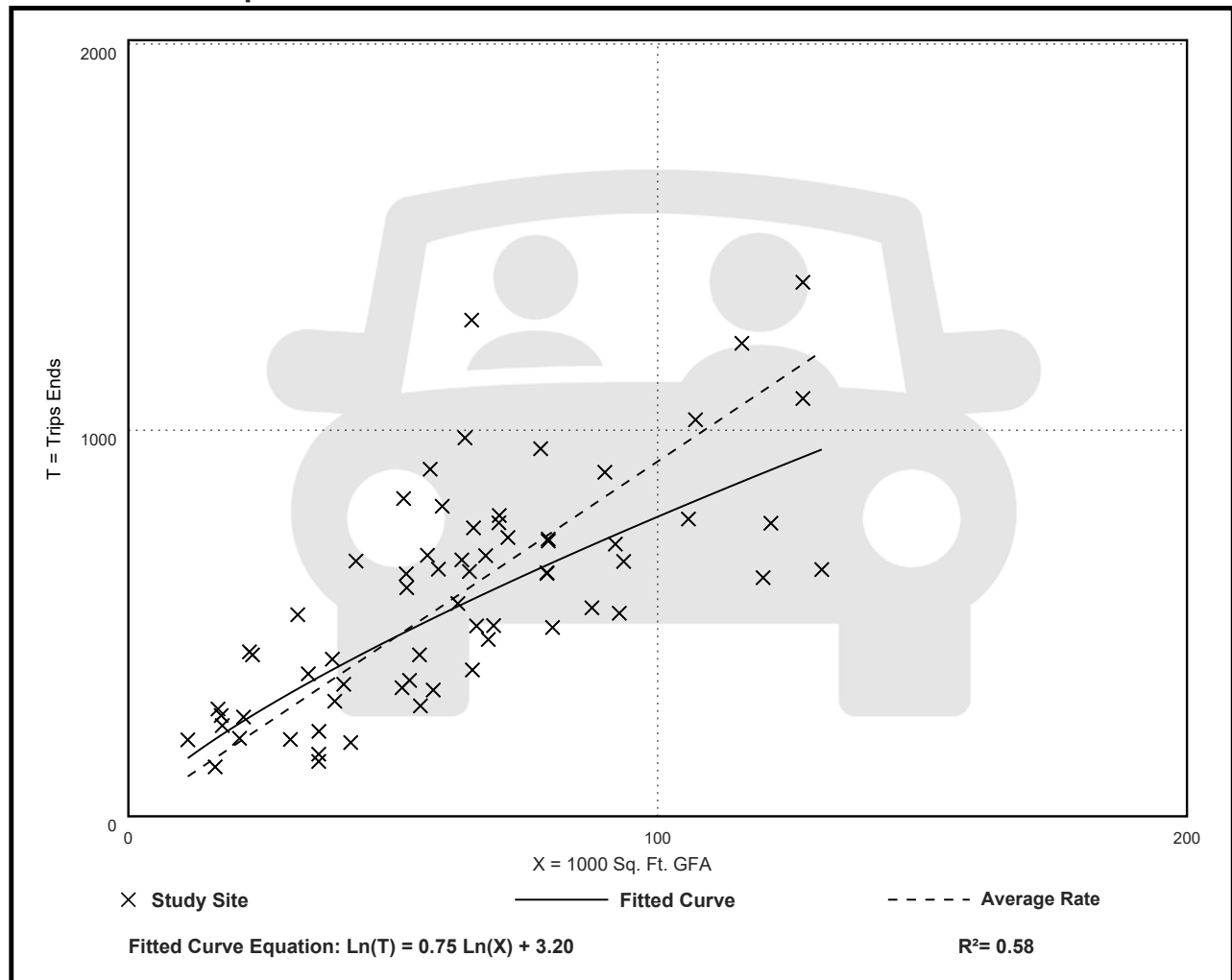
Avg. 1000 Sq. Ft. GFA: 62

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 9.19         | 3.95 - 19.81   | 3.40               |

## Data Plot and Equation





# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 18

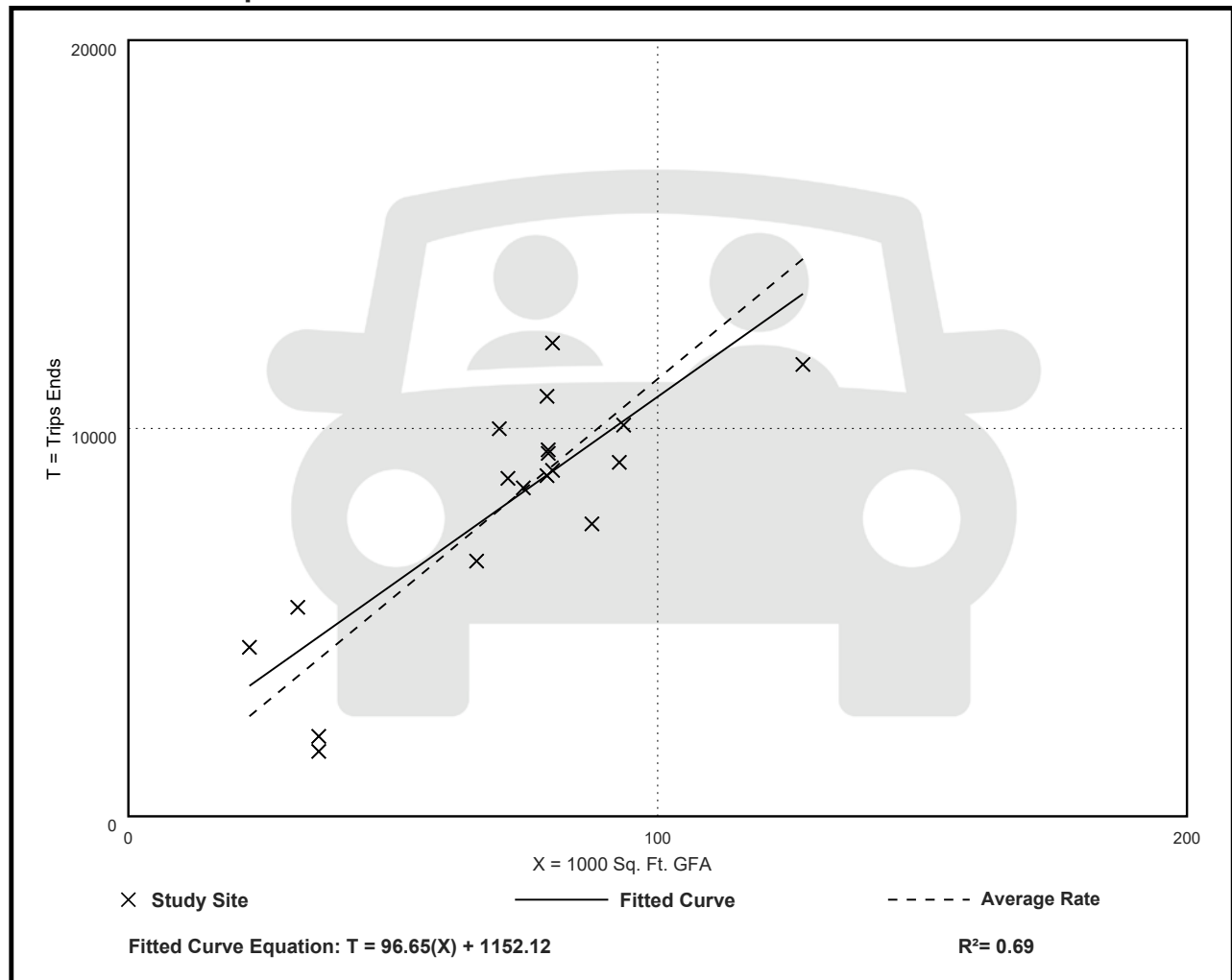
Avg. 1000 Sq. Ft. GFA: 72

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 112.76       | 46.55 - 190.51 | 27.25              |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 62

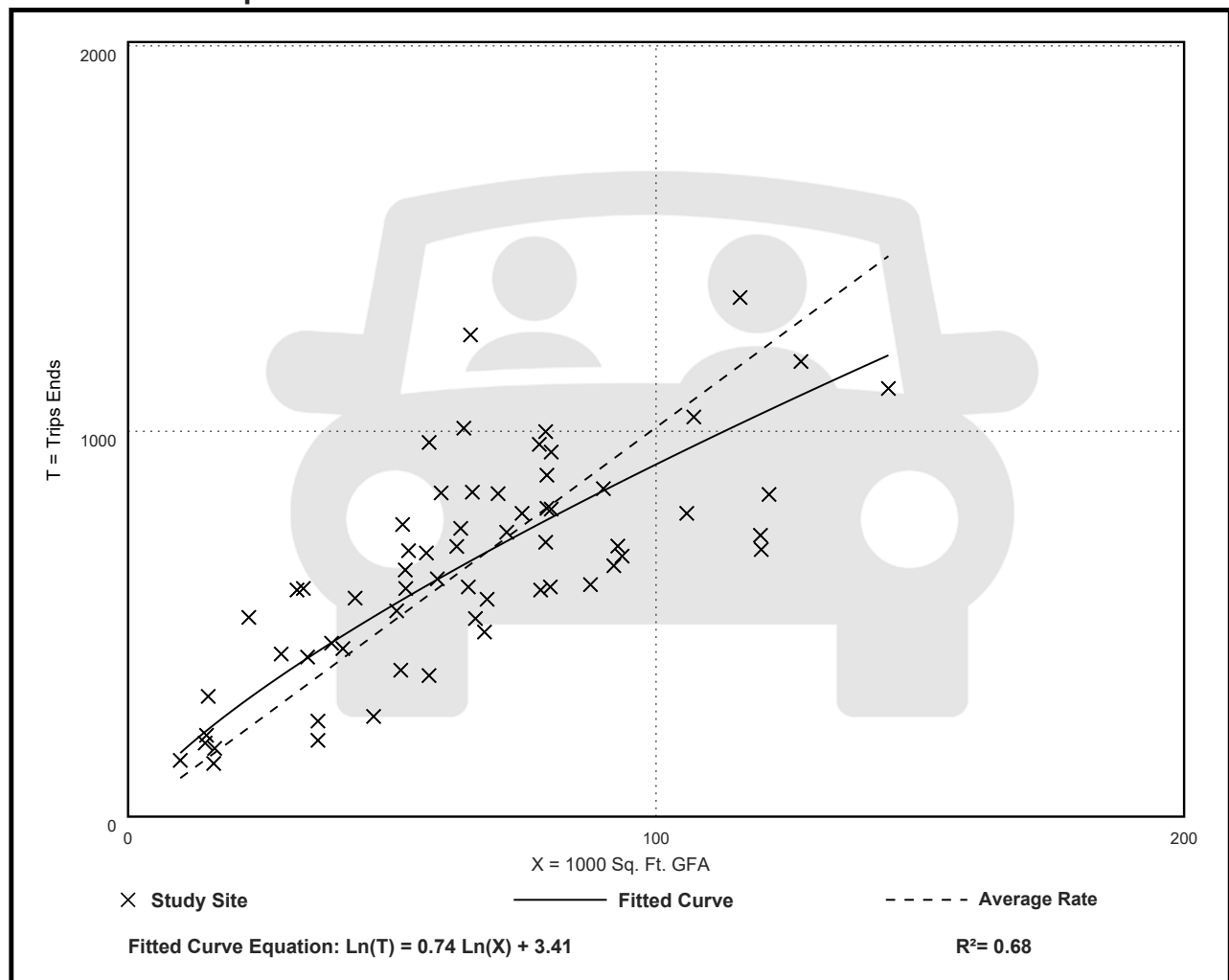
Avg. 1000 Sq. Ft. GFA: 65

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 10.10        | 5.51 - 22.61   | 3.30               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 15

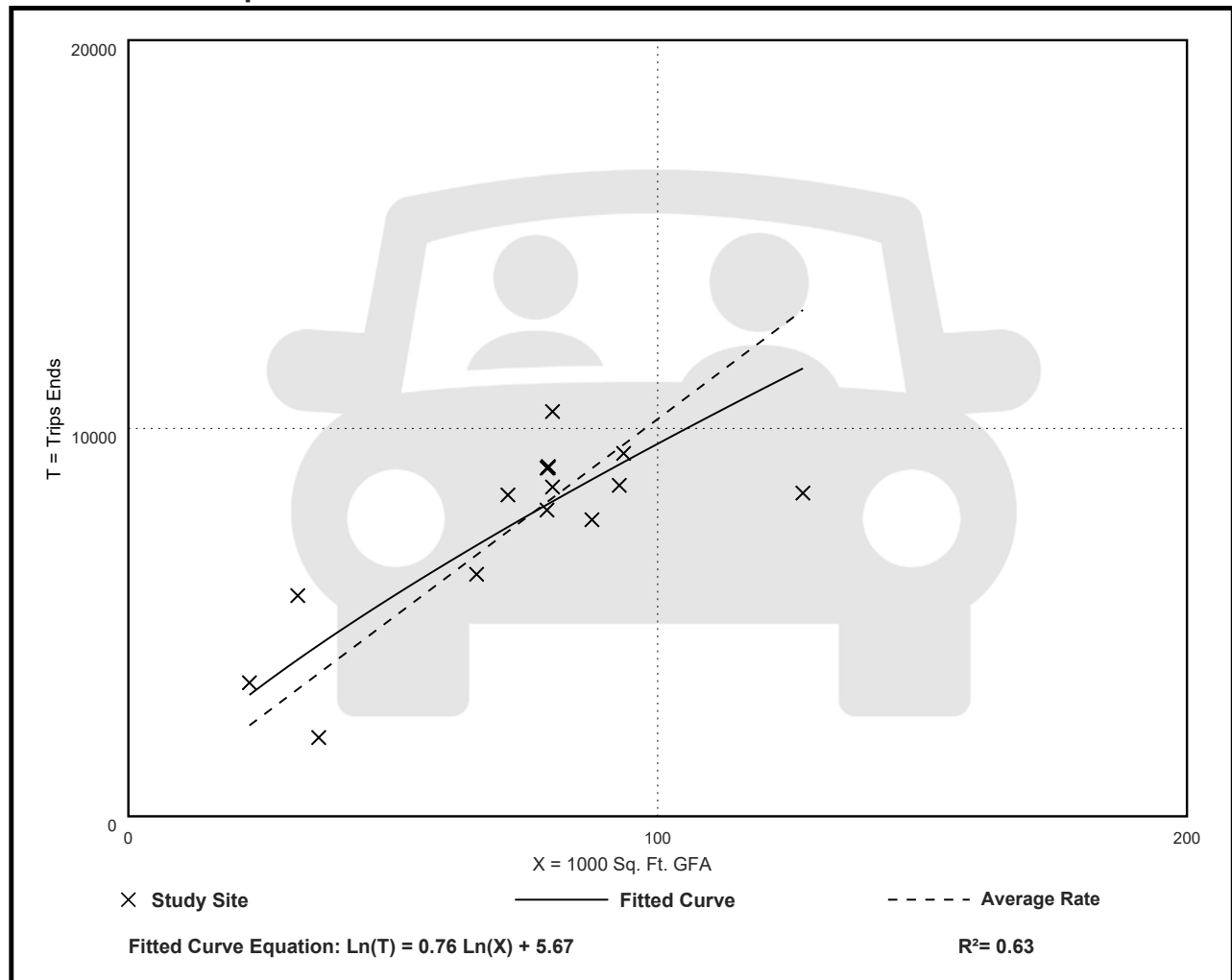
Avg. 1000 Sq. Ft. GFA: 74

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 102.42       | 56.45 - 177.81 | 24.60              |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

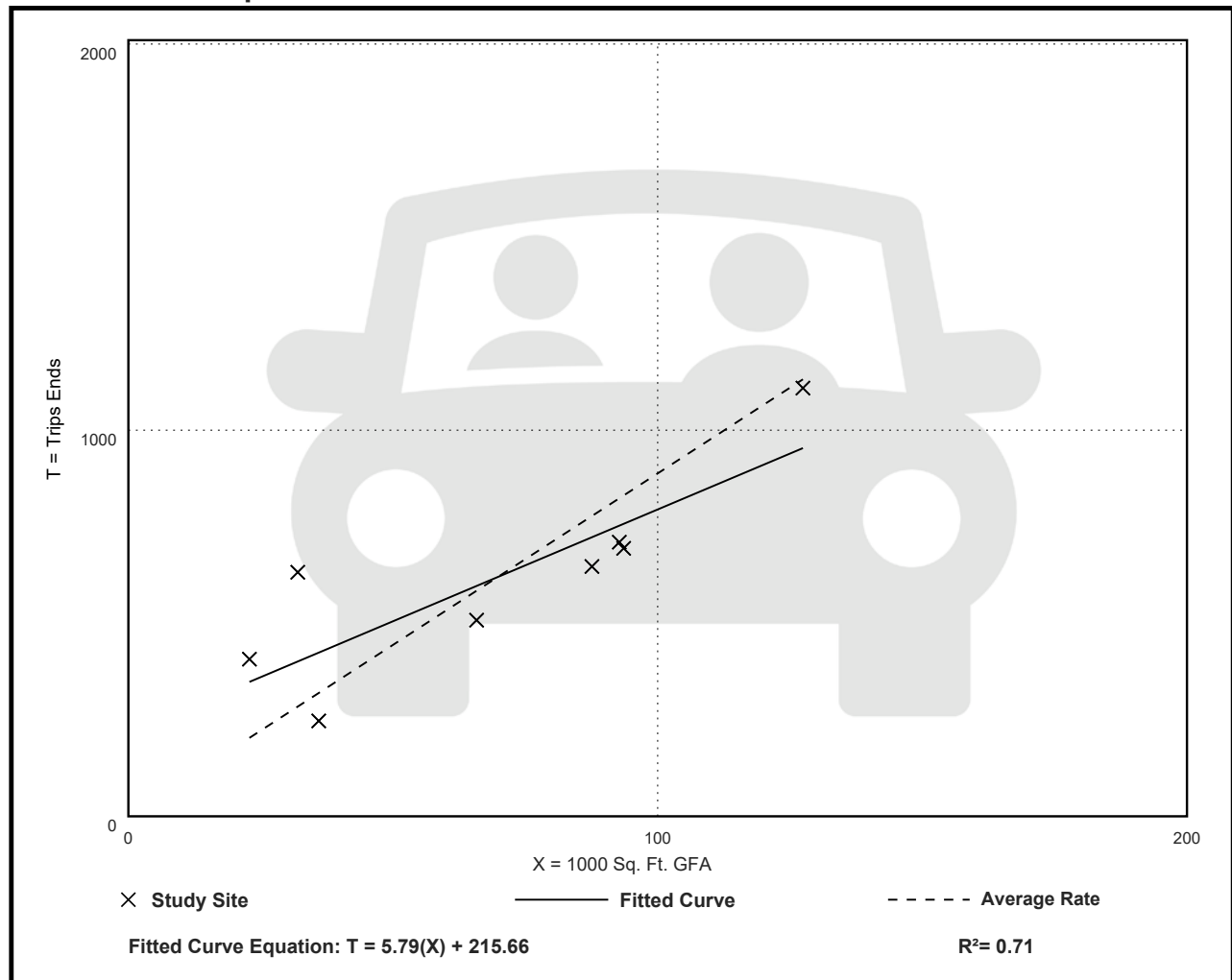
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.88         | 6.87 - 19.75   | 3.61               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

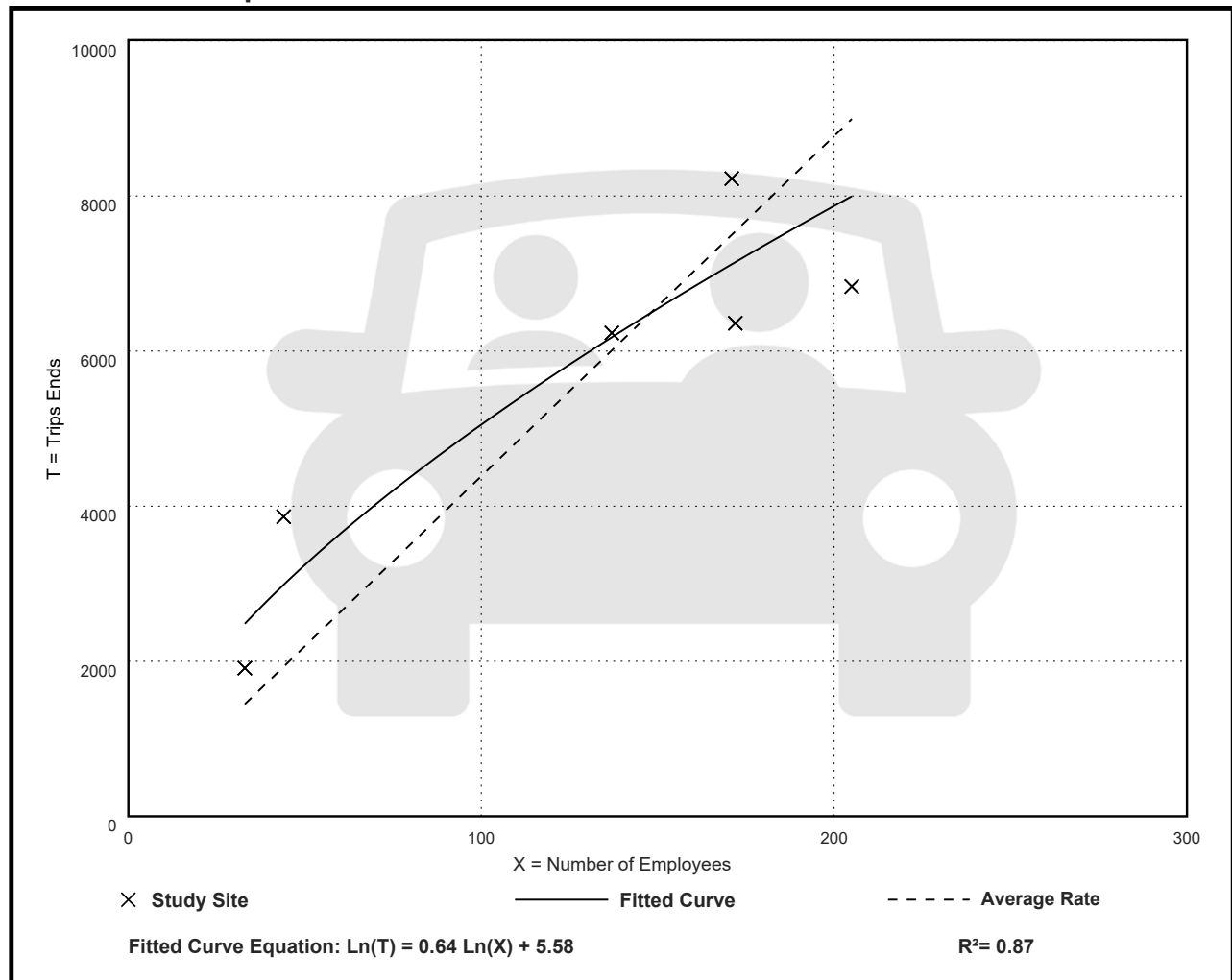
Avg. Num. of Employees: 127

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 43.86        | 33.33 - 87.82  | 14.08              |

## Data Plot and Equation



# Supermarket (850)

## Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

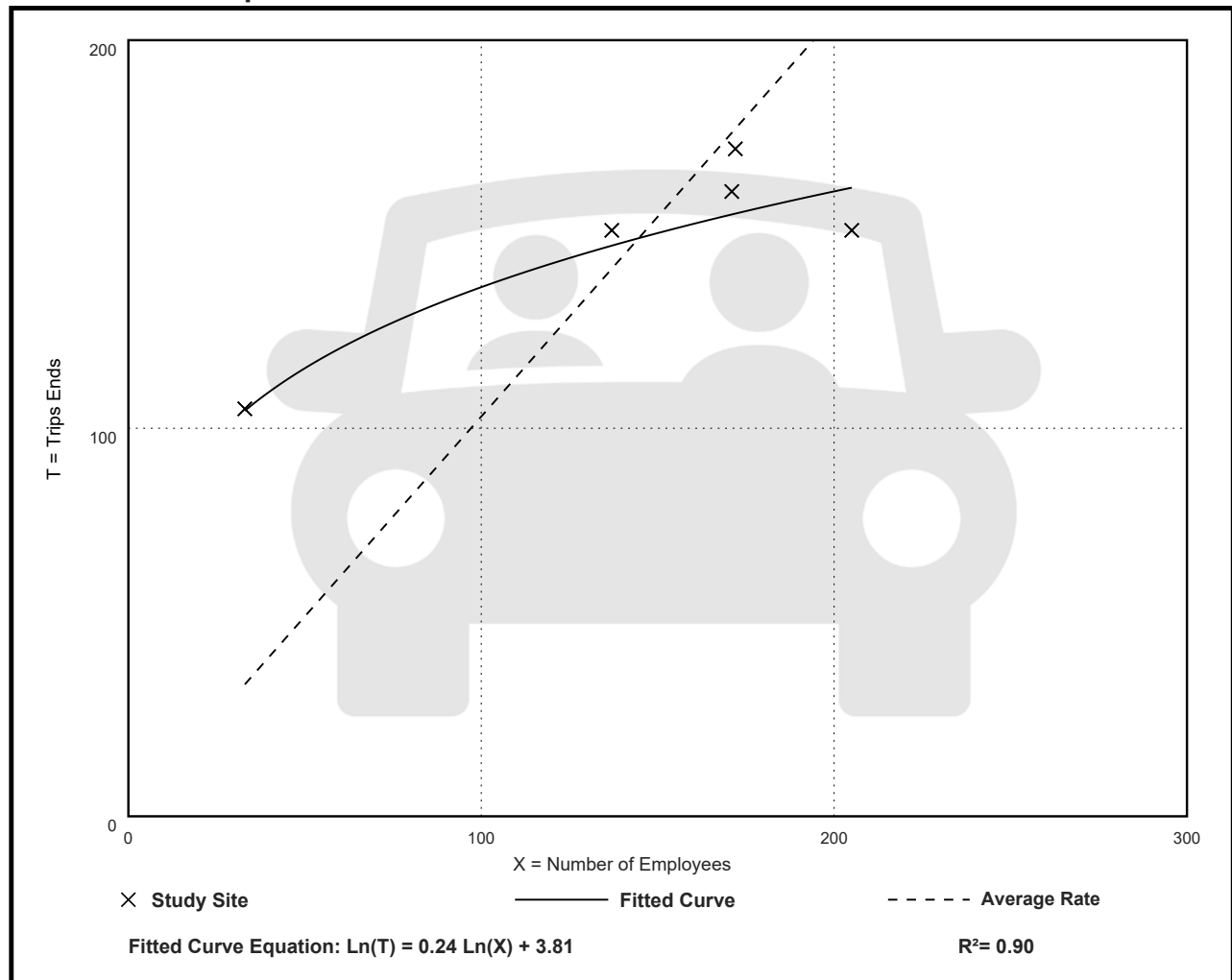
Avg. Num. of Employees: 144

Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.03         | 0.74 - 3.18    | 0.55               |

## Data Plot and Equation



# Supermarket (850)

## Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

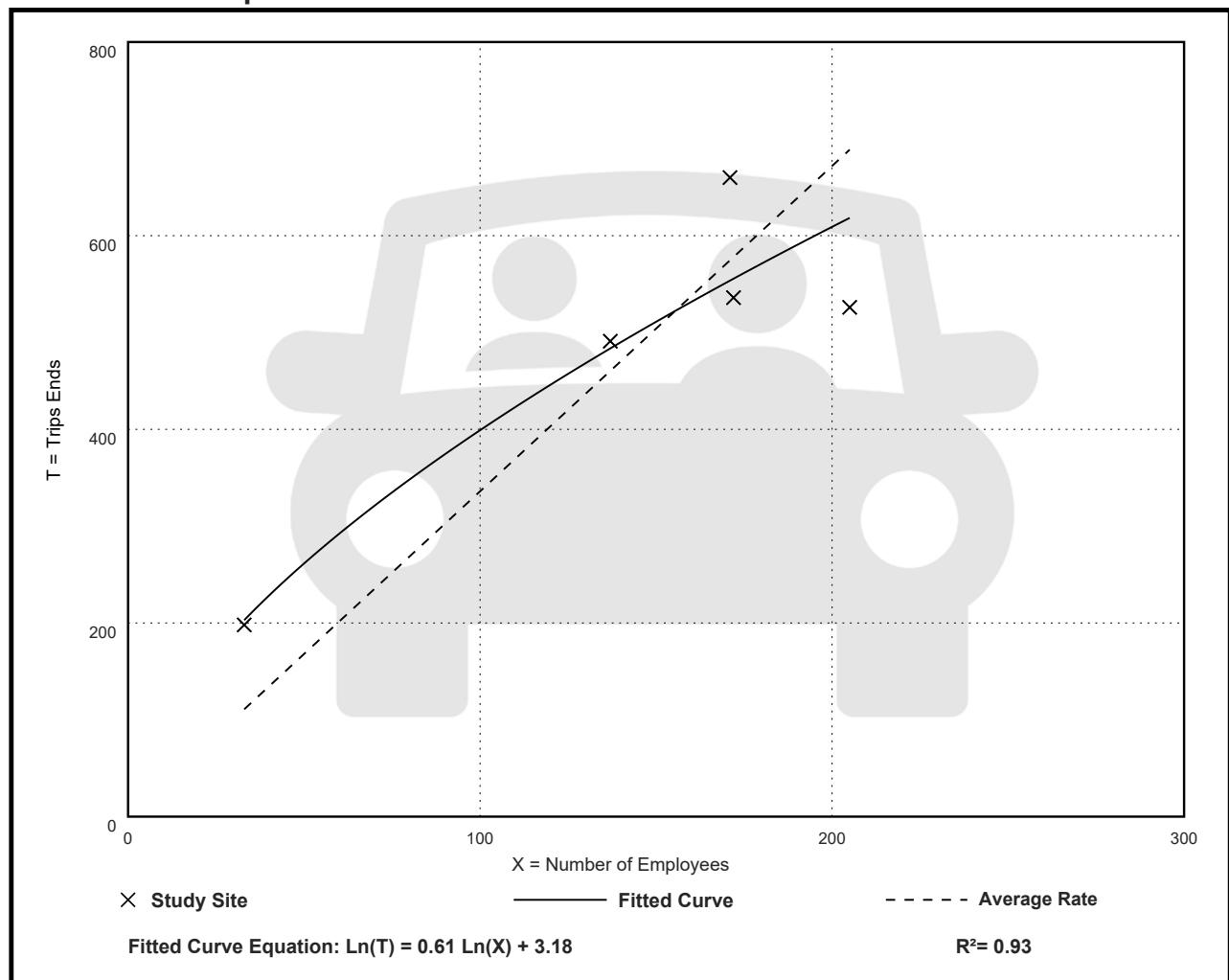
Avg. Num. of Employees: 144

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.36         | 2.57 - 6.00    | 0.85               |

## Data Plot and Equation



# Supermarket (850)

## Vehicle Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

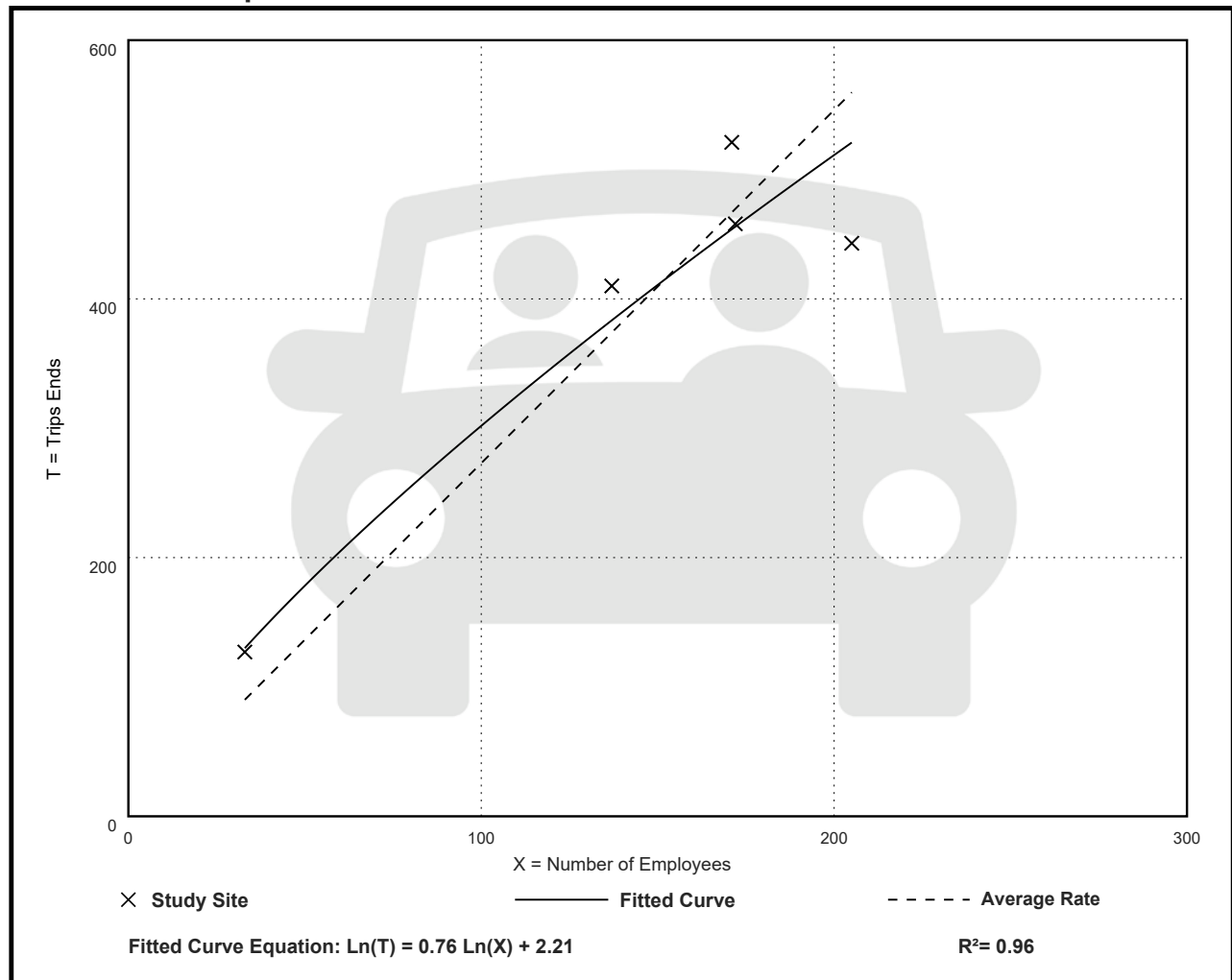
Avg. Num. of Employees: 144

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.73         | 2.16 - 3.85    | 0.48               |

## Data Plot and Equation





# Supermarket (850)

Vehicle Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

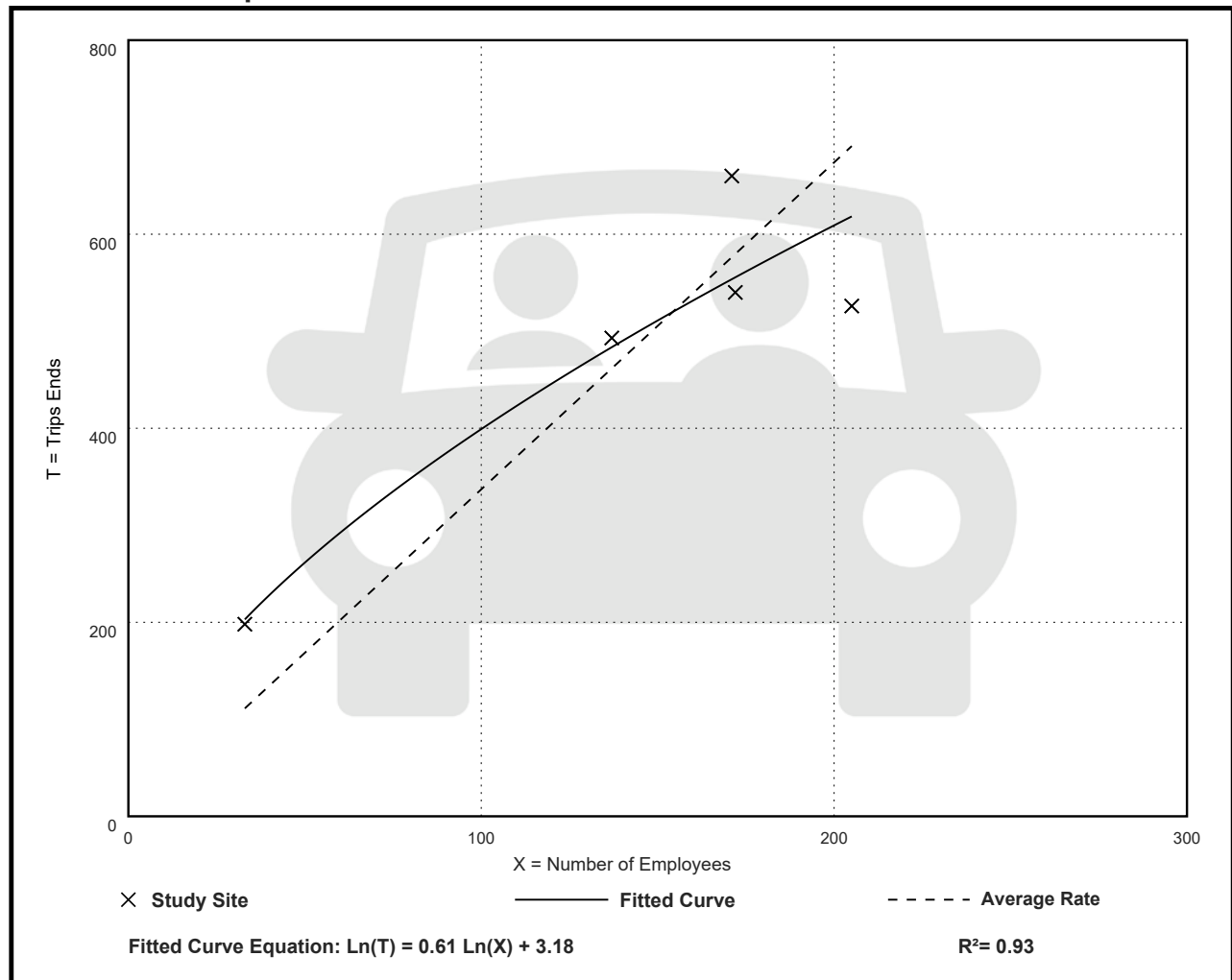
Avg. Num. of Employees: 144

Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.37         | 2.57 - 6.00    | 0.85               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: Employees  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 4

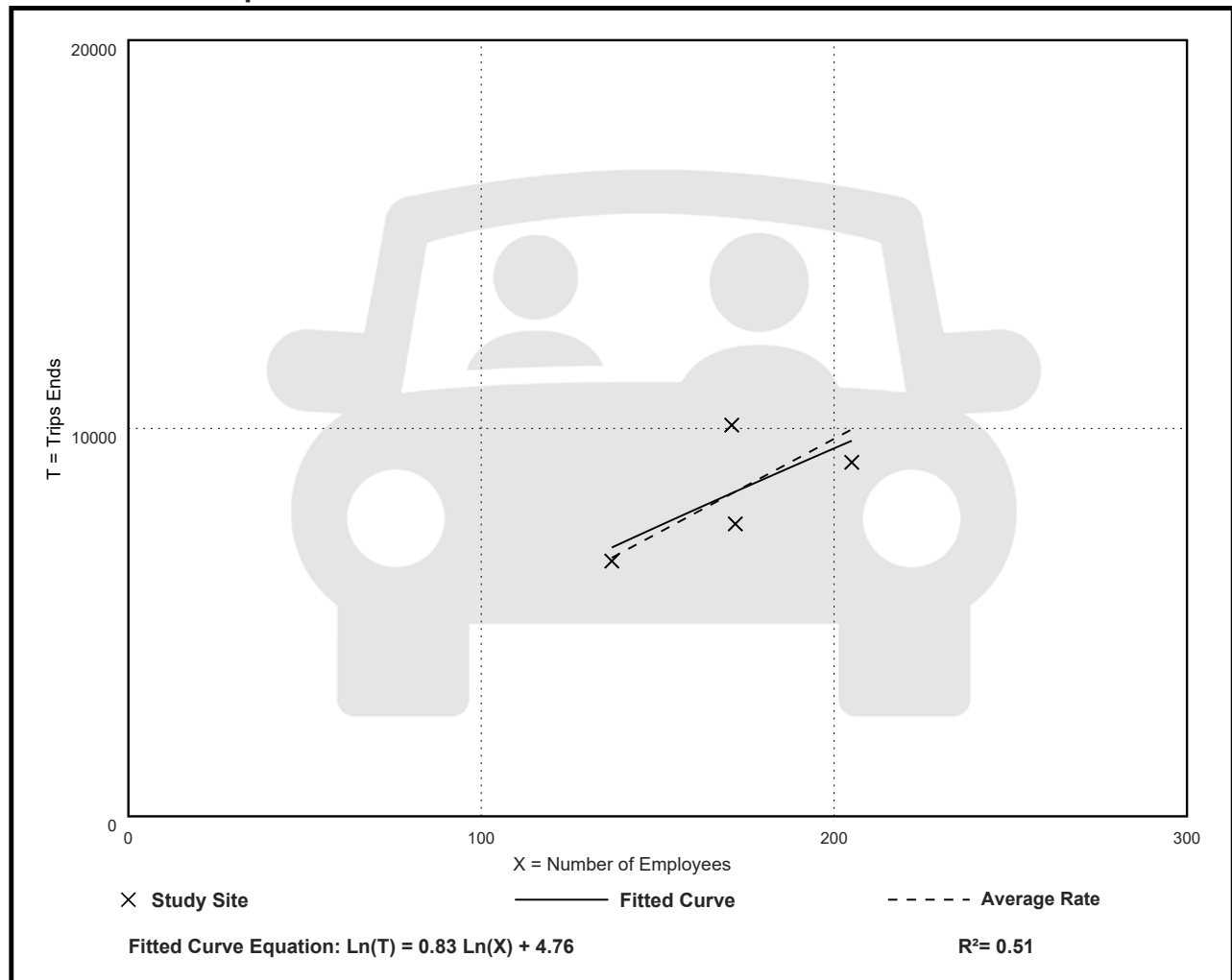
Avg. Num. of Employees: 171

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 48.66        | 43.83 - 58.98  | 7.09               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: Employees

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

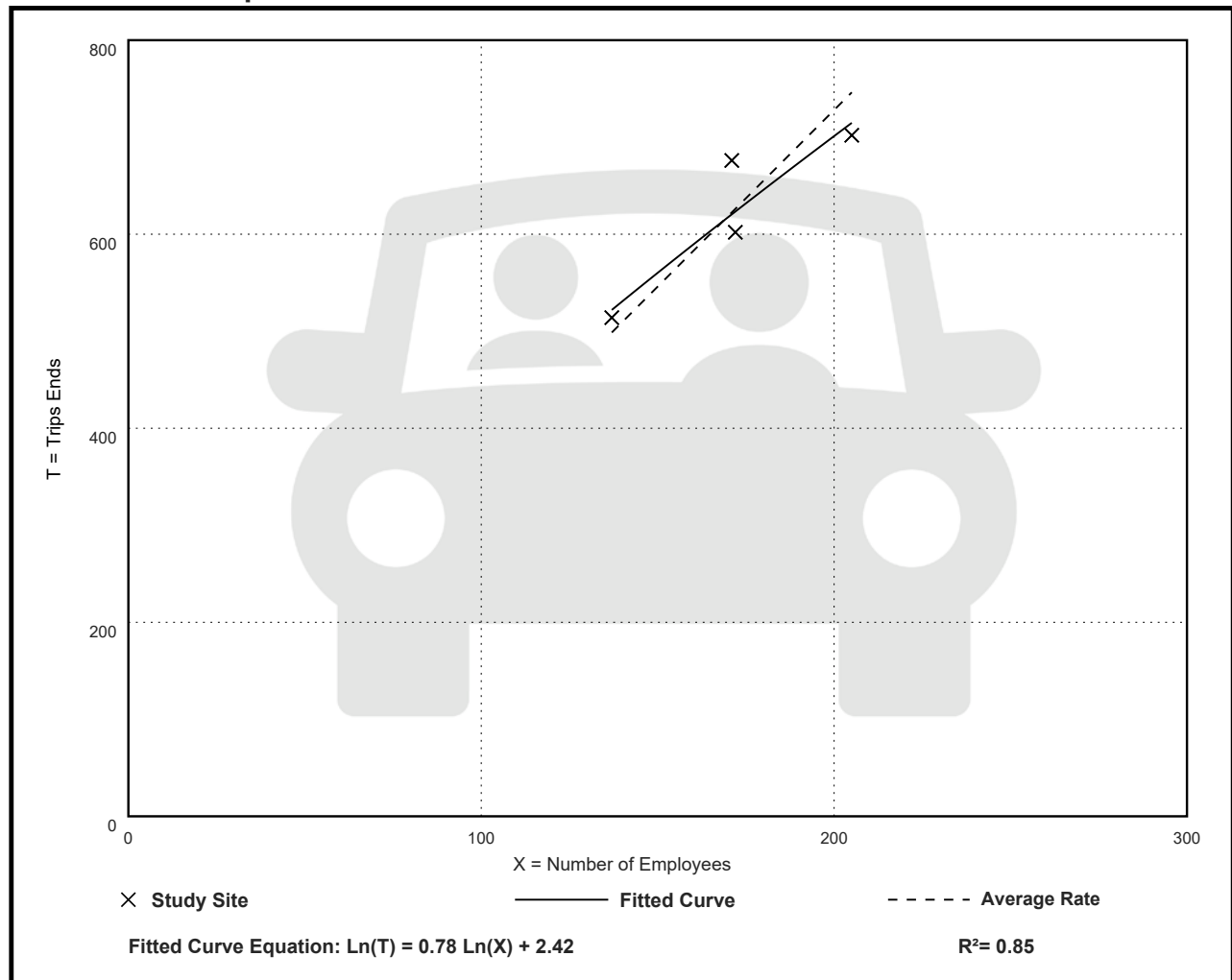
Avg. Num. of Employees: 171

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.64         | 3.42 - 3.95    | 0.25               |

## Data Plot and Equation



# Supermarket (850)

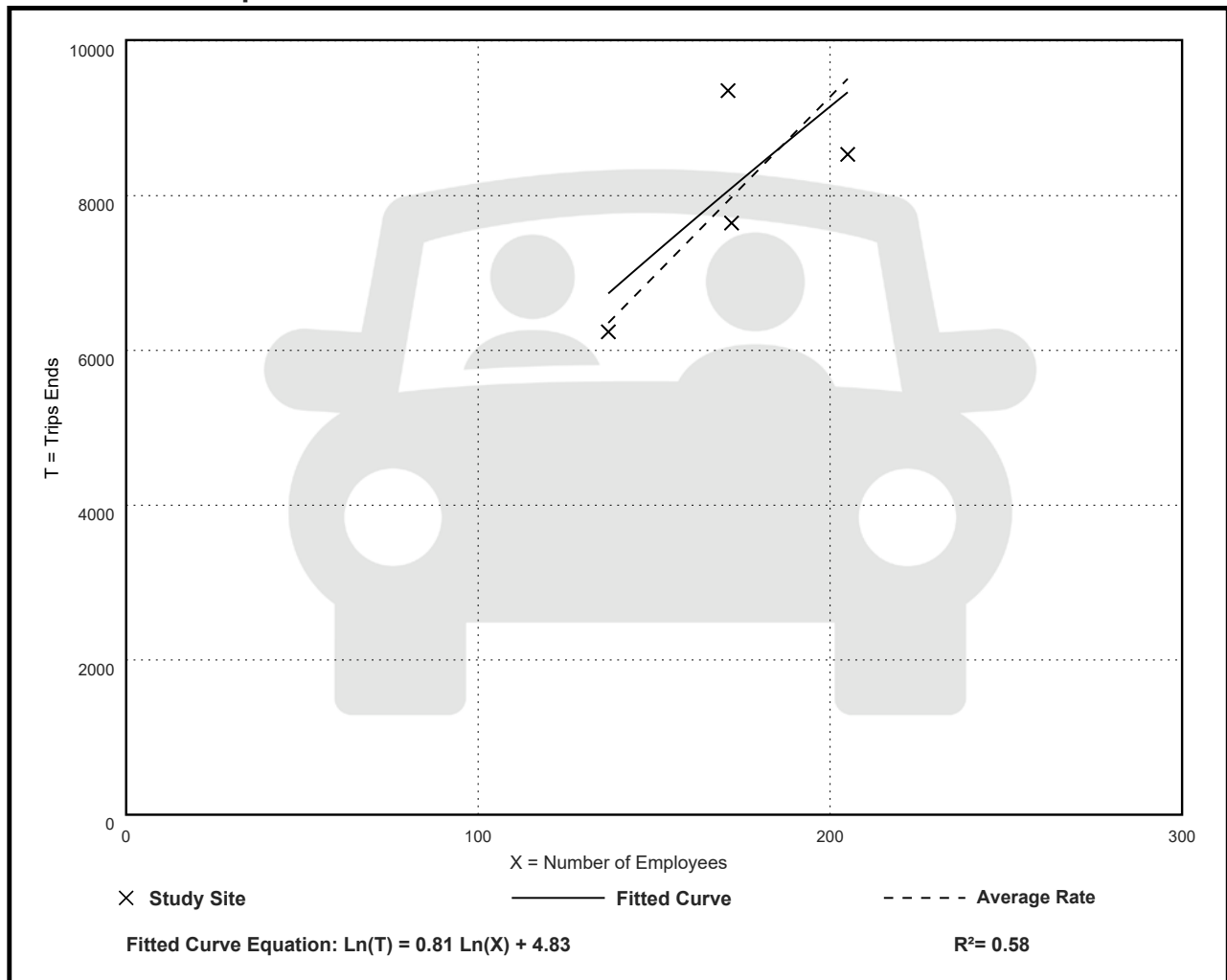
**Vehicle Trip Ends vs: Employees**  
On a: Sunday

**Setting/Location: General Urban/Suburban**  
Number of Studies: 4  
Avg. Num. of Employees: 171  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 46.39        | 41.62 - 54.72  | 5.80               |

## Data Plot and Equation



# Supermarket (850)

Vehicle Trip Ends vs: Employees

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

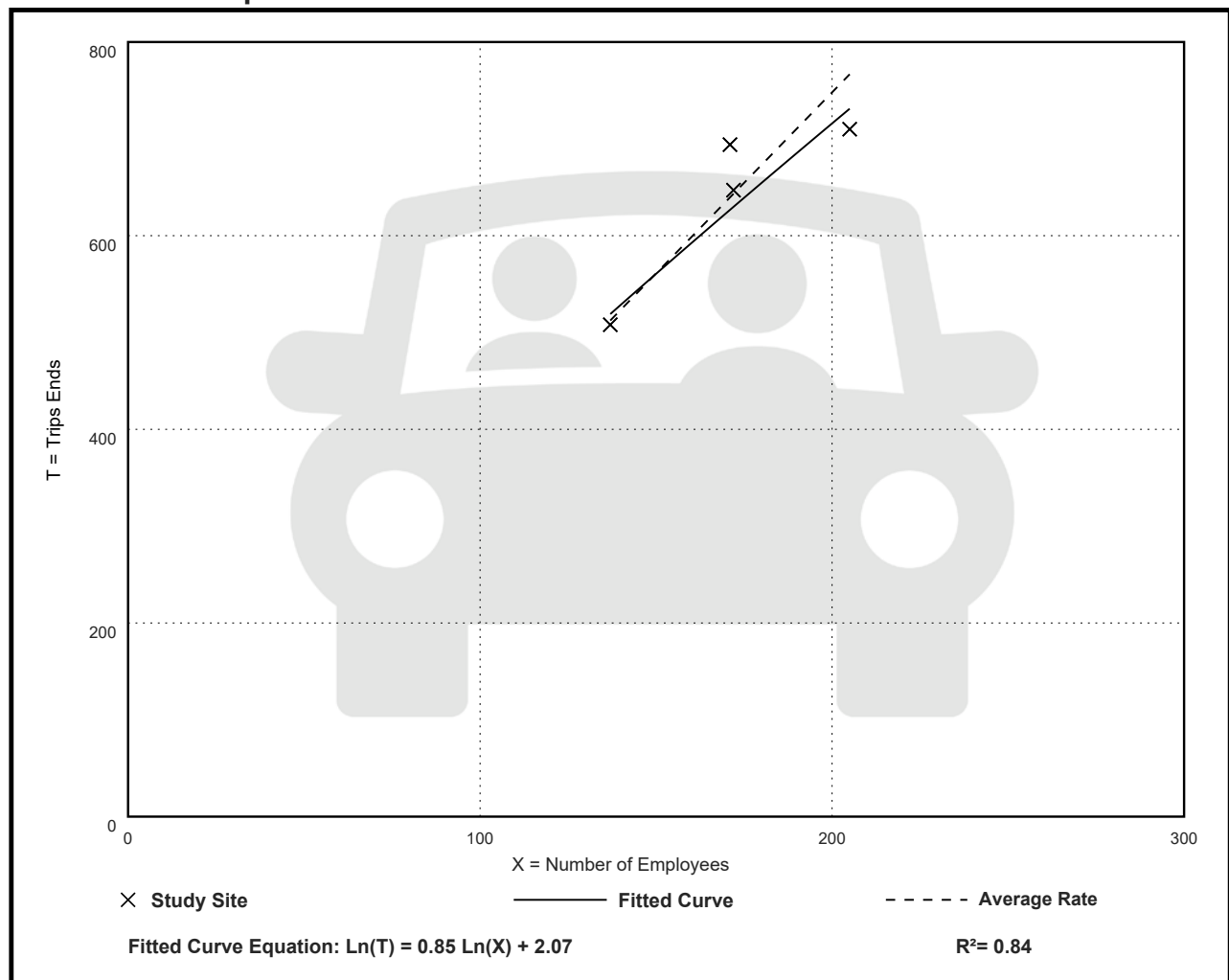
Avg. Num. of Employees: 171

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.74         | 3.46 - 4.06    | 0.25               |

## Data Plot and Equation



# Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

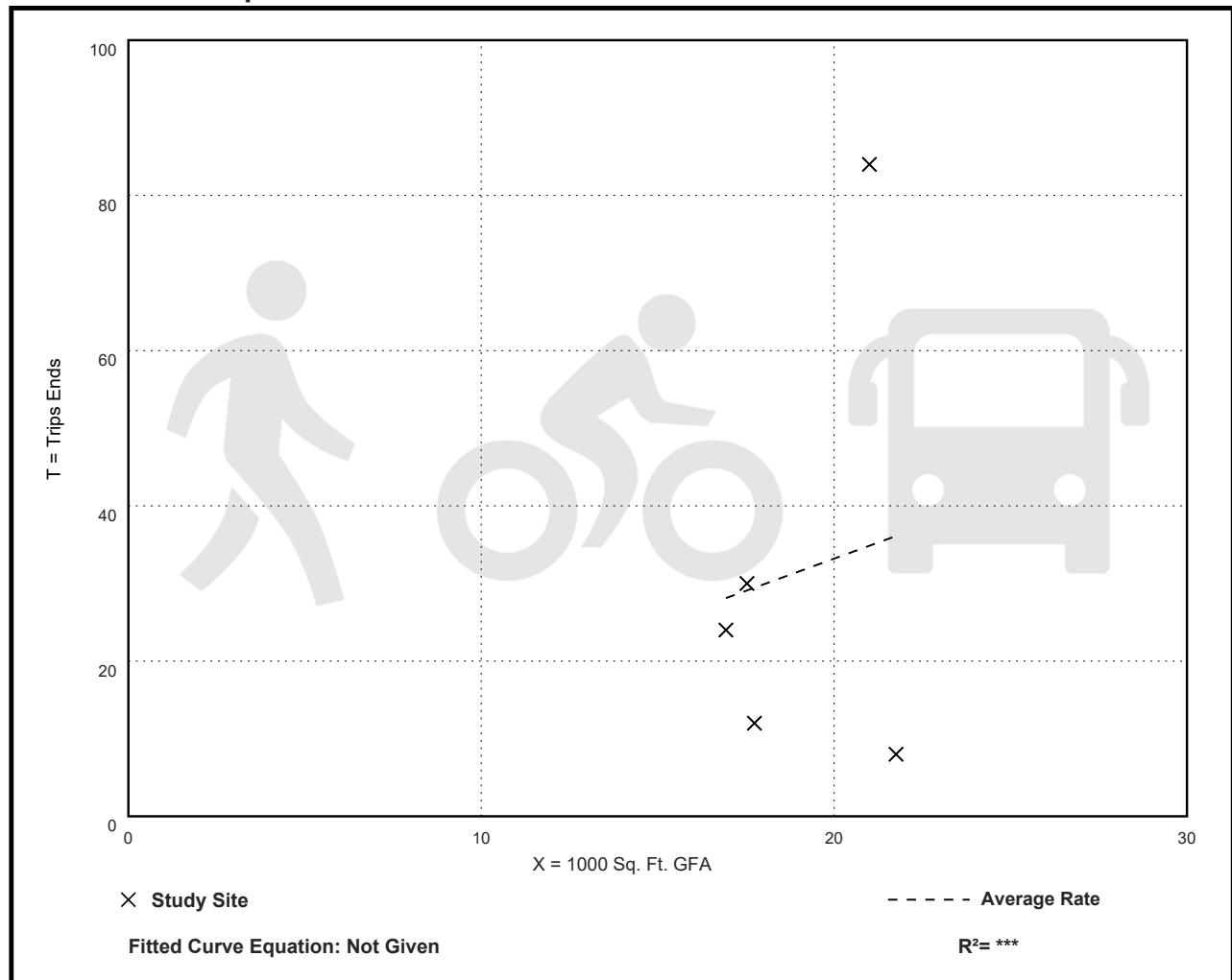
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.66         | 0.37 - 4.00    | 1.49               |

## Data Plot and Equation



# Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 61

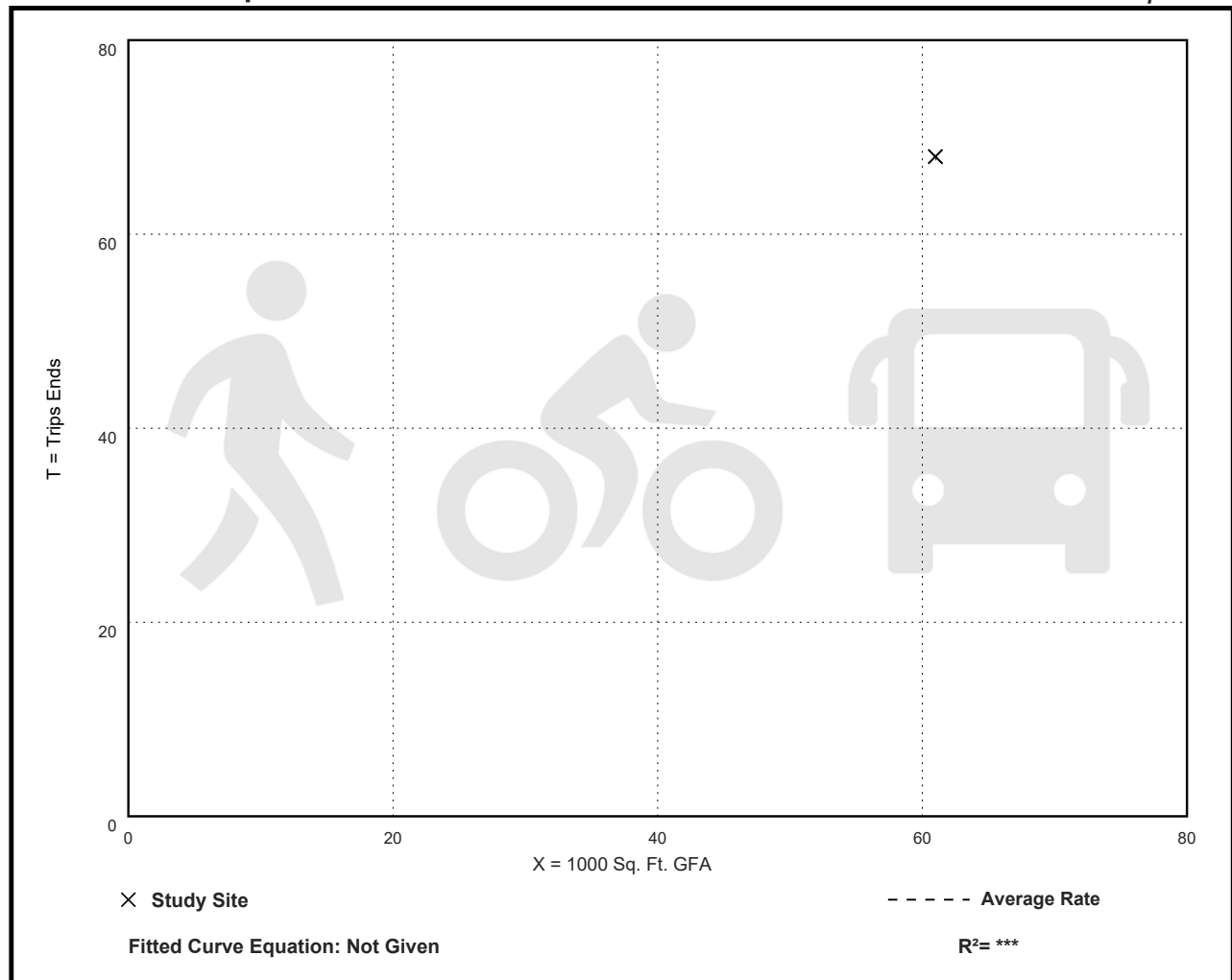
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.11         | 1.11 - 1.11    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

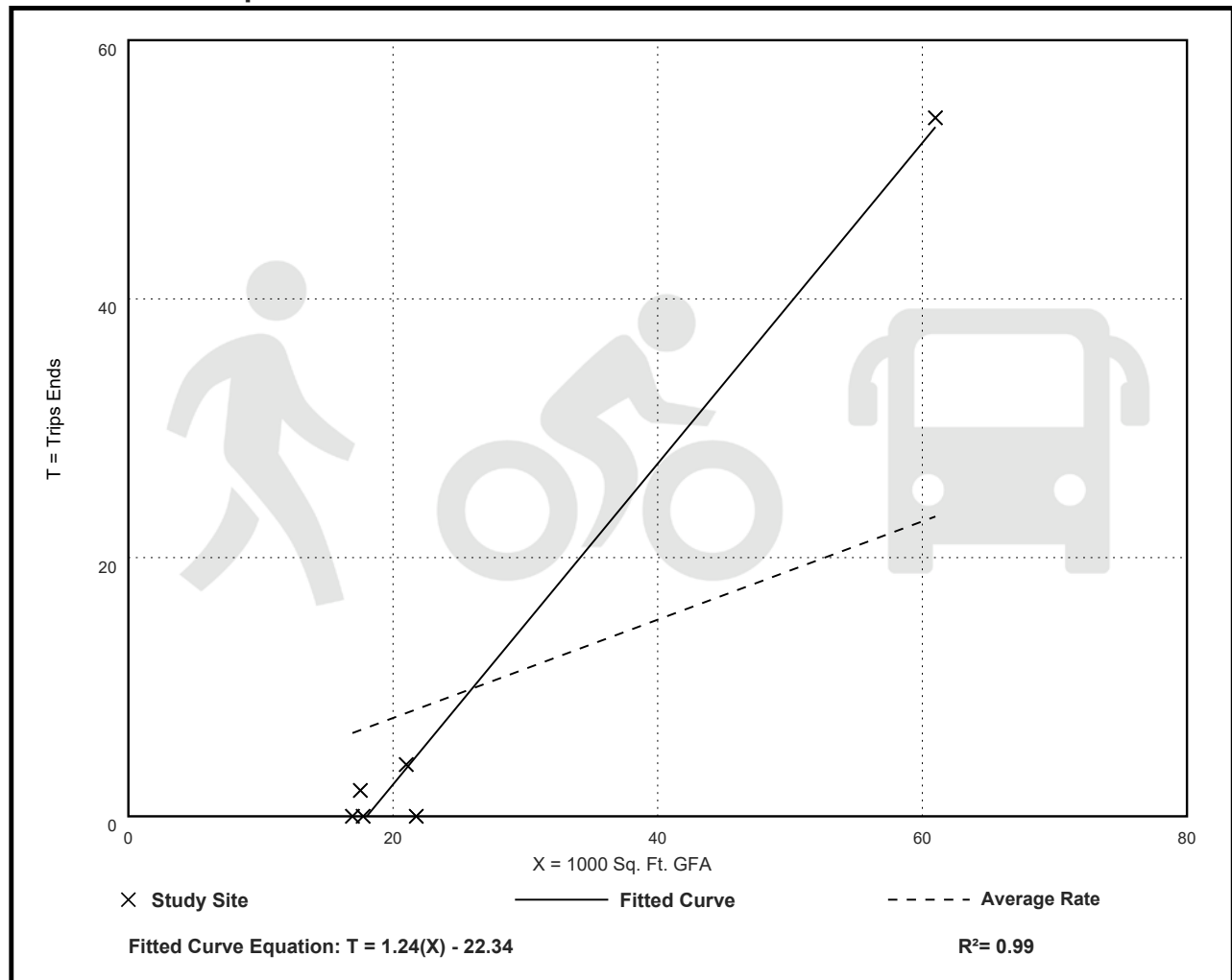
Avg. 1000 Sq. Ft. GFA: 26

Directional Distribution: 50% entering, 50% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.38         | 0.00 - 0.89    | 0.44               |

## Data Plot and Equation





# Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

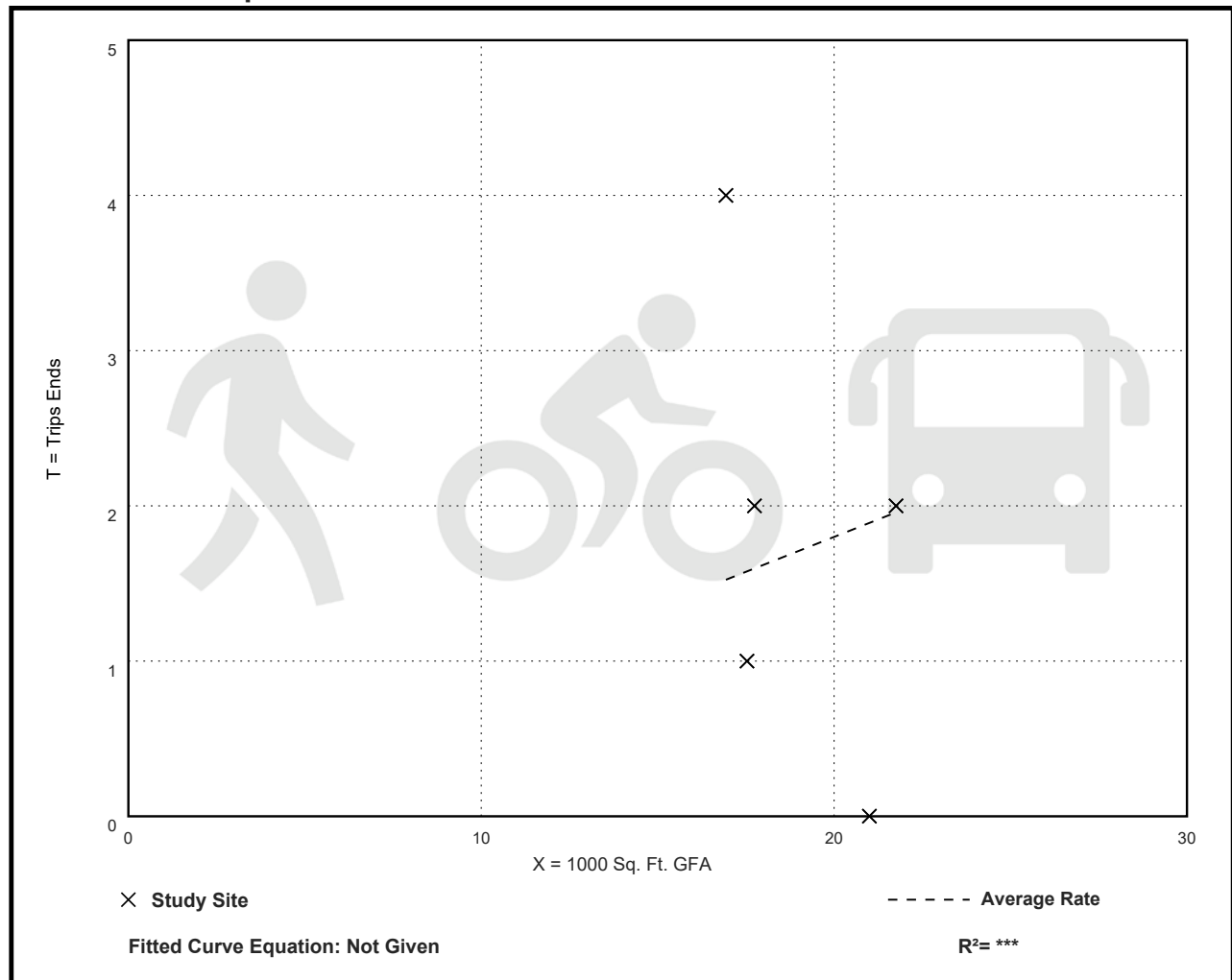
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 78% entering, 22% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.09         | 0.00 - 0.24    | 0.09               |

## Data Plot and Equation



# Supermarket (850)

**Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA**

On a: **Weekday,**  
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 5

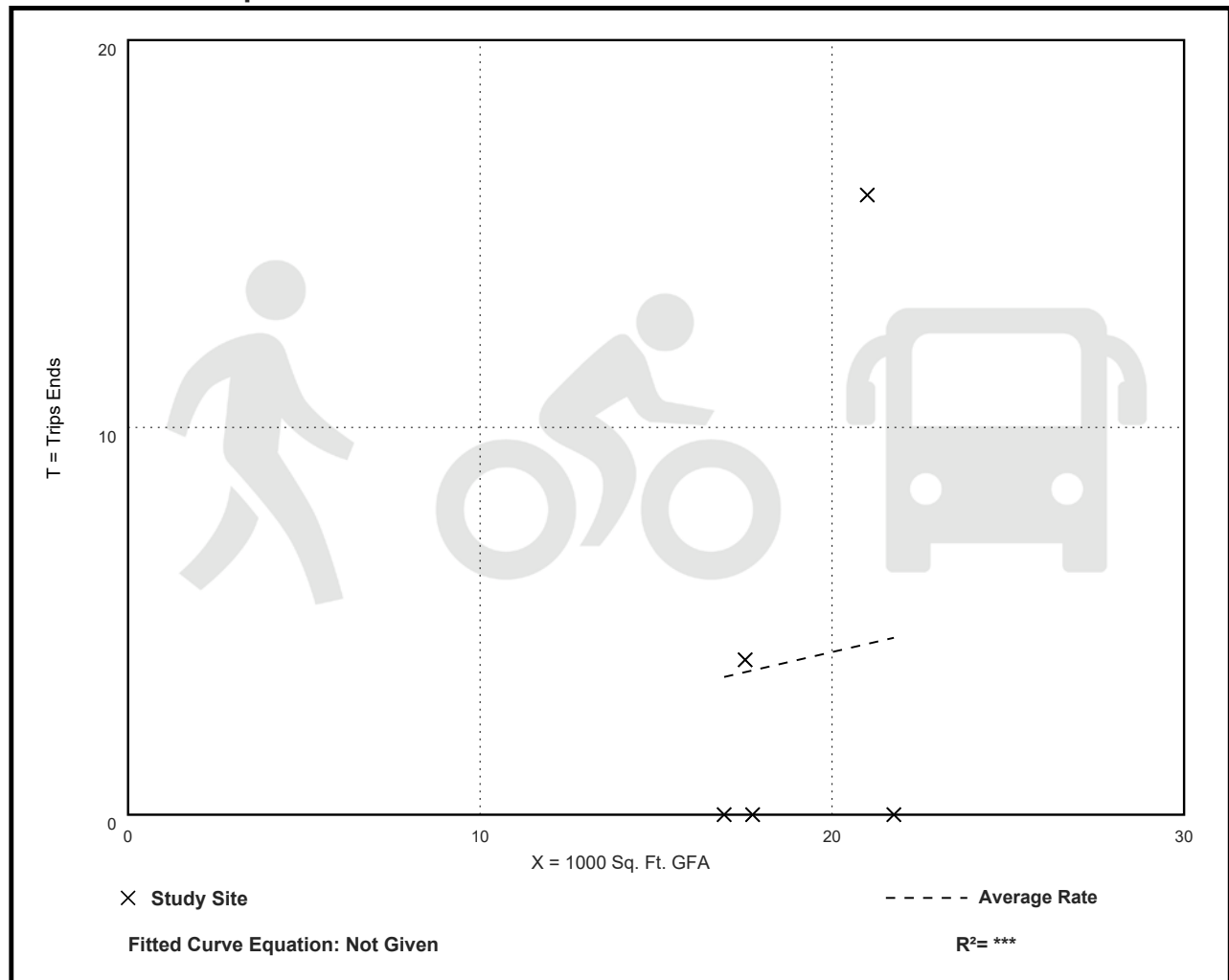
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.21         | 0.00 - 0.76    | 0.34               |

## Data Plot and Equation



# Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 33

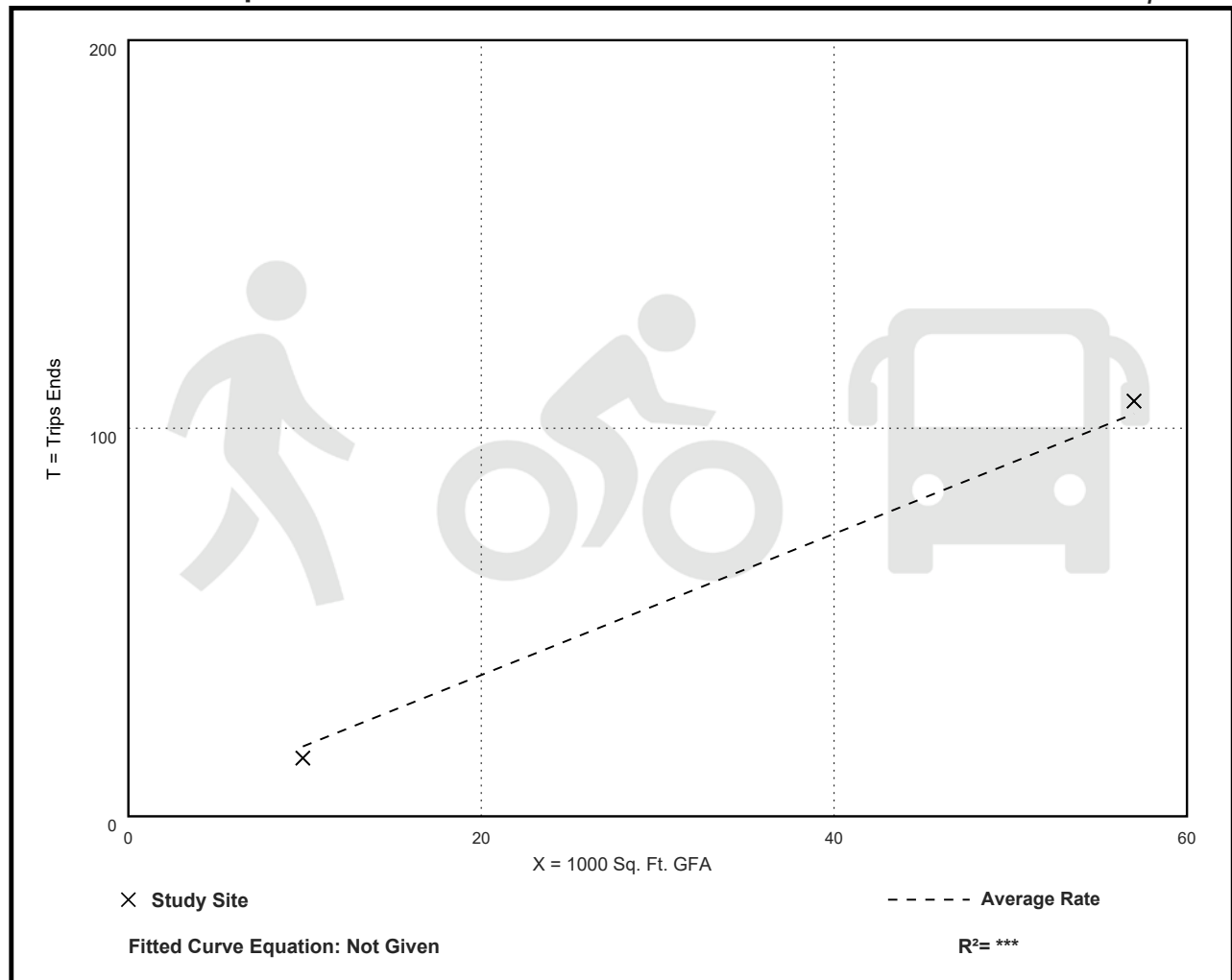
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.82         | 1.52 - 1.88    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Appendix D

## OTM Signal Warrant



# Signal Justification Calculation for Forecast Volumes (OTM Book 12 - Justification 7)



Horizon Year: 2045 Total Traffic Conditions  
 Region/City/Township: City of Windsor

Major Street: Catherine Street North/South?: N  
 Minor Street: Rose-Ville Garden Drive

Number of Approach Lanes: 1  
 Tee Intersection? Y  
 Flow Conditions: Restricted  
 PM Forecast Only? N

| Warrant Results |    |  |
|-----------------|----|--|
| 150% Satisfied  | No | Justification for new intersections with forecast traffic      |
| 120% Satisfied  | No | Justification for existing intersections with forecast traffic |

| Time Period           | Major Street<br>Catherine Street |         |       |           |         |       | Minor Street<br>Rose-Ville Garden Drive |         |       |            |         |       | Peds Crossing<br>Main Road |
|-----------------------|----------------------------------|---------|-------|-----------|---------|-------|---|---------|-------|------------|---------|-------|----------------------------|
|                       | Eastbound                        |         |       | Westbound |         |       | Northbound                              |         |       | Southbound |         |       |                            |
|                       | Left                             | Through | Right | Left      | Through | Right | Left                                    | Through | Right | Left       | Through | Right |                            |
| AM Peak Hour          |                                  | 148     | 53    | 143       | 217     |       | 106                                     |         | 97    |            |         |       | 0                          |
| PM Peak Hour          |                                  | 552     | 219   | 93        | 478     |       | 254                                     |         | 226   |            |         |       | 0                          |
| Average Hourly Volume | 0                                | 175     | 68    | 59        | 174     | 0     | 90                                      | 0       | 81    | 0          | 0       | 0     | 0                          |

| Warrant    | AHV |
|------------|-----|
| 1A - All   | 647 |
| 1B - Minor | 171 |
| 2A - Major | 476 |
| 2B - Cross | 90  |

### Warrant 1 - Minimum Vehicular Volume

| 1A | Approach Lanes  | 1           |            | 2 or more |            | Average<br>Hourly<br>Volume |
|----|-----------------|-------------|------------|-----------|------------|-----------------------------|
|    | Flow Conditions | Free        | Restricted | Free      | Restricted |                             |
|    |                 |             | X          |           |            |                             |
|    | All Approaches  | 480         | 720        | 600       | 900        | 647                         |
|    |                 | % Fulfilled |            |           |            | 89.8%                       |

| 1B | Approach Lanes             | 1           |            | 2 or more |            | Average<br>Hourly<br>Volume |
|----|----------------------------|-------------|------------|-----------|------------|-----------------------------|
|    | Flow Conditions            | Free        | Restricted | Free      | Restricted |                             |
|    |                            |             | X          |           |            |                             |
|    | Minor Street<br>Approaches | 180         | 255        | 180       | 255        | 171                         |
|    |                            | % Fulfilled |            |           |            | 67.0%                       |

### Warrant 2 - Delay To Cross Traffic

| 2A | Approach Lanes             | 1           |            | 2 or more |            | Average<br>Hourly<br>Volume |
|----|----------------------------|-------------|------------|-----------|------------|-----------------------------|
|    | Flow Conditions            | Free        | Restricted | Free      | Restricted |                             |
|    |                            |             | X          |           |            |                             |
|    | Major Street<br>Approaches | 480         | 720        | 600       | 900        | 476                         |
|    |                            | % Fulfilled |            |           |            | 66.1%                       |

| 2B | Approach Lanes                   | 1           |            | 2 or more |            | Average<br>Hourly<br>Volume |
|----|----------------------------------|-------------|------------|-----------|------------|-----------------------------|
|    | Flow Conditions                  | Free        | Restricted | Free      | Restricted |                             |
|    |                                  |             | X          |           |            |                             |
|    | Traffic Crossing Major<br>Street | 50          | 75         | 50        | 75         | 90                          |
|    |                                  | % Fulfilled |            |           |            | 120.0%                      |

# Appendix E

## 2045 Total Traffic Operations Results



Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔↔   | ↔    | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     | ↔     | ↔↔    | ↔     |
| Traffic Volume (vph)    | 57    | 884   | 75   | 117   | 887   | 220   | 95    | 193   | 172   | 272   | 281   | 83    |
| Future Volume (vph)     | 57    | 884   | 75   | 117   | 887   | 220   | 95    | 193   | 172   | 272   | 281   | 83    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 55.0  |       | 50.0 | 95.0  |       | 0.0   | 65.0  |       | 60.0  | 45.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 1    | 1     |       | 1     | 1     |       | 1     | 1     |       | 0     |
| Taper Length (m)        | 60.0  |       |      | 70.0  |       |       | 55.0  |       |       | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |       |       |       | 0.99  | 1.00  |       |       |
| Fit                     |       | 0.988 |      |       |       | 0.850 |       |       | 0.850 |       | 0.966 |       |
| Fit Protected           | 0.950 |       |      | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1770  | 4944  | 0    | 1671  | 3505  | 1599  | 1671  | 3471  | 1553  | 1787  | 3411  | 0     |
| Fit Permitted           | 0.201 |       |      | 0.183 |       |       | 0.314 |       |       | 0.539 |       |       |
| Satd. Flow (perm)       | 374   | 4944  | 0    | 322   | 3505  | 1599  | 552   | 3471  | 1533  | 1013  | 3411  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 15    |      |       |       | 256   |       |       | 200   |       |       | 39    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |       |       | 50    |       |       |       | 50    |
| Link Distance (m)       |       | 230.2 |      |       | 145.4 |       |       | 222.3 |       |       |       | 200.9 |
| Travel Time (s)         |       | 13.8  |      |       | 8.7   |       |       | 16.0  |       |       |       | 14.5  |
| Confl. Peds. (#/hr)     |       |       | 1    | 1     |       |       |       |       | 1     | 1     |       |       |
| Peak Hour Factor        | 0.86  | 0.86  | 0.86 | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  |
| Heavy Vehicles (%)      | 2%    | 3%    | 10%  | 8%    | 3%    | 1%    | 8%    | 4%    | 4%    | 1%    | 2%    | 3%    |
| Adj. Flow (vph)         | 66    | 1028  | 87   | 136   | 1031  | 256   | 110   | 224   | 200   | 316   | 327   | 97    |
| Shared Lane Traffic (%) |       |       |      |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 66    | 1115  | 0    | 136   | 1031  | 256   | 110   | 224   | 200   | 316   | 424   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | pm+pt | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |       | 7     | 4     |       | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       |       | 6     | 4     |       | 4     | 8     |       |
| Detector Phase          | 5     | 2     |      | 1     | 6     |       | 6     | 7     |       | 4     | 3     | 8     |
| Switch Phase            |       |       |      |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 10.0  |      | 7.0   | 10.0  | 10.0  | 9.0   | 10.0  | 10.0  | 9.0   | 10.0  |       |
| Minimum Split (s)       | 11.0  | 40.0  |      | 11.0  | 40.0  | 40.0  | 13.0  | 35.0  | 35.0  | 13.0  | 35.0  |       |
| Total Split (s)         | 11.0  | 40.0  |      | 13.0  | 42.0  | 42.0  | 13.0  | 35.0  | 35.0  | 14.0  | 36.0  |       |
| Total Split (%)         | 10.8% | 39.2% |      | 12.7% | 41.2% | 41.2% | 12.7% | 34.3% | 34.3% | 13.7% | 35.3% |       |
| Maximum Green (s)       | 7.0   | 35.0  |      | 9.0   | 37.0  | 37.0  | 9.0   | 30.0  | 30.0  | 10.0  | 31.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |       |
| Recall Mode             | None  | C-Max |      | None  | C-Max | C-Max | None  | None  | None  | None  | None  |       |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   | 7.0   |       | 7.0   | 7.0   |       | 7.0   |       |
| Flash Dont Walk (s)     |       | 28.0  |      |       | 28.0  | 28.0  |       | 23.0  | 23.0  |       | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     | 0     |       | 0     | 0     |       | 0     |       |
| Act Effect Green (s)    | 57.7  | 49.7  |      | 61.2  | 53.2  | 53.2  | 26.0  | 16.0  | 16.0  | 28.0  | 17.0  |       |
| Actuated g/C Ratio      | 0.57  | 0.49  |      | 0.60  | 0.52  | 0.52  | 0.25  | 0.16  | 0.16  | 0.27  | 0.17  |       |
| v/c Ratio               | 0.21  | 0.46  |      | 0.45  | 0.56  | 0.27  | 0.46  | 0.41  | 0.49  | 0.90  | 0.71  |       |

Lanes, Volumes, Timings

1: Jefferson Boulevard & Tecumseh Road

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL  | EBT   | EBR | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|-------|-----|------|-------|------|------|-------|------|------|------|-------|
| Control Delay          | 10.6 | 18.4  |     | 8.1  | 16.6  | 5.5  | 32.2 | 40.4  | 9.5  | 60.0 | 42.8 |       |
| Queue Delay            | 0.0  | 0.0   |     | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |       |
| Total Delay            | 10.6 | 18.4  |     | 8.1  | 16.6  | 5.5  | 32.2 | 40.4  | 9.5  | 60.0 | 42.8 |       |
| LOS                    | B    | B     |     | A    | B     | A    | C    | D     | A    | E    | D    |       |
| Approach Delay         |      | 18.0  |     |      | 13.8  |      |      | 27.1  |      |      |      | 50.1  |
| Approach LOS           |      | B     |     |      | B     |      |      | C     |      |      |      | D     |
| Queue Length 50th (m)  | 5.1  | 54.1  |     | 2.6  | 118.2 | 26.5 | 17.0 | 22.4  | 0.0  | 55.5 | 40.3 |       |
| Queue Length 95th (m)  | 11.3 | 68.6  |     | 5.9  | 131.6 | 27.4 | 27.4 | 30.8  | 16.2 | 79.4 | 51.1 |       |
| Internal Link Dist (m) |      | 206.2 |     |      | 121.4 |      |      | 198.3 |      |      |      | 176.9 |
| Turn Bay Length (m)    | 55.0 |       |     | 95.0 |       |      | 65.0 |       | 60.0 | 45.0 |      |       |
| Base Capacity (vph)    | 307  | 2415  |     | 312  | 1828  | 956  | 239  | 1020  | 592  | 353  | 1063 |       |
| Starvation Cap Reductn | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Spillback Cap Reductn  | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Storage Cap Reductn    | 0    | 0     |     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |       |
| Reduced v/c Ratio      | 0.21 | 0.46  |     | 0.44 | 0.56  | 0.27 | 0.46 | 0.22  | 0.34 | 0.90 | 0.40 |       |

Intersection Summary

Area Type: Other

Cycle Length: 102

Actuated Cycle Length: 102

Offset: 36 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 23.8

Intersection LOS: C

Intersection Capacity Utilization 74.6%

ICU Level of Service D

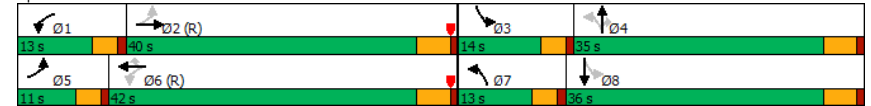
Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Jefferson Boulevard & Tecumseh Road



HCM 6th Signalized Intersection Summary  
1: Jefferson Boulevard & Tecumseh Road

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

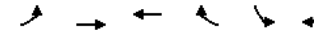


| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      |      | ↔↔↔  | ↔    | ↔    | ↔↔   |      |
| Traffic Volume (veh/h)       | 57   | 884  | 75   | 117  | 887  | 220  | 95   | 193  | 172  | 272  | 281  | 83   |
| Future Volume (veh/h)        | 57   | 884  | 75   | 117  | 887  | 220  | 95   | 193  | 172  | 272  | 281  | 83   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1856 | 1752 | 1781 | 1856 | 1885 | 1781 | 1841 | 1885 | 1870 | 1856 |      |
| Adj Flow Rate, veh/h         | 66   | 1028 | 87   | 136  | 1031 | 256  | 110  | 224  | 200  | 316  | 327  | 97   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 3    | 10   | 8    | 3    | 1    | 8    | 4    | 4    | 1    | 2    | 3    |
| Cap, veh/h                   | 299  | 2328 | 197  | 352  | 1757 | 796  | 277  | 591  | 263  | 355  | 496  | 145  |
| Arrive On Green              | 0.06 | 0.49 | 0.49 | 0.07 | 0.50 | 0.50 | 0.08 | 0.17 | 0.17 | 0.10 | 0.18 | 0.18 |
| Sat Flow, veh/h              | 1781 | 4758 | 402  | 1697 | 3526 | 1597 | 1697 | 3497 | 1557 | 1795 | 2712 | 791  |
| Grp Volume(v), veh/h         | 66   | 729  | 386  | 136  | 1031 | 256  | 110  | 224  | 200  | 316  | 212  | 212  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1689 | 1783 | 1697 | 1763 | 1597 | 1697 | 1749 | 1557 | 1795 | 1777 | 1726 |
| Q Serve(g_s), s              | 1.8  | 14.3 | 14.4 | 3.9  | 21.1 | 9.8  | 5.3  | 5.8  | 12.5 | 10.0 | 11.3 | 11.6 |
| Cycle Q Clear(g_c), s        | 1.8  | 14.3 | 14.4 | 3.9  | 21.1 | 9.8  | 5.3  | 5.8  | 12.5 | 10.0 | 11.3 | 11.6 |
| Prop In Lane                 | 1.00 |      | 0.23 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.46 |
| Lane Grp Cap(c), veh/h       | 299  | 1652 | 872  | 352  | 1757 | 796  | 277  | 591  | 263  | 355  | 325  | 315  |
| V/C Ratio(X)                 | 0.22 | 0.44 | 0.44 | 0.39 | 0.59 | 0.32 | 0.40 | 0.38 | 0.76 | 0.89 | 0.65 | 0.67 |
| Avail Cap(c_a), veh/h        | 318  | 1652 | 872  | 388  | 1757 | 796  | 283  | 1029 | 458  | 355  | 540  | 525  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 13.2 | 17.0 | 17.0 | 12.3 | 18.1 | 15.3 | 31.0 | 37.6 | 40.4 | 36.6 | 38.7 | 38.8 |
| Incr Delay (d2), s/veh       | 0.4  | 0.9  | 1.6  | 0.7  | 1.4  | 1.1  | 0.9  | 0.4  | 4.5  | 23.0 | 2.2  | 2.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.0  | 8.1  | 8.7  | 2.1  | 11.4 | 5.8  | 3.7  | 4.2  | 8.3  | 8.1  | 8.3  | 8.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 13.6 | 17.8 | 18.6 | 13.0 | 19.6 | 16.3 | 31.9 | 38.0 | 44.9 | 59.6 | 40.9 | 41.3 |
| LnGrp LOS                    | B    | B    | B    | B    | B    | B    | C    | D    | D    | E    | D    | D    |
| Approach Vol, veh/h          | 1181 |      |      | 1423 |      |      | 534  |      |      | 740  |      |      |
| Approach Delay, s/veh        | 17.8 |      |      | 18.4 |      |      | 39.3 |      |      | 49.0 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.9 | 54.9 | 14.0 | 22.2 | 9.9  | 55.8 | 12.6 | 23.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.0  | 35.0 | 10.0 | 30.0 | 7.0  | 37.0 | 9.0  | 31.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 5.9  | 16.4 | 12.0 | 14.5 | 3.8  | 23.1 | 7.3  | 13.6 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 8.4  | 0.0  | 2.4  | 0.0  | 7.8  | 0.1  | 2.8  |      |      |      |      |

| Intersection Summary |      |  |  |
|----------------------|------|--|--|
| HCM 6th Ctrl Delay   | 26.9 |  |  |
| HCM 6th LOS          | C    |  |  |

Lanes, Volumes, Timings  
2: Tecumseh Road & Catherine Street (N/S)

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL   | EBT   | WBT   | WBR   | SBL   | SBR   |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     | ↔     | ↔↔↔   | ↔↔↔   |       | ↔     | ↔     |
| Traffic Volume (vph)    | 196   | 1131  | 1146  | 91    | 39    | 76    |
| Future Volume (vph)     | 196   | 1131  | 1146  | 91    | 39    | 76    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 45.0  |       |       | 0.0   | 50.0  | 0.0   |
| Storage Lanes           | 1     |       |       | 0     | 1     | 1     |
| Taper Length (m)        | 75.0  |       |       |       | 7.5   |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91  | 0.91  | 1.00  | 1.00  |
| Frt                     |       | 0.989 |       |       | 0.850 |       |
| Fit Protected           | 0.950 |       |       |       | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 5085  | 5029  | 0     | 1770  | 1583  |
| Fit Permitted           | 0.103 |       |       |       | 0.950 |       |
| Satd. Flow (perm)       | 192   | 5085  | 5029  | 0     | 1770  | 1583  |
| Right Turn on Red       |       |       |       | Yes   |       | Yes   |
| Satd. Flow (RTOR)       |       |       | 15    |       |       | 83    |
| Link Speed (k/h)        | 60    |       | 60    | 50    |       |       |
| Link Distance (m)       | 116.5 |       | 66.9  | 180.0 |       |       |
| Travel Time (s)         | 7.0   |       | 4.0   | 13.0  |       |       |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 213   | 1229  | 1246  | 99    | 42    | 83    |
| Shared Lane Traffic (%) |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 213   | 1229  | 1345  | 0     | 42    | 83    |
| Turn Type               | pm+pt | NA    | NA    | Prot  | Perm  | Perm  |
| Protected Phases        | 7     | 4     | 8     | 6     |       |       |
| Permitted Phases        | 4     |       |       | 6     |       |       |
| Detector Phase          | 7     | 4     | 8     | 6     |       |       |
| Switch Phase            |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 11.0  | 11.0  |       | 10.0  | 10.0  |
| Minimum Split (s)       | 11.0  | 23.0  | 23.0  |       | 23.0  | 23.0  |
| Total Split (s)         | 26.0  | 73.0  | 47.0  |       | 29.0  | 29.0  |
| Total Split (%)         | 25.5% | 71.6% | 46.1% |       | 28.4% | 28.4% |
| Maximum Green (s)       | 22.0  | 68.0  | 42.0  |       | 24.0  | 24.0  |
| Yellow Time (s)         | 3.0   | 4.0   | 4.0   |       | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   | 1.0   |       | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   | 5.0   |       | 5.0   | 5.0   |
| Lead/Lag                | Lead  | Lag   |       |       |       |       |
| Lead-Lag Optimize?      | Yes   | Yes   |       |       |       |       |
| Vehicle Extension (s)   | 3.0   | 3.0   | 3.0   |       | 3.0   | 3.0   |
| Recall Mode             | None  | None  | None  |       | C-Max | C-Max |
| Walk Time (s)           | 7.0   |       | 7.0   | 7.0   |       |       |
| Flash Dont Walk (s)     | 11.0  |       | 11.0  | 11.0  |       |       |
| Pedestrian Calls (#/hr) | 0     |       | 0     | 0     |       |       |
| Act Effect Green (s)    | 56.1  | 55.1  | 35.0  |       | 36.9  | 36.9  |
| Actuated g/C Ratio      | 0.55  | 0.54  | 0.34  |       | 0.36  | 0.36  |
| v/c Ratio               | 0.60  | 0.45  | 0.77  |       | 0.07  | 0.13  |
| Control Delay           | 22.3  | 18.6  | 28.6  |       | 26.1  | 7.2   |
| Queue Delay             | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   |
| Total Delay             | 22.3  | 18.6  | 28.6  |       | 26.1  | 7.2   |

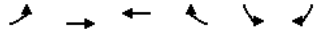


Lanes, Volumes, Timings

2: Tecumseh Road & Catherine Street (N/S)

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

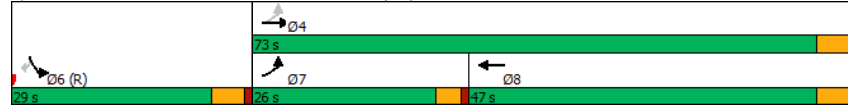


| Lane Group             | EBL   | EBT   | WBT  | WBR | SBL   | SBR  |
|------------------------|-------|-------|------|-----|-------|------|
| LOS                    | C     | B     | C    |     | C     | A    |
| Approach Delay         |       | 19.1  | 28.6 |     | 13.5  |      |
| Approach LOS           |       | B     | C    |     | B     |      |
| Queue Length 50th (m)  | 29.9  | 70.6  | 55.7 |     | 5.6   | 0.0  |
| Queue Length 95th (m)  | m42.7 | m78.3 | 50.6 |     | 15.8  | 11.9 |
| Internal Link Dist (m) |       | 92.5  | 42.9 |     | 156.0 |      |
| Turn Bay Length (m)    | 45.0  |       |      |     | 50.0  |      |
| Base Capacity (vph)    | 446   | 3390  | 2079 |     | 640   | 625  |
| Starvation Cap Reductn | 0     | 0     | 0    |     | 0     | 0    |
| Spillback Cap Reductn  | 0     | 0     | 0    |     | 0     | 0    |
| Storage Cap Reductn    | 0     | 0     | 0    |     | 0     | 0    |
| Reduced v/c Ratio      | 0.48  | 0.36  | 0.65 |     | 0.07  | 0.13 |

Intersection Summary

|                                    |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 102   |
| Actuated Cycle Length:             | 102   |
| Offset:                            | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green        |
| Natural Cycle:                     | 60  |
| Control Type:                      | Actuated-Coordinated  |
| Maximum v/c Ratio:                 | 0.77  |
| Intersection Signal Delay:         | 23.2  |
| Intersection LOS:                  | C   |
| Intersection Capacity Utilization: | 55.0%   |
| ICU Level of Service:              | B   |
| Analysis Period (min):             | 15  |
| m                                  | Volume for 95th percentile queue is metered by upstream signal. |

Splits and Phases: 2: Tecumseh Road & Catherine Street (N/S)

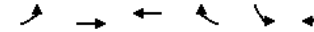


HCM 6th Signalized Intersection Summary

2: Tecumseh Road & Catherine Street (N/S)

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  | ↔↔↔  |      | ↔    | ↔    |
| Traffic Volume (veh/h)       | 196  | 1131 | 1146 | 91   | 39   | 76   |
| Future Volume (veh/h)        | 196  | 1131 | 1146 | 91   | 39   | 76   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 213  | 1229 | 1246 | 99   | 42   | 83   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 293  | 2452 | 1648 | 131  | 751  | 669  |
| Arrive On Green              | 0.10 | 0.48 | 0.34 | 0.34 | 0.42 | 0.42 |
| Sat Flow, veh/h              | 1781 | 5274 | 4991 | 383  | 1781 | 1585 |
| Grp Volume(v), veh/h         | 213  | 1229 | 879  | 466  | 42   | 83   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1702 | 1702 | 1801 | 1781 | 1585 |
| Q Serve(g_s), s              | 7.5  | 16.8 | 23.4 | 23.4 | 1.4  | 3.3  |
| Cycle Q Clear(g_c), s        | 7.5  | 16.8 | 23.4 | 23.4 | 1.4  | 3.3  |
| Prop In Lane                 | 1.00 |      |      | 0.21 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 293  | 2452 | 1163 | 616  | 751  | 669  |
| V/C Ratio(X)                 | 0.73 | 0.50 | 0.76 | 0.76 | 0.06 | 0.12 |
| Avail Cap(c_a), veh/h        | 500  | 3404 | 1402 | 742  | 751  | 669  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 22.3 | 18.1 | 29.8 | 29.8 | 17.5 | 18.0 |
| Incr Delay (d2), s/veh       | 3.4  | 0.2  | 2.0  | 3.7  | 0.1  | 0.4  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.9  | 9.0  | 13.1 | 14.1 | 1.0  | 6.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 25.7 | 18.3 | 31.8 | 33.4 | 17.6 | 18.4 |
| LnGrp LOS                    | C    | B    | C    | C    | B    | B    |
| Approach Vol, veh/h          | 1442 | 1345 |      | 125  |      |      |
| Approach Delay, s/veh        | 19.4 | 32.3 |      | 18.1 |      |      |
| Approach LOS                 | B    | C    |      | B    |      |      |
| Timer - Assigned Phs         |      |      | 4    |      | 6    | 7    |
| Phs Duration (G+Y+Rc), s     |      |      | 54.0 |      | 48.0 | 14.1 |
| Change Period (Y+Rc), s      |      |      | 5.0  |      | 5.0  | 4.0  |
| Max Green Setting (Gmax), s  |      |      | 68.0 |      | 24.0 | 22.0 |
| Max Q Clear Time (g_c+I1), s |      |      | 18.8 |      | 5.3  | 9.5  |
| Green Ext Time (p_c), s      |      |      | 14.4 |      | 0.5  | 0.7  |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.3 |
| HCM 6th LOS        | C    |

Lanes, Volumes, Timings

2045 Total AM Peak Hour

3: Commercial Access/Home Depot Access & Tecumseh Road (20538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR   |
|-------------------------|------|-------|------|------|-------|------|------|------|-------|------|------|-------|
| Lane Configurations     |      | ↑↑↑   |      |      | ↑↑↑   |      |      |      | ↑     |      |      | ↑     |
| Traffic Volume (vph)    | 0    | 1174  | 33   | 0    | 1102  | 7    | 0    | 0    | 20    | 0    | 0    | 58    |
| Future Volume (vph)     | 0    | 1174  | 33   | 0    | 1102  | 7    | 0    | 0    | 20    | 0    | 0    | 58    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  |
| Storage Length (m)      | 35.0 |       | 0.0  | 30.0 |       | 0.0  | 0.0  |      | 0.0   | 45.0 |      | 0.0   |
| Storage Lanes           | 0    |       | 0    | 0    |       | 0    | 0    |      | 1     | 0    |      | 1     |
| Taper Length (m)        | 30.0 |       |      | 25.0 |       |      | 7.5  |      |       | 7.5  |      |       |
| Lane Util. Factor       | 1.00 | 0.91  | 0.91 | 1.00 | 0.91  | 0.91 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Ped Bike Factor         |      | 0.996 |      |      | 0.999 |      |      |      | 0.865 |      |      | 0.865 |
| Flt Protected           |      |       |      |      |       |      |      |      |       |      |      |       |
| Satd. Flow (prot)       | 0    | 5068  | 0    | 0    | 5032  | 0    | 0    | 0    | 1644  | 0    | 0    | 1627  |
| Flt Permitted           |      |       |      |      |       |      |      |      |       |      |      |       |
| Satd. Flow (perm)       | 0    | 5068  | 0    | 0    | 5032  | 0    | 0    | 0    | 1644  | 0    | 0    | 1627  |
| Link Speed (k/h)        |      | 60    |      |      | 60    |      |      |      | 50    |      |      | 50    |
| Link Distance (m)       |      | 108.5 |      |      | 186.0 |      |      |      | 136.6 |      |      | 186.3 |
| Travel Time (s)         |      | 6.5   |      |      | 11.2  |      |      |      | 9.8   |      |      | 13.4  |
| Confl. Peds. (#/hr)     | 2    |       | 1    | 1    |       | 2    | 1    |      | 3     | 3    |      | 1     |
| Peak Hour Factor        | 0.87 | 0.87  | 0.87 | 0.87 | 0.87  | 0.87 | 0.87 | 0.87 | 0.87  | 0.87 | 0.87 | 0.87  |
| Heavy Vehicles (%)      | 0%   | 2%    | 0%   | 3%   | 3%    | 0%   | 0%   | 0%   | 0%    | 2%   | 0%   | 1%    |
| Adj. Flow (vph)         | 0    | 1349  | 38   | 0    | 1267  | 8    | 0    | 0    | 23    | 0    | 0    | 67    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |      |      |       |      |      |       |
| Lane Group Flow (vph)   | 0    | 1387  | 0    | 0    | 1275  | 0    | 0    | 0    | 23    | 0    | 0    | 67    |
| Sign Control            |      | Free  |      |      | Free  |      |      |      | Stop  |      |      | Stop  |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 34.4%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

HCM 6th TWSC

2045 Total AM Peak Hour

3: Commercial Access/Home Depot Access & Tecumseh Road (20538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑↑↑  |      |      | ↑↑↑  |      |      |      | ↑    |      |      | ↑    |
| Traffic Vol, veh/h       | 0    | 1174 | 33   | 0    | 1102 | 7    | 0    | 0    | 20   | 0    | 0    | 58   |
| Future Vol, veh/h        | 0    | 1174 | 33   | 0    | 1102 | 7    | 0    | 0    | 20   | 0    | 0    | 58   |
| Conflicting Peds, #/hr   | 2    | 0    | 1    | 1    | 0    | 2    | 1    | 0    | 3    | 3    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | 0    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 0    | 2    | 0    | 3    | 3    | 0    | 0    | 0    | 0    | 2    | 0    | 1    |
| Mvmt Flow                | 0    | 1349 | 38   | 0    | 1267 | 8    | 0    | 0    | 23   | 0    | 0    | 67   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | -      | 0      | 0      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      | -      |
| Pot Cap-1 Maneuver   | 0      | -      | 0      | -      |
| Stage 1              | 0      | -      | 0      | -      |
| Stage 2              | 0      | -      | 0      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB | WB | NB   | SB   |
|----------------------|----|----|------|------|
| HCM Control Delay, s | 0  | 0  | 16.7 | 17.3 |
| HCM LOS              |    |    | C    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 331   | -   | -   | -   | -   | 359   |
| HCM Lane V/C Ratio    | 0.069 | -   | -   | -   | -   | 0.186 |
| HCM Control Delay (s) | 16.7  | -   | -   | -   | -   | 17.3  |
| HCM Lane LOS          | C     | -   | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | -   | 0.7   |

Lanes, Volumes, Timings

4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations     | ↖ ↗   |       | ↖ ↗  |       | ↖ ↗   |      | ↖ ↗   |       | ↖ ↗   |       | ↖ ↗   |      |
| Traffic Volume (vph)    | 127   | 1090  | 55   | 147   | 1183  | 24   | 104   | 114   | 127   | 66    | 181   | 28   |
| Future Volume (vph)     | 127   | 1090  | 55   | 147   | 1183  | 24   | 104   | 114   | 127   | 66    | 181   | 28   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Storage Length (m)      | 25.0  |       | 0.0  | 50.0  |       | 0.0  | 50.0  |       | 0.0   | 120.0 |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0     | 1     |       | 0    |
| Taper Length (m)        | 40.0  |       |      | 40.0  |       |      | 50.0  |       |       | 50.0  |       |      |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |      | 1.00  | 0.99  |       |       |       |      |
| Fit                     | 0.993 |       |      |       | 0.997 |      | 0.921 |       |       |       | 0.980 |      |
| Fit Protected           | 0.950 |       |      |       | 0.950 |      | 0.950 |       |       |       | 0.950 |      |
| Satd. Flow (prot)       | 1770  |       | 4947 |       | 0     |      | 1626  |       | 5022  |       | 0     |      |
| Fit Permitted           | 0.210 |       |      |       | 0.186 |      | 0.391 |       |       |       | 0.310 |      |
| Satd. Flow (perm)       | 391   |       | 4947 |       | 0     |      | 317   |       | 5022  |       | 0     |      |
| Right Turn on Red       |       |       | Yes  |       |       |      | Yes   |       |       |       | Yes   |      |
| Satd. Flow (RTOR)       | 11    |       |      |       | 5     |      |       |       | 55    |       | 8     |      |
| Link Speed (k/h)        | 60    |       |      |       | 60    |      |       |       | 50    |       | 50    |      |
| Link Distance (m)       | 186.0 |       |      |       | 273.0 |      |       |       | 289.9 |       | 215.0 |      |
| Travel Time (s)         | 11.2  |       |      |       | 16.4  |      |       |       | 20.9  |       | 15.5  |      |
| Conf. Peds. (#/hr)      |       |       | 10   |       | 10    |      |       |       | 3     |       | 5     |      |
| Peak Hour Factor        | 0.96  | 0.96  | 0.96 | 0.96  | 0.96  | 0.96 | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96 |
| Heavy Vehicles (%)      | 2%    | 4%    | 2%   | 11%   | 3%    | 2%   | 4%    | 2%    | 4%    | 2%    | 2%    | 2%   |
| Adj. Flow (vph)         | 132   | 1135  | 57   | 153   | 1232  | 25   | 108   | 119   | 132   | 69    | 189   | 29   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |       |       |       |      |
| Lane Group Flow (vph)   | 132   | 1192  | 0    | 153   | 1257  | 0    | 108   | 251   | 0     | 69    | 218   | 0    |
| Turn Type               | Perm  | NA    |      | pm+pt | NA    |      | Perm  | NA    |       | Perm  | NA    |      |
| Protected Phases        | 2     |       | 2    |       | 1     |      | 6     |       | 8     |       | 4     |      |
| Permitted Phases        | 2     |       | 6    |       | 8     |      | 4     |       | 8     |       | 4     |      |
| Detector Phase          | 2     | 2     |      | 1     | 6     |      | 8     | 8     |       | 4     | 4     |      |
| Switch Phase            |       |       |      |       |       |      |       |       |       |       |       |      |
| Minimum Initial (s)     | 10.0  | 10.0  |      | 7.0   | 10.0  |      | 11.0  | 11.0  |       | 11.0  | 11.0  |      |
| Minimum Split (s)       | 28.0  | 28.0  |      | 11.0  | 28.0  |      | 34.0  | 34.0  |       | 34.0  | 34.0  |      |
| Total Split (s)         | 57.0  | 57.0  |      | 11.0  | 68.0  |      | 34.0  | 34.0  |       | 34.0  | 34.0  |      |
| Total Split (%)         | 55.9% | 55.9% |      | 10.8% | 66.7% |      | 33.3% | 33.3% |       | 33.3% | 33.3% |      |
| Maximum Green (s)       | 52.0  | 52.0  |      | 7.0   | 63.0  |      | 29.0  | 29.0  |       | 29.0  | 29.0  |      |
| Yellow Time (s)         | 4.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |       | 4.0   | 4.0   |      |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |       | 1.0   | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |       | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 5.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |       | 5.0   | 5.0   |      |
| Lead/Lag                | Lag   | Lag   |      | Lead  |       |      |       |       |       |       |       |      |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   |       |      |       |       |       |       |       |      |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |       | 3.0   | 3.0   |      |
| Recall Mode             | C-Max | C-Max |      | None  | C-Max |      | None  | None  |       | None  | None  |      |
| Walk Time (s)           | 7.0   | 7.0   |      | 7.0   | 7.0   |      | 7.0   | 7.0   |       | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 16.0  | 16.0  |      | 16.0  | 22.0  |      | 22.0  | 22.0  |       | 22.0  | 22.0  |      |
| Pedestrian Calls (#/hr) | 0     | 0     |      | 0     | 0     |      | 0     | 0     |       | 0     | 0     |      |
| Act Effect Green (s)    | 63.2  | 63.2  |      | 75.2  | 74.2  |      | 17.8  | 17.8  |       | 17.8  | 17.8  |      |
| Actuated g/C Ratio      | 0.62  | 0.62  |      | 0.74  | 0.73  |      | 0.17  | 0.17  |       | 0.17  | 0.17  |      |
| v/c Ratio               | 0.55  | 0.39  |      | 0.47  | 0.34  |      | 0.87  | 0.74  |       | 0.68  | 0.67  |      |

Lanes, Volumes, Timings

4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total AM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL   | EBT  | EBR | WBL   | WBT  | WBR | NBL   | NBT  | NBR  | SBL   | SBT   | SBR |
|------------------------|-------|------|-----|-------|------|-----|-------|------|------|-------|-------|-----|
| Control Delay          | 16.6  | 2.6  |     | 12.9  | 2.0  |     | 91.9  | 43.6 |      | 70.5  | 47.3  |     |
| Queue Delay            | 0.0   | 0.0  |     | 0.0   | 0.0  |     | 0.0   | 0.0  |      | 0.0   | 0.0   |     |
| Total Delay            | 16.6  | 2.6  |     | 12.9  | 2.0  |     | 91.9  | 43.6 |      | 70.5  | 47.3  |     |
| LOS                    | B     | A    |     | B     | A    |     | F     | D    |      | E     | D     |     |
| Approach Delay         | 4.0   |      |     | 3.2   |      |     | 58.1  |      |      | 52.9  |       |     |
| Approach LOS           | A     |      |     | A     |      |     | E     |      |      | D     |       |     |
| Queue Length 50th (m)  | 3.7   | 5.8  |     | 2.2   | 7.2  |     | 22.2  | 39.3 |      | 13.7  | 41.4  |     |
| Queue Length 95th (m)  | #35.9 | 8.4  |     | 19.2  | 10.0 |     | #43.5 | 61.1 |      | 27.6  | 60.6  |     |
| Internal Link Dist (m) | 162.0 |      |     | 249.0 |      |     | 265.9 |      |      | 191.0 |       |     |
| Turn Bay Length (m)    | 25.0  |      |     |       | 50.0 |     |       |      | 50.0 |       | 120.0 |     |
| Base Capacity (vph)    | 242   | 3067 |     | 323   | 3652 |     | 202   | 517  |      | 164   | 524   |     |
| 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      | 0.55  | 0.39 |     | 0.47  | 0.34 |     | 0.53  | 0.49 |      | 0.42  | 0.42  |     |

Intersection Summary

Area Type: Other

Cycle Length: 102

Actuated Cycle Length: 102

Offset: 13 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 73.2%

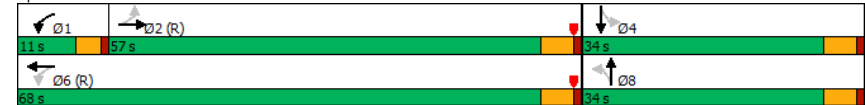
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Rose-Ville Garden Drive & Tecumseh Road



HCM 6th Signalized Intersection Summary  
4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔    |
| Traffic Volume (veh/h)       | 127  | 1090 | 55   | 147  | 1183 | 24   | 104  | 114  | 127  | 66   | 181  | 28   |
| Future Volume (veh/h)        | 127  | 1090 | 55   | 147  | 1183 | 24   | 104  | 114  | 127  | 66   | 181  | 28   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1841 | 1870 | 1737 | 1856 | 1870 | 1841 | 1870 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 132  | 1135 | 57   | 153  | 1232 | 25   | 108  | 119  | 132  | 69   | 189  | 29   |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 2    | 4    | 2    | 11   | 3    | 2    | 4    | 2    | 4    | 2    | 2    | 2    |
| Cap, veh/h                   | 319  | 2759 | 138  | 371  | 3425 | 69   | 217  | 187  | 207  | 182  | 367  | 56   |
| Arrive On Green              | 0.56 | 0.56 | 0.56 | 0.14 | 1.00 | 1.00 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h              | 441  | 4898 | 246  | 1654 | 5109 | 104  | 1145 | 807  | 895  | 1125 | 1584 | 243  |
| Grp Volume(v), veh/h         | 132  | 776  | 416  | 153  | 814  | 443  | 108  | 0    | 251  | 69   | 0    | 218  |
| Grp Sat Flow(s),veh/h/ln     | 441  | 1675 | 1794 | 1654 | 1689 | 1836 | 1145 | 0    | 1702 | 1125 | 0    | 1827 |
| Q Serve(g_s), s              | 19.0 | 13.4 | 13.4 | 3.7  | 0.0  | 0.0  | 9.3  | 0.0  | 13.6 | 6.0  | 0.0  | 10.6 |
| Cycle Q Clear(g_c), s        | 19.0 | 13.4 | 13.4 | 3.7  | 0.0  | 0.0  | 19.9 | 0.0  | 13.6 | 19.6 | 0.0  | 10.6 |
| Prop In Lane                 | 1.00 |      | 0.14 | 1.00 |      | 0.06 | 1.00 |      | 0.53 | 1.00 |      | 0.13 |
| Lane Grp Cap(c), veh/h       | 319  | 1887 | 1011 | 371  | 2264 | 1231 | 217  | 0    | 394  | 182  | 0    | 423  |
| V/C Ratio(X)                 | 0.41 | 0.41 | 0.41 | 0.41 | 0.36 | 0.36 | 0.50 | 0.00 | 0.64 | 0.38 | 0.00 | 0.52 |
| Avail Cap(c_a), veh/h        | 319  | 1887 | 1011 | 372  | 2264 | 1231 | 277  | 0    | 484  | 241  | 0    | 519  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 13.9 | 12.7 | 12.7 | 8.0  | 0.0  | 0.0  | 42.9 | 0.0  | 35.3 | 44.1 | 0.0  | 34.2 |
| Incr Delay (d2), s/veh       | 3.9  | 0.7  | 1.2  | 0.6  | 0.4  | 0.7  | 1.8  | 0.0  | 1.9  | 1.3  | 0.0  | 1.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 3.1  | 7.0  | 7.7  | 1.5  | 0.2  | 0.4  | 4.5  | 0.0  | 9.1  | 2.9  | 0.0  | 7.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 17.8 | 13.3 | 13.9 | 8.6  | 0.4  | 0.7  | 44.6 | 0.0  | 37.2 | 45.4 | 0.0  | 35.2 |
| LnGrp LOS                    | B    | B    | B    | A    | A    | A    | D    | A    | D    | D    | A    | D    |
| Approach Vol, veh/h          | 1324 |      |      | 1410 |      |      | 359  |      |      | 287  |      |      |
| Approach Delay, s/veh        | 13.9 |      |      | 1.4  |      |      | 39.5 |      |      | 37.6 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 4    |      | 6    |      | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.9 | 62.5 | 28.6 |      | 73.4 |      | 28.6 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 5.0  |      | 5.0  |      | 5.0  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0  | 52.0 | 29.0 |      | 63.0 |      | 29.0 |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 5.7  | 21.0 | 21.6 |      | 2.0  |      | 21.9 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 14.5 | 1.0  |      | 14.5 |      | 1.3  |      |      |      |      |      |

| Intersection Summary |      |  |
|----------------------|------|--|
| HCM 6th Ctrl Delay   | 13.4 |  |
| HCM 6th LOS          | B    |  |

Lanes, Volumes, Timings  
5: East Park Drive/Walmart Access & Tecumseh Road

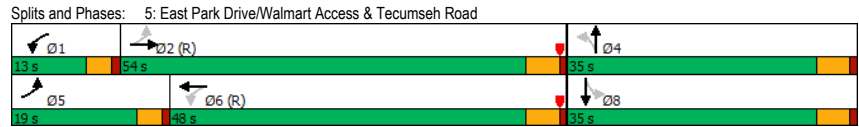
2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔    | ↔↔↔   |       | ↔     |
| Traffic Volume (vph)    | 152   | 951   | 117  | 108   | 1230  | 141  | 74    | 46    | 39   | 64    | 32    | 58    |
| Future Volume (vph)     | 152   | 951   | 117  | 108   | 1230  | 141  | 74    | 46    | 39   | 64    | 32    | 58    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (m)      | 65.0  |       | 0.0  | 40.0  |       | 0.0  | 25.0  |       | 0.0  | 20.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0     |
| Taper Length (m)        | 70.0  |       |      | 50.0  |       |      | 100.0 |       |      | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |       | 1.00  |      | 1.00  |       |      | 1.00  |       |      |       |       | 0.99  |
| Frt                     | 0.984 |       |      |       | 0.985 |      | 0.931 |       |      |       | 0.903 |       |
| Fit Protected           | 0.950 |       |      |       | 0.950 |      | 0.950 |       |      |       | 0.950 |       |
| Satd. Flow (prot)       | 1787  |       | 4892 |       | 0     |      | 1805  |       | 4970 |       | 0     |       |
| Fit Permitted           | 0.123 |       |      |       | 0.207 |      | 0.676 |       |      |       | 0.694 |       |
| Satd. Flow (perm)       | 231   |       | 4892 |       | 0     |      | 393   |       | 4970 |       | 0     |       |
| Right Turn on Red       |       |       | Yes  |       |       |      | Yes   |       |      |       | Yes   |       |
| Satd. Flow (RTOR)       | 29    |       |      |       | 24    |      | 42    |       |      |       | 65    |       |
| Link Speed (k/h)        | 60    |       |      |       | 60    |      | 50    |       |      |       | 50    |       |
| Link Distance (m)       | 273.0 |       |      |       | 268.3 |      | 231.1 |       |      |       | 151.2 |       |
| Travel Time (s)         | 16.4  |       |      |       | 16.1  |      | 16.6  |       |      |       | 10.9  |       |
| Conf. Peds. (#/hr)      |       |       | 6    |       | 6     |      | 5     |       |      |       | 5     |       |
| Peak Hour Factor        | 0.89  | 0.89  | 0.89 | 0.89  | 0.89  | 0.89 | 0.89  | 0.89  | 0.89 | 0.89  | 0.89  | 0.89  |
| Heavy Vehicles (%)      | 1%    | 4%    | 4%   | 0%    | 3%    | 1%   | 8%    | 0%    | 0%   | 1%    | 0%    | 0%    |
| Adj. Flow (vph)         | 171   | 1069  | 131  | 121   | 1382  | 158  | 83    | 52    | 44   | 72    | 36    | 65    |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 171   | 1200  | 0    | 121   | 1540  | 0    | 83    | 96    | 0    | 72    | 101   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      | 4     |       |      | 8     |       | 8     |
| Permitted Phases        | 2     |       | 6    |       | 4     |      | 8     |       | 8    |       | 8     |       |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 4     | 4     |      | 8     |       | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |       |
| Minimum Initial (s)     | 8.0   | 10.0  |      | 8.0   | 10.0  |      | 10.0  | 10.0  |      | 10.0  |       | 10.0  |
| Minimum Split (s)       | 12.0  | 35.0  |      | 12.0  | 35.0  |      | 35.0  | 35.0  |      | 35.0  |       | 35.0  |
| Total Split (s)         | 19.0  | 54.0  |      | 13.0  | 48.0  |      | 35.0  | 35.0  |      | 35.0  |       | 35.0  |
| Total Split (%)         | 18.6% | 52.9% |      | 12.7% | 47.1% |      | 34.3% | 34.3% |      | 34.3% |       | 34.3% |
| Maximum Green (s)       | 15.0  | 49.0  |      | 9.0   | 43.0  |      | 30.0  | 30.0  |      | 30.0  |       | 30.0  |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   |       | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   |       | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   |       | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   |       | 5.0   |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      |       |       |      |       |       |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      |       |       |      |       |       |       |
| Vehicle Extension (s)   | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   |      | 3.0   |       | 3.0   |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  |       | None  |
| Walk Time (s)           | 7.0   |       | 7.0  |       | 7.0   |      | 7.0   |       | 7.0  |       | 7.0   |       |
| Flash Dont Walk (s)     | 23.0  |       | 23.0 |       | 23.0  |      | 23.0  |       | 23.0 |       | 23.0  |       |
| Pedestrian Calls (#/hr) | 0     |       | 0    |       | 0     |      | 0     |       | 0    |       | 0     |       |
| Act Effct Green (s)     | 77.5  | 66.8  |      | 74.0  | 64.9  |      | 13.0  | 13.0  |      | 13.0  |       | 13.0  |
| Actuated g/C Ratio      | 0.76  | 0.65  |      | 0.73  | 0.64  |      | 0.13  | 0.13  |      | 0.13  |       | 0.13  |
| v/c Ratio               | 0.52  | 0.37  |      | 0.30  | 0.49  |      | 0.55  | 0.37  |      | 0.43  |       | 0.37  |

Lanes, Volumes, Timings  
 5: East Park Drive/Walmart Access & Tecumseh Road (230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL   | EBT  | EBR   | WBL  | WBT   | WBR | NBL   | NBT  | NBR | SBL  | SBT  | SBR |
|------------------------|-------|------|-------|------|-------|-----|-------|------|-----|------|------|-----|
| Control Delay          | 20.9  | 7.1  |       | 4.7  | 8.0   |     | 54.9  | 27.5 |     | 48.3 | 20.6 |     |
| Queue Delay            | 0.0   | 0.0  |       | 0.0  | 0.0   |     | 0.0   | 0.0  |     | 0.0  | 0.0  |     |
| Total Delay            | 20.9  | 7.1  |       | 4.7  | 8.0   |     | 54.9  | 27.5 |     | 48.3 | 20.6 |     |
| LOS                    | C     | A    |       | A    | A     |     | D     | C    |     | D    | C    |     |
| Approach Delay         | 8.8   |      |       | 7.8  |       |     | 40.2  |      |     | 32.1 |      |     |
| Approach LOS           | A     |      |       | A    |       |     | D     |      |     | C    |      |     |
| Queue Length 50th (m)  | 16.9  | 21.5 |       | 3.7  | 35.5  |     | 16.6  | 10.4 |     | 14.2 | 6.8  |     |
| Queue Length 95th (m)  | 39.8  | 43.1 |       | 7.9  | 44.9  |     | 30.4  | 24.1 |     | 26.7 | 20.7 |     |
| Internal Link Dist (m) | 249.0 |      | 244.3 |      | 207.1 |     | 127.2 |      |     |      |      |     |
| Turn Bay Length (m)    | 65.0  |      | 40.0  |      | 25.0  |     | 20.0  |      |     |      |      |     |
| Base Capacity (vph)    | 409   | 3213 |       | 412  | 3169  |     | 348   | 549  |     | 384  | 545  |     |
| 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      | 0.42  | 0.37 |       | 0.29 | 0.49  |     | 0.24  | 0.17 |     | 0.19 | 0.19 |     |

| Intersection Summary               |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 102   |
| Actuated Cycle Length:             | 102   |
| Offset:                            | 93 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red   |
| Natural Cycle:                     | 85  |
| Control Type:                      | Actuated-Coordinated  |
| Maximum v/c Ratio:                 | 0.55  |
| Intersection Signal Delay:         | 11.1  |
| Intersection LOS:                  | B   |
| Intersection Capacity Utilization: | 59.5%   |
| ICU Level of Service:              | B   |
| Analysis Period (min):             | 15  |
| m                                  | Volume for 95th percentile queue is metered by upstream signal. |



HCM 6th Signalized Intersection Summary  
 5: East Park Drive/Walmart Access & Tecumseh Road (230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Configurations          | ↖ ↗ ↘ |      |      | ↖ ↗ ↘ |      |      | ↖ ↗ ↘ |      |      | ↖ ↗ ↘ |      |      |
| Traffic Volume (veh/h)       | 152   | 951  | 117  | 108   | 1230 | 141  | 74    | 46   | 39   | 64    | 32   | 58   |
| Future Volume (veh/h)        | 152   | 951  | 117  | 108   | 1230 | 141  | 74    | 46   | 39   | 64    | 32   | 58   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      |      | 1.00  |      |      | 1.00  |      |      | 0.99  |      |      |
| Parking Bus, Adj             | 1.00  |      |      | 1.00  |      |      | 1.00  |      |      | 1.00  |      |      |
| Work Zone On Approach        | No    |      |      | No    |      |      | No    |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1885  | 1841 | 1841 | 1900  | 1856 | 1885 | 1781  | 1900 | 1900 | 1885  | 1900 | 1900 |
| Adj Flow Rate, veh/h         | 171   | 1069 | 131  | 121   | 1382 | 158  | 83    | 52   | 44   | 72    | 36   | 65   |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 1     | 4    | 4    | 0     | 3    | 1    | 8     | 0    | 0    | 1     | 0    | 0    |
| Cap, veh/h                   | 420   | 2816 | 345  | 425   | 2854 | 326  | 208   | 157  | 133  | 223   | 100  | 180  |
| Arrive On Green              | 0.05  | 0.42 | 0.42 | 0.15  | 1.00 | 1.00 | 0.17  | 0.17 | 0.17 | 0.17  | 0.17 | 0.17 |
| Sat Flow, veh/h              | 1795  | 4533 | 555  | 1810  | 4608 | 527  | 1224  | 946  | 801  | 1301  | 603  | 1089 |
| Grp Volume(v), veh/h         | 171   | 790  | 410  | 121   | 1013 | 527  | 83    | 0    | 96   | 72    | 0    | 101  |
| Grp Sat Flow(s), veh/h/ln    | 1795  | 1675 | 1738 | 1810  | 1689 | 1758 | 1224  | 0    | 1747 | 1301  | 0    | 1692 |
| Q Serve(g_s), s              | 3.2   | 16.7 | 16.7 | 2.2   | 0.0  | 0.0  | 6.6   | 0.0  | 4.9  | 5.3   | 0.0  | 5.4  |
| Cycle Q Clear(g_c), s        | 3.2   | 16.7 | 16.7 | 2.2   | 0.0  | 0.0  | 12.0  | 0.0  | 4.9  | 10.2  | 0.0  | 5.4  |
| Prop In Lane                 | 1.00  | 0.32 | 1.00 | 0.30  | 1.00 | 1.00 | 0.46  | 1.00 | 0.64 | 1.00  | 0.64 | 1.00 |
| Lane Grp Cap(c), veh/h       | 420   | 2081 | 1080 | 425   | 2092 | 1089 | 208   | 0    | 289  | 223   | 0    | 280  |
| V/C Ratio(X)                 | 0.41  | 0.38 | 0.38 | 0.29  | 0.48 | 0.48 | 0.40  | 0.00 | 0.33 | 0.32  | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h        | 545   | 2081 | 1080 | 447   | 2092 | 1089 | 366   | 0    | 514  | 390   | 0    | 498  |
| HCM Platoon Ratio            | 0.67  | 0.67 | 0.67 | 2.00  | 2.00 | 2.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.92  | 0.92 | 0.92 | 0.70  | 0.70 | 0.70 | 1.00  | 0.00 | 1.00 | 1.00  | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 5.3   | 16.1 | 16.1 | 6.3   | 0.0  | 0.0  | 43.1  | 0.0  | 37.6 | 42.1  | 0.0  | 37.8 |
| Incr Delay (d2), s/veh       | 0.6   | 0.5  | 0.9  | 0.3   | 0.6  | 1.1  | 1.2   | 0.0  | 0.7  | 0.8   | 0.0  | 0.8  |
| Initial Q Delay(d3), s/veh   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%), veh/ln    | 1.3   | 9.3  | 9.8  | 0.8   | 0.3  | 0.6  | 3.4   | 0.0  | 3.6  | 2.9   | 0.0  | 3.8  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |       |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 5.9   | 16.6 | 17.1 | 6.5   | 0.6  | 1.1  | 44.3  | 0.0  | 38.2 | 42.9  | 0.0  | 38.5 |
| LnGrp LOS                    | A     | B    | B    | A     | A    | A    | D     | A    | D    | D     | A    | D    |
| Approach Vol, veh/h          | 1371  |      |      | 1661  |      |      | 179   |      |      | 173   |      |      |
| Approach Delay, s/veh        | 15.4  |      |      | 1.2   |      |      | 41.1  |      |      | 40.4  |      |      |
| Approach LOS                 | B     |      |      | A     |      |      | D     |      |      | D     |      |      |
| Timer - Assigned Phs         | 1     | 2    | 4    |       | 5    | 6    | 8     |      |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 11.7  | 68.4 | 21.9 |       | 11.9 | 68.2 | 21.9  |      |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0   | 5.0  | 5.0  |       | 4.0  | 5.0  | 5.0   |      |      |       |      |      |
| Max Green Setting (Gmax), s  | 9.0   | 49.0 | 30.0 |       | 15.0 | 43.0 | 30.0  |      |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 4.2   | 18.7 | 14.0 |       | 5.2  | 2.0  | 12.2  |      |      |       |      |      |
| Green Ext Time (p_c), s      | 0.2   | 11.5 | 0.9  |       | 0.4  | 18.2 | 0.9   |      |      |       |      |      |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 11.1 |
| HCM 6th LOS          | B    |

Lanes, Volumes, Timings

2045 Total AM Peak Hour

6: Lauzon Parkway & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

|                         | ↖     | →     | ↘     | ↙     | ←     | ↖     | ↙     | ↘     | ↗     | ↘     | ↙     | ↘     |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     | ↖ ↖ ↖ | ↖ ↖ ↖ | ↖ ↖ ↖ | ↙ ↙ ↙ | ↙ ↙ ↙ | ↙ ↙ ↙ | ↘ ↘ ↘ | ↘ ↘ ↘ | ↘ ↘ ↘ | ↘ ↘ ↘ | ↘ ↘ ↘ | ↘ ↘ ↘ |
| Traffic Volume (vph)    | 172   | 739   | 175   | 138   | 842   | 62    | 346   | 476   | 102   | 125   | 629   | 309   |
| Future Volume (vph)     | 172   | 739   | 175   | 138   | 842   | 62    | 346   | 476   | 102   | 125   | 629   | 309   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 90.0  |       | 0.0   | 120.0 |       | 0.0   | 90.0  |       | 0.0   | 70.0  |       | 70.0  |
| Storage Lanes           | 1     |       | 0     | 1     |       | 0     | 1     |       | 0     | 1     |       | 1     |
| Taper Length (m)        | 80.0  |       |       | 60.0  |       |       | 70.0  |       |       | 70.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91  | 1.00  | 0.91  | 0.91  | 1.00  | 0.91  | 0.91  | 1.00  | 0.91  | 1.00  |
| Ped Bike Factor         | 1.00  | 1.00  |       | 1.00  |       | 1.00  | 1.00  |       | 1.00  |       | 1.00  | 0.99  |
| Frt                     |       | 0.971 |       |       | 0.990 |       |       | 0.973 |       |       |       | 0.850 |
| Fit Protected           | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1656  | 4904  | 0     | 1736  | 5003  | 0     | 1752  | 4783  | 0     | 1517  | 4940  | 1495  |
| Fit Permitted           | 0.202 |       |       | 0.198 |       |       | 0.216 |       |       | 0.405 |       |       |
| Satd. Flow (perm)       | 352   | 4904  | 0     | 361   | 5003  | 0     | 398   | 4783  | 0     | 645   | 4940  | 1473  |
| Right Turn on Red       |       |       | Yes   |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       | 57    |       |       | 12    |       |       | 50    |       |       | 193   |       |       |
| Link Speed (k/h)        | 60    |       |       | 60    |       |       | 60    |       |       | 60    |       |       |
| Link Distance (m)       | 268.3 |       |       | 288.0 |       |       | 208.8 |       |       | 230.9 |       |       |
| Travel Time (s)         | 16.1  |       |       | 17.3  |       |       | 12.5  |       |       | 13.9  |       |       |
| Conf. Peds. (#/hr)      | 5     |       | 7     | 7     |       | 5     | 3     |       | 6     | 6     |       | 3     |
| Peak Hour Factor        | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Heavy Vehicles (%)      | 9%    | 1%    | 8%    | 4%    | 1%    | 23%   | 3%    | 5%    | 6%    | 19%   | 5%    | 8%    |
| Adj. Flow (vph)         | 185   | 795   | 188   | 148   | 905   | 67    | 372   | 512   | 110   | 134   | 676   | 332   |
| Shared Lane Traffic (%) |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 185   | 983   | 0     | 148   | 972   | 0     | 372   | 622   | 0     | 134   | 676   | 332   |
| Turn Type               | pm+pt | NA    |       | pm+pt | NA    |       | pm+pt | NA    |       | pm+pt | NA    | Perm  |
| Protected Phases        | 5     | 2     |       | 1     | 6     |       | 7     | 4     |       | 3     | 8     |       |
| Permitted Phases        | 2     |       |       | 6     |       |       | 4     |       |       | 8     |       | 8     |
| Detector Phase          | 5     | 2     |       | 1     | 6     |       | 7     | 4     |       | 3     | 8     | 8     |
| Switch Phase            |       |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 15.0  |       | 7.0   | 15.0  |       | 7.0   | 13.0  |       | 7.0   | 13.0  | 13.0  |
| Minimum Split (s)       | 11.0  | 39.0  |       | 11.0  | 39.0  |       | 11.0  | 35.0  |       | 11.0  | 37.0  | 37.0  |
| Total Split (s)         | 11.0  | 39.0  |       | 11.0  | 39.0  |       | 22.0  | 41.0  |       | 11.0  | 30.0  | 30.0  |
| Total Split (%)         | 10.8% | 38.2% |       | 10.8% | 38.2% |       | 21.6% | 40.2% |       | 10.8% | 29.4% | 29.4% |
| Maximum Green (s)       | 7.0   | 33.0  |       | 7.0   | 33.0  |       | 18.0  | 35.0  |       | 7.0   | 24.0  | 24.0  |
| Yellow Time (s)         | 3.0   | 4.0   |       | 3.0   | 4.0   |       | 3.0   | 4.0   |       | 3.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 2.0   |       | 1.0   | 2.0   |       | 1.0   | 2.0   |       | 1.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |       | 0.0   | 0.0   |       | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 6.0   |       | 4.0   | 6.0   |       | 4.0   | 6.0   |       | 4.0   | 6.0   | 6.0   |
| Lead/Lag                | Lead  | Lag   |       | Lead  | Lag   |       | Lead  | Lag   |       | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   |       | Yes   | Yes   |       | Yes   | Yes   |       | Yes   | Yes   | Yes   |
| Vehicle Extension (s)   | 3.0   | 4.0   |       | 3.0   | 4.0   |       | 3.0   | 3.5   |       | 3.0   | 3.5   | 3.5   |
| Recall Mode             | None  | C-Max |       | None  | C-Max |       | None  | None  |       | None  | None  | None  |
| Walk Time (s)           |       | 7.0   |       |       | 7.0   |       |       | 5.0   |       |       | 7.0   | 7.0   |
| Flash Dont Walk (s)     |       | 26.0  |       |       | 26.0  |       |       | 24.0  |       |       | 24.0  | 24.0  |
| Pedestrian Calls (#/hr) |       | 0     |       |       | 0     |       |       | 0     |       |       | 0     | 0     |
| Act Effct Green (s)     | 45.0  | 36.0  |       | 45.0  | 36.0  |       | 45.0  | 32.0  |       | 30.0  | 21.0  | 21.0  |
| Actuated g/C Ratio      | 0.44  | 0.35  |       | 0.44  | 0.35  |       | 0.44  | 0.31  |       | 0.29  | 0.21  | 0.21  |
| v/c Ratio               | 0.76  | 0.56  |       | 0.58  | 0.55  |       | 0.90  | 0.41  |       | 0.54  | 0.66  | 0.73  |

Lanes, Volumes, Timings

2045 Total AM Peak Hour

6: Lauzon Parkway & Tecumseh Road

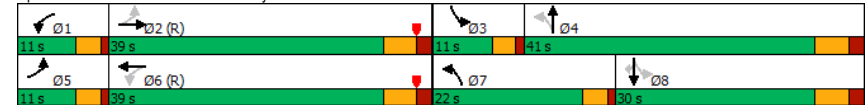
(230538) Forest Glade EA Transportation Analysis

|                        | ↖     | →     | ↘   | ↙     | ←     | ↖   | ↙      | ↘     | ↗   | ↘    | ↙     | ↘    |
|------------------------|-------|-------|-----|-------|-------|-----|--------|-------|-----|------|-------|------|
| Lane Group             | EBL   | EBT   | EBR | WBL   | WBT   | WBR | NBL    | NBT   | NBR | SBL  | SBT   | SBR  |
| Control Delay          | 41.6  | 23.9  |     | 26.7  | 28.0  |     | 47.6   | 25.7  |     | 23.0 | 35.4  | 24.0 |
| Queue Delay            | 0.0   | 0.0   |     | 0.0   | 0.0   |     | 0.0    | 0.0   |     | 0.0  | 0.0   | 0.0  |
| Total Delay            | 41.6  | 23.9  |     | 26.7  | 28.0  |     | 47.6   | 25.7  |     | 23.0 | 35.4  | 24.0 |
| LOS                    | D     | C     |     | C     | C     |     | D      | C     |     | C    | D     | C    |
| Approach Delay         |       | 26.7  |     |       | 27.8  |     |        | 33.9  |     |      | 30.6  |      |
| Approach LOS           |       | C     |     |       | C     |     |        | C     |     |      | C     |      |
| Queue Length 50th (m)  | 27.6  | 52.4  |     | 17.0  | 58.3  |     | 53.4   | 33.8  |     | 18.4 | 48.9  | 34.8 |
| Queue Length 95th (m)  | #49.5 | 54.5  |     | 31.0  | 75.6  |     | #100.9 | 42.9  |     | 17.2 | 63.0  | 65.0 |
| Internal Link Dist (m) |       | 244.3 |     |       | 264.0 |     |        | 184.8 |     |      | 206.9 |      |
| Turn Bay Length (m)    | 90.0  |       |     | 120.0 |       |     | 90.0   |       |     | 70.0 |       | 70.0 |
| Base Capacity (vph)    | 244   | 1767  |     | 253   | 1773  |     | 414    | 1674  |     | 249  | 1162  | 494  |
| Starvation Cap Reductn | 0     | 0     |     | 0     | 0     |     | 0      | 0     |     | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0     | 0     |     | 0     | 0     |     | 0      | 0     |     | 0    | 0     | 0    |
| Storage Cap Reductn    | 0     | 0     |     | 0     | 0     |     | 0      | 0     |     | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.76  | 0.56  |     | 0.58  | 0.55  |     | 0.90   | 0.37  |     | 0.54 | 0.58  | 0.67 |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 63 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 29.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Lauzon Parkway & Tecumseh Road



HCM 6th Signalized Intersection Summary

2045 Total AM Peak Hour

6: Lauzon Parkway & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔↔↔  |      |      | ↔↔↔  |      |      | ↔↔↔  |      |      | ↔↔↔  |      |      |
| Traffic Volume (veh/h)       | 172  | 739  | 175  | 138  | 842  | 62   | 346  | 476  | 102  | 125  | 629  | 309  |
| Future Volume (veh/h)        | 172  | 739  | 175  | 138  | 842  | 62   | 346  | 476  | 102  | 125  | 629  | 309  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1767 | 1885 | 1781 | 1841 | 1885 | 1559 | 1856 | 1826 | 1811 | 1618 | 1826 | 1781 |
| Adj Flow Rate, veh/h         | 185  | 795  | 188  | 148  | 905  | 67   | 372  | 512  | 110  | 134  | 676  | 332  |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 9    | 1    | 8    | 4    | 1    | 23   | 3    | 5    | 6    | 19   | 5    | 8    |
| Cap, veh/h                   | 281  | 1360 | 319  | 272  | 1598 | 118  | 440  | 1400 | 294  | 339  | 1173 | 353  |
| Arrive On Green              | 0.02 | 0.11 | 0.11 | 0.07 | 0.33 | 0.33 | 0.17 | 0.34 | 0.34 | 0.07 | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1682 | 4158 | 975  | 1753 | 4888 | 361  | 1767 | 4123 | 865  | 1541 | 4985 | 1498 |
| Grp Volume(v), veh/h         | 185  | 655  | 328  | 148  | 635  | 337  | 372  | 410  | 212  | 134  | 676  | 332  |
| Grp Sat Flow(s),veh/h/ln     | 1682 | 1716 | 1702 | 1753 | 1716 | 1817 | 1767 | 1662 | 1665 | 1541 | 1662 | 1498 |
| Q Serve(g_s), s              | 7.0  | 18.5 | 18.7 | 5.7  | 15.6 | 15.7 | 15.6 | 9.5  | 9.8  | 6.8  | 12.2 | 22.2 |
| Cycle Q Clear(g_c), s        | 7.0  | 18.5 | 18.7 | 5.7  | 15.6 | 15.7 | 15.6 | 9.5  | 9.8  | 6.8  | 12.2 | 22.2 |
| Prop In Lane                 | 1.00 |      | 0.57 | 1.00 |      | 0.20 | 1.00 |      | 0.52 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 281  | 1122 | 557  | 272  | 1122 | 594  | 440  | 1129 | 565  | 339  | 1173 | 353  |
| V/C Ratio(X)                 | 0.66 | 0.58 | 0.59 | 0.55 | 0.57 | 0.57 | 0.85 | 0.36 | 0.37 | 0.40 | 0.58 | 0.94 |
| Avail Cap(c_a), veh/h        | 281  | 1122 | 557  | 272  | 1122 | 594  | 446  | 1140 | 571  | 339  | 1173 | 353  |
| HCM Platoon Ratio            | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 |
| Uniform Delay (d), s/veh     | 24.7 | 38.9 | 39.0 | 22.7 | 28.3 | 28.4 | 23.4 | 25.4 | 25.5 | 27.1 | 34.5 | 38.3 |
| Incr Delay (d2), s/veh       | 5.2  | 2.1  | 4.2  | 2.3  | 2.1  | 3.9  | 13.8 | 0.2  | 0.5  | 0.7  | 0.7  | 31.5 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 5.5  | 13.1 | 13.5 | 3.8  | 9.7  | 10.6 | 11.2 | 5.8  | 6.1  | 4.0  | 7.7  | 15.2 |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 29.8 | 41.0 | 43.2 | 24.9 | 30.4 | 32.3 | 37.2 | 25.6 | 26.0 | 27.8 | 35.2 | 69.8 |
| LnGrp LOS                    | C    | D    | D    | C    | C    | C    | D    | C    | C    | C    | D    | E    |
| Approach Vol, veh/h          | 1168 |      |      | 1120 |      |      | 994  |      |      | 1142 |      |      |
| Approach Delay, s/veh        | 39.8 |      |      | 30.2 |      |      | 30.0 |      |      | 44.4 |      |      |
| Approach LOS                 | D    |      |      | C    |      |      | C    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 11.0 | 39.4 | 11.0 | 40.6 | 11.0 | 39.4 | 21.6 | 30.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0  | 33.0 | 7.0  | 35.0 | 7.0  | 33.0 | 18.0 | 24.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 7.7  | 20.7 | 8.8  | 11.8 | 9.0  | 17.7 | 17.6 | 24.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.1  | 0.0  | 5.7  | 0.0  | 8.1  | 0.1  | 0.0  |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           | 36.4 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |

Notes  
User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

2045 Total AM Peak Hour

7: Catherine Street (N/S)/Block 2 Commercial & Block 1 Business Park/Catherine Street

(19568) Forest Glade EA Transportation Analysis

| Movement                          | EBL          | EBT   | EBR  | WBL   | WBT   | WBR  | NBL                    | NBT   | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|--------------|-------|------|-------|-------|------|------------------------|-------|------|------|-------|------|
| Lane Configurations               | ↔↔           |       |      | ↔↔    |       |      | ↔↔                     |       |      | ↔↔   |       |      |
| Traffic Volume (vph)              | 0            | 1     | 5    | 107   | 7     | 13   | 40                     | 31    | 87   | 6    | 20    | 0    |
| Future Volume (vph)               | 0            | 1     | 5    | 107   | 7     | 13   | 40                     | 31    | 87   | 6    | 20    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900  | 1900 | 1900  | 1900  | 1900 | 1900                   | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (m)                | 0.0          |       | 0.0  | 50.0  |       | 0.0  | 15.0                   |       | 0.0  | 0.0  |       | 0.0  |
| Storage Lanes                     | 0            |       | 0    | 1     |       | 0    | 1                      |       | 0    | 0    |       | 0    |
| Taper Length (m)                  | 7.5          |       | 7.5  |       | 7.5   |      | 7.5                    |       | 7.5  |      | 7.5   |      |
| Lane Util. Factor                 | 1.00         | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00                   | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                               |              | 0.887 |      |       | 0.905 |      |                        | 0.890 |      |      |       |      |
| Fit Protected                     |              |       |      | 0.950 |       |      | 0.950                  |       |      |      | 0.988 |      |
| Satd. Flow (prot)                 | 0            | 1652  | 0    | 1770  | 1686  | 0    | 1770                   | 1658  | 0    | 0    | 1840  | 0    |
| Fit Permitted                     |              |       |      | 0.950 |       |      | 0.950                  |       |      |      | 0.988 |      |
| Satd. Flow (perm)                 | 0            | 1652  | 0    | 1770  | 1686  | 0    | 1770                   | 1658  | 0    | 0    | 1840  | 0    |
| Link Speed (k/h)                  |              | 50    |      |       | 50    |      |                        | 50    |      |      | 50    |      |
| Link Distance (m)                 |              | 152.2 |      |       | 82.6  |      |                        | 117.8 |      |      | 148.0 |      |
| Travel Time (s)                   |              | 11.0  |      |       | 5.9   |      |                        | 8.5   |      |      | 10.7  |      |
| Peak Hour Factor                  | 0.92         | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92                   | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 0            | 1     | 5    | 116   | 8     | 14   | 43                     | 34    | 95   | 7    | 22    | 0    |
| Shared Lane Traffic (%)           |              |       |      |       |       |      |                        |       |      |      |       |      |
| Lane Group Flow (vph)             | 0            | 6     | 0    | 116   | 22    | 0    | 43                     | 129   | 0    | 0    | 29    | 0    |
| Sign Control                      |              | Stop  |      |       | Stop  |      |                        | Stop  |      |      | Stop  |      |
| <b>Intersection Summary</b>       |              |       |      |       |       |      |                        |       |      |      |       |      |
| Area Type:                        | Other        |       |      |       |       |      |                        |       |      |      |       |      |
| Control Type:                     | Unsignalized |       |      |       |       |      |                        |       |      |      |       |      |
| Intersection Capacity Utilization | 26.7%        |       |      |       |       |      | ICU Level of Service A |       |      |      |       |      |
| Analysis Period (min)             | 15           |       |      |       |       |      |                        |       |      |      |       |      |

HCM 6th AWSC 2045 Total AM Peak Hour  
 7: Catherine Street (N/S)/Block 2 Commercial & Block 1 Business Park/Catherine Street Analysis

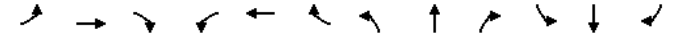
|                           |     |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| <b>Intersection</b>       |     |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Delay, s/veh | 8.6 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | A   |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↔    |      | ↕    | ↕    |      | ↕    | ↕    |      |      | ↔    |      |
| Traffic Vol, veh/h  | 0    | 1    | 5    | 107  | 7    | 13   | 40   | 31   | 87   | 6    | 20   | 0    |
| Future Vol, veh/h   | 0    | 1    | 5    | 107  | 7    | 13   | 40   | 31   | 87   | 6    | 20   | 0    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 1    | 5    | 116  | 8    | 14   | 43   | 34   | 95   | 7    | 22   | 0    |
| Number of Lanes     | 0    | 1    | 0    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 2   | 1   | 1   | 2   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 2   | 1   | 2   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 2   | 1   | 2   | 1   |
| HCM Control Delay          | 7.8 | 9.1 | 8.2 | 8.4 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    | 100%  | 0%    | 23%   |
| Vol Thru, %            | 0%    | 26%   | 17%   | 0%    | 35%   | 77%   |
| Vol Right, %           | 0%    | 74%   | 83%   | 0%    | 65%   | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 40    | 118   | 6     | 107   | 20    | 26    |
| LT Vol                 | 40    | 0     | 0     | 107   | 0     | 6     |
| Through Vol            | 0     | 31    | 1     | 0     | 7     | 20    |
| RT Vol                 | 0     | 87    | 5     | 0     | 13    | 0     |
| Lane Flow Rate         | 43    | 128   | 7     | 116   | 22    | 28    |
| Geometry Grp           | 5     | 5     | 4b    | 5     | 5     | 4b    |
| Degree of Util (X)     | 0.066 | 0.158 | 0.009 | 0.178 | 0.028 | 0.041 |
| Departure Headway (Hd) | 5.462 | 4.443 | 4.692 | 5.52  | 4.562 | 5.169 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 658   | 811   | 764   | 651   | 786   | 694   |
| Service Time           | 3.175 | 2.155 | 2.715 | 3.239 | 2.281 | 3.188 |
| HCM Lane V/C Ratio     | 0.065 | 0.158 | 0.009 | 0.178 | 0.028 | 0.04  |
| HCM Control Delay      | 8.6   | 8     | 7.8   | 9.4   | 7.4   | 8.4   |
| HCM Lane LOS           | A     | A     | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.2   | 0.6   | 0     | 0.6   | 0.1   | 0.1   |

Lanes, Volumes, Timings 2045 Total AM Peak Hour  
 8: Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial/Block 10 East Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|-------------------------|------|-------|------|------|-------|------|-------|-------|------|-------|------|-------|
| Lane Configurations     |      | ↔     |      |      | ↔     |      | ↕     | ↕     |      | ↕     | ↕    |       |
| Traffic Volume (vph)    | 9    | 0     | 14   | 8    | 0     | 0    | 118   | 149   | 20   | 0     | 93   | 39    |
| Future Volume (vph)     | 9    | 0     | 14   | 8    | 0     | 0    | 118   | 149   | 20   | 0     | 93   | 39    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Storage Length (m)      | 0.0  |       | 0.0  | 0.0  |       | 0.0  | 15.0  |       | 0.0  | 15.0  |      | 0.0   |
| Storage Lanes           | 0    |       | 0    | 0    |       | 0    | 1     |       | 0    | 1     |      | 0     |
| Taper Length (m)        | 7.5  |       |      | 7.5  |       |      | 7.5   |       |      | 7.5   |      |       |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Frt                     |      | 0.919 |      |      |       |      |       | 0.982 |      |       |      | 0.956 |
| Fit Protected           |      | 0.980 |      |      | 0.950 |      | 0.950 |       |      |       |      |       |
| Satd. Flow (prot)       | 0    | 1678  | 0    | 0    | 1770  | 0    | 1770  | 1829  | 0    | 1863  | 1781 | 0     |
| Fit Permitted           |      | 0.980 |      |      | 0.950 |      | 0.950 |       |      |       |      |       |
| Satd. Flow (perm)       | 0    | 1678  | 0    | 0    | 1770  | 0    | 1770  | 1829  | 0    | 1863  | 1781 | 0     |
| Link Speed (k/h)        |      | 50    |      |      | 50    |      | 50    |       |      | 50    |      |       |
| Link Distance (m)       |      | 108.5 |      |      | 87.5  |      | 180.0 |       |      | 117.8 |      |       |
| Travel Time (s)         |      | 7.8   |      |      | 6.3   |      | 13.0  |       |      | 8.5   |      |       |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)         | 10   | 0     | 15   | 9    | 0     | 0    | 128   | 162   | 22   | 0     | 101  | 42    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |       |       |      |       |      |       |
| Lane Group Flow (vph)   | 0    | 25    | 0    | 0    | 9     | 0    | 128   | 184   | 0    | 0     | 143  | 0     |
| Sign Control            |      | Stop  |      |      | Stop  |      | Free  |       |      | Free  |      |       |

| Intersection Summary              |                              |
|-----------------------------------|------------------------------|
| Area Type:                        | Other                        |
| Control Type:                     | Unsignalized                 |
| Intersection Capacity Utilization | 27.1% ICU Level of Service A |
| Analysis Period (min)             | 15                           |



HCM 6th TWSC  
 8: Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial Forest  
 2045 Total AM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      | ↔    |      |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 9    | 0    | 14   | 8    | 0    | 0    | 118  | 149  | 20   | 0    | 93   | 39   |
| Future Vol, veh/h        | 9    | 0    | 14   | 8    | 0    | 0    | 118  | 149  | 20   | 0    | 93   | 39   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 15   | -    | -    | 15   | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 0    | 15   | 9    | 0    | 0    | 128  | 162  | 22   | 0    | 101  | 42   |

| Major/Minor          | Minor2 | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 551    | 562    | 122    | 559    |
| Stage 1              | 122    | 122    | -      | 429    |
| Stage 2              | 429    | 440    | -      | 130    |
| Critical Hdwy        | 7.12   | 6.52   | 6.22   | 7.12   |
| Critical Hdwy Stg 1  | 6.12   | 5.52   | -      | 6.12   |
| Critical Hdwy Stg 2  | 6.12   | 5.52   | -      | 6.12   |
| Follow-up Hdwy       | 3.518  | 4.018  | 3.318  | 3.518  |
| Pot Cap-1 Maneuver   | 445    | 436    | 929    | 440    |
| Stage 1              | 882    | 795    | -      | 604    |
| Stage 2              | 604    | 578    | -      | 874    |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 415    | 397    | 929    | 403    |
| Mov Cap-2 Maneuver   | 415    | 397    | -      | 403    |
| Stage 1              | 804    | 795    | -      | 550    |
| Stage 2              | 550    | 527    | -      | 860    |

| Approach             | EB | WB   | NB  | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 11 | 14.1 | 3.2 | 0  |
| HCM LOS              | B  | B    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1440  | -   | -   | 626   | 403   | 1391 | -   | -   |
| HCM Lane V/C Ratio    | 0.089 | -   | -   | 0.04  | 0.022 | -    | -   | -   |
| HCM Control Delay (s) | 7.7   | -   | -   | 11    | 14.1  | 0    | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0.1   | 0.1   | 0    | -   | -   |

Lanes, Volumes, Timings  
 9: Block 7 Commercial & Catherine Street  
 2045 Total AM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

|                         | EBT  | EBR  | WBL   | WBT  | NBL   | NBR  |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations     | ↔    |      | ↔     | ↔    | ↔     | ↔    |
| Traffic Volume (vph)    | 94   | 0    | 12    | 127  | 0     | 6    |
| Future Volume (vph)     | 94   | 0    | 12    | 127  | 0     | 6    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 |
| Storage Length (m)      |      | 0.0  | 15.0  |      | 0.0   | 0.0  |
| Storage Lanes           |      | 0    | 1     |      | 1     | 0    |
| Taper Length (m)        |      |      | 7.5   |      | 7.5   |      |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                     |      |      |       |      | 0.865 |      |
| Fit Protected           |      |      | 0.950 |      |       |      |
| Satd. Flow (prot)       | 1863 | 0    | 1770  | 1863 | 1611  | 0    |
| Fit Permitted           |      |      | 0.950 |      |       |      |
| Satd. Flow (perm)       | 1863 | 0    | 1770  | 1863 | 1611  | 0    |
| Link Speed (k/h)        | 50   |      |       | 50   | 50    |      |
| Link Distance (m)       | 82.6 |      |       | 99.7 | 97.5  |      |
| Travel Time (s)         | 5.9  |      |       | 7.2  | 7.0   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 102  | 0    | 13    | 138  | 0     | 7    |
| Shared Lane Traffic (%) |      |      |       |      |       |      |
| Lane Group Flow (vph)   | 102  | 0    | 13    | 138  | 7     | 0    |
| Sign Control            | Free |      |       | Free | Stop  |      |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 17.3%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
9: Block 7 Commercial & Catherine Street

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↔    |      | ↔    | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 94   | 0    | 12   | 127  | 0    | 6    |
| Future Vol, veh/h        | 94   | 0    | 12   | 127  | 0    | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 15   | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 102  | 0    | 13   | 138  | 0    | 7    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 102    |
| Stage 1              | -      | -      | 102    |
| Stage 2              | -      | -      | 164    |
| Critical Hdwy        | -      | 4.12   | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | 2.218  | 3.318  |
| Pot Cap-1 Maneuver   | -      | 1490   | 723    |
| Stage 1              | -      | -      | 922    |
| Stage 2              | -      | -      | 865    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 1490   | 716    |
| Mov Cap-2 Maneuver   | -      | -      | 730    |
| Stage 1              | -      | -      | 922    |
| Stage 2              | -      | -      | 857    |

| Approach             | EB | WB  | NB  |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0  | 0.6 | 8.8 |
| HCM LOS              |    |     | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 953   | -   | -   | 1490  | -   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | 0.009 | -   |
| HCM Control Delay (s) | 8.8   | -   | -   | 7.4   | -   |
| HCM Lane LOS          | A     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

Lanes, Volumes, Timings  
10: Catherine Street & Big Box Retail Access A

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | EBL   | EBT  | WBT   | WBR  | SBL   | SBR   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     | ↔     | ↔    | ↔     | ↔    | ↔     | ↔     |
| Traffic Volume (vph)    | 47    | 53   | 104   | 100  | 98    | 35    |
| Future Volume (vph)     | 47    | 53   | 104   | 100  | 98    | 35    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Storage Length (m)      | 15.0  |      |       | 0.0  | 0.0   | 0.0   |
| Storage Lanes           | 1     |      |       | 0    | 1     | 1     |
| Taper Length (m)        | 7.5   |      |       |      | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     |       |      | 0.934 |      |       | 0.850 |
| Fit Protected           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 1863 | 1740  | 0    | 1770  | 1583  |
| Fit Permitted           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1863 | 1740  | 0    | 1770  | 1583  |
| Link Speed (k/h)        |       | 50   | 50    |      | 50    |       |
| Link Distance (m)       |       | 99.7 | 93.9  |      | 179.7 |       |
| Travel Time (s)         |       | 7.2  | 6.8   |      | 12.9  |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 51    | 58   | 113   | 109  | 107   | 38    |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 51    | 58   | 222   | 0    | 107   | 38    |
| Sign Control            |       | Free | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 30.4%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
10: Catherine Street & Big Box Retail Access A

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↗    | ↘    |      | ↘    | ↗    |
| Traffic Vol, veh/h       | 47   | 53   | 104  | 100  | 98   | 35   |
| Future Vol, veh/h        | 47   | 53   | 104  | 100  | 98   | 35   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 15   | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 51   | 58   | 113  | 109  | 107  | 38   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |             |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 222    | 0      | -      | 0 | 328 168     |
| Stage 1              | -      | -      | -      | - | 168 -       |
| Stage 2              | -      | -      | -      | - | 160 -       |
| Critical Hdwy        | 4.12   | -      | -      | - | 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1347   | -      | -      | - | 666 876     |
| Stage 1              | -      | -      | -      | - | 862 -       |
| Stage 2              | -      | -      | -      | - | 869 -       |
| Platoon blocked, %   | -      | -      | -      | - | - -         |
| Mov Cap-1 Maneuver   | 1347   | -      | -      | - | 641 876     |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 679 -       |
| Stage 1              | -      | -      | -      | - | 829 -       |
| Stage 2              | -      | -      | -      | - | 869 -       |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.7 | 0  | 10.8 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1347  | -   | -   | -   | 679   | 876   |
| HCM Lane V/C Ratio    | 0.038 | -   | -   | -   | 0.157 | 0.043 |
| HCM Control Delay (s) | 7.8   | -   | -   | -   | 11.3  | 9.3   |
| HCM Lane LOS          | A     | -   | -   | -   | B     | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.6   | 0.1   |

Lanes, Volumes, Timings  
11: Catherine Street & Big Box Retail Access B

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | EBL   | EBT  | WBT   | WBR  | SBL   | SBR   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     | ↘     | ↗    | ↘     |      | ↘     | ↗     |
| Traffic Volume (vph)    | 31    | 120  | 171   | 152  | 81    | 33    |
| Future Volume (vph)     | 31    | 120  | 171   | 152  | 81    | 33    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Storage Length (m)      | 15.0  |      |       | 0.0  | 0.0   | 0.0   |
| Storage Lanes           | 1     |      |       | 0    | 1     | 1     |
| Taper Length (m)        | 7.5   |      |       |      | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Fit                     |       |      | 0.937 |      |       | 0.850 |
| Fit Protected           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 1863 | 1745  | 0    | 1770  | 1583  |
| Fit Permitted           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1863 | 1745  | 0    | 1770  | 1583  |
| Link Speed (k/h)        |       | 50   | 50    |      | 50    |       |
| Link Distance (m)       |       | 93.9 | 67.3  |      | 148.2 |       |
| Travel Time (s)         |       | 6.8  | 4.8   |      | 10.7  |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 34    | 130  | 186   | 165  | 88    | 36    |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 34    | 130  | 351   | 0    | 88    | 36    |
| Sign Control            |       | Free | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 36.1%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
11: Catherine Street & Big Box Retail Access B

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.6  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↔    | ↕    | ↕    | ↕    | ↕    | ↕    |
| Traffic Vol, veh/h       | 31   | 120  | 171  | 152  | 81   | 33   |
| Future Vol, veh/h        | 31   | 120  | 171  | 152  | 81   | 33   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 15   | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 34   | 130  | 186  | 165  | 88   | 36   |

| Major/Minor          | Major1 | Major2 | Minor2 |       |       |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 351    | 0      | 0      | 467   | 269   |
| Stage 1              | -      | -      | -      | 269   | -     |
| Stage 2              | -      | -      | -      | 198   | -     |
| Critical Hdwy        | 4.12   | -      | -      | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42  | -     |
| Follow-up Hdwy       | 2.218  | -      | -      | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | 1208   | -      | -      | 554   | 770   |
| Stage 1              | -      | -      | -      | 776   | -     |
| Stage 2              | -      | -      | -      | 835   | -     |
| Platoon blocked, %   | -      | -      | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1208   | -      | -      | 538   | 770   |
| Mov Cap-2 Maneuver   | -      | -      | -      | 605   | -     |
| Stage 1              | -      | -      | -      | 754   | -     |
| Stage 2              | -      | -      | -      | 835   | -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.7 | 0  | 11.4 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1208  | -   | -   | -   | 605   | 770   |
| HCM Lane V/C Ratio    | 0.028 | -   | -   | -   | 0.146 | 0.047 |
| HCM Control Delay (s) | 8.1   | -   | -   | -   | 12    | 9.9   |
| HCM Lane LOS          | A     | -   | -   | -   | B     | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.5   | 0.1   |

Lanes, Volumes, Timings  
12: Rose-Ville Garden Drive & Catherine Street

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | →     | ↖    | ↗     | ←     | ↖     | ↗     |
|-------------------------|-------|------|-------|-------|-------|-------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↕     | ↕    | ↕     | ↕     | ↕     | ↕     |
| Traffic Volume (vph)    | 148   | 53   | 143   | 217   | 106   | 97    |
| Future Volume (vph)     | 148   | 53   | 143   | 217   | 106   | 97    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      |       | 0.0  | 15.0  |       | 100.0 | 0.0   |
| Storage Lanes           |       | 0    | 1     |       | 1     | 1     |
| Taper Length (m)        |       |      | 7.5   |       | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.964 |      |       |       |       | 0.850 |
| Fit Protected           |       |      | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)       | 1796  | 0    | 1770  | 1863  | 1770  | 1583  |
| Fit Permitted           |       |      | 0.621 |       | 0.950 |       |
| Satd. Flow (perm)       | 1796  | 0    | 1157  | 1863  | 1770  | 1583  |
| Right Turn on Red       |       | Yes  |       |       |       | Yes   |
| Satd. Flow (RTOR)       | 42    |      |       |       |       | 105   |
| Link Speed (k/h)        | 50    |      |       | 50    | 50    |       |
| Link Distance (m)       | 67.3  |      |       | 112.0 | 135.3 |       |
| Travel Time (s)         | 4.8   |      |       | 8.1   | 9.7   |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 161   | 58   | 155   | 236   | 115   | 105   |
| Shared Lane Traffic (%) |       |      |       |       |       |       |
| Lane Group Flow (vph)   | 219   | 0    | 155   | 236   | 115   | 105   |
| Turn Type               | NA    |      | Perm  | NA    | Prot  | Perm  |
| Protected Phases        | 4     |      |       | 8     | 2     |       |
| Permitted Phases        |       |      | 8     |       |       | 2     |
| Detector Phase          | 4     |      | 8     | 8     | 2     | 2     |
| Switch Phase            |       |      |       |       |       |       |
| Minimum Initial (s)     | 5.0   |      | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)       | 24.0  |      | 24.0  | 24.0  | 24.0  | 24.0  |
| Total Split (s)         | 25.0  |      | 25.0  | 25.0  | 25.0  | 25.0  |
| Total Split (%)         | 50.0% |      | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s)       | 19.0  |      | 19.0  | 19.0  | 19.0  | 19.0  |
| Yellow Time (s)         | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 2.0   |      | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 6.0   |      | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag                |       |      |       |       |       |       |
| Lead-Lag Optimize?      |       |      |       |       |       |       |
| Vehicle Extension (s)   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | None  |      | None  | None  | Max   | Max   |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     | 0     |
| Act Effct Green (s)     | 11.2  |      | 11.2  | 11.2  | 19.8  | 19.8  |
| Actuated g/C Ratio      | 0.26  |      | 0.26  | 0.26  | 0.46  | 0.46  |
| v/c Ratio               | 0.44  |      | 0.52  | 0.49  | 0.14  | 0.13  |
| Control Delay           | 12.9  |      | 19.5  | 16.5  | 8.7   | 3.1   |
| Queue Delay             | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 12.9  |      | 19.5  | 16.5  | 8.7   | 3.1   |

Lanes, Volumes, Timings  
12: Rose-Ville Garden Drive & Catherine Street

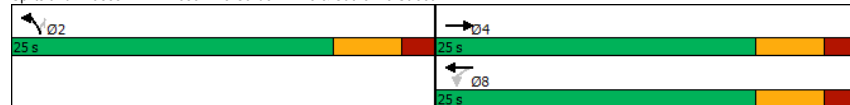
2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                        | →    | ↖   | ↗    | ←    | ↖     | ↗    |
|------------------------|------|-----|------|------|-------|------|
| Lane Group             | EBT  | EBR | WBL  | WBT  | NBL   | NBR  |
| LOS                    | B    |     | B    | B    | A     | A    |
| Approach Delay         | 12.9 |     |      | 17.7 | 6.1   |      |
| Approach LOS           | B    |     |      | B    | A     |      |
| Queue Length 50th (m)  | 10.9 |     | 9.9  | 15.0 | 4.5   | 0.0  |
| Queue Length 95th (m)  | 23.6 |     | 22.4 | 29.0 | 14.6  | 6.8  |
| Internal Link Dist (m) | 43.3 |     |      | 88.0 | 111.3 |      |
| Turn Bay Length (m)    |      |     | 15.0 |      | 100.0 |      |
| Base Capacity (vph)    | 820  |     | 513  | 826  | 813   | 784  |
| Starvation Cap Reductn | 0    |     | 0    | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0    |     | 0    | 0    | 0     | 0    |
| Storage Cap Reductn    | 0    |     | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.27 |     | 0.30 | 0.29 | 0.14  | 0.13 |

Intersection Summary

|   |                        |
|---|------------------------|
| Area Type:                              | Other                  |
| Cycle Length: 50                        |                        |
| Actuated Cycle Length: 43               |                        |
| Natural Cycle: 50                       |                        |
| Control Type: Semi Act-Uncoord          |                        |
| Maximum v/c Ratio: 0.52                 |                        |
| Intersection Signal Delay: 13.3         | Intersection LOS: B    |
| Intersection Capacity Utilization 39.8% | ICU Level of Service A |
| Analysis Period (min) 15                |                        |

Splits and Phases: 12: Rose-Ville Garden Drive & Catherine Street



HCM 6th Signalized Intersection Summary  
12: Rose-Ville Garden Drive & Catherine Street

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                              | →    | ↖    | ↗    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↖ ↗  |      | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  |
| Traffic Volume (veh/h)       | 148  | 53   | 143  | 217  | 106  | 97   |
| Future Volume (veh/h)        | 148  | 53   | 143  | 217  | 106  | 97   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 161  | 58   | 155  | 236  | 115  | 105  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 391  | 141  | 395  | 558  | 766  | 682  |
| Arrive On Green              | 0.30 | 0.30 | 0.30 | 0.30 | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1312 | 473  | 1162 | 1870 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 0    | 219  | 155  | 236  | 115  | 105  |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1785 | 1162 | 1870 | 1781 | 1585 |
| Q Serve(g_s), s              | 0.0  | 4.3  | 5.4  | 4.5  | 1.7  | 1.8  |
| Cycle Q Clear(g_c), s        | 0.0  | 4.3  | 9.8  | 4.5  | 1.7  | 1.8  |
| Prop In Lane                 |      | 0.26 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 532  | 395  | 558  | 766  | 682  |
| V/C Ratio(X)                 | 0.00 | 0.41 | 0.39 | 0.42 | 0.15 | 0.15 |
| Avail Cap(c_a), veh/h        | 0    | 768  | 549  | 805  | 766  | 682  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 12.4 | 16.3 | 12.5 | 7.7  | 7.7  |
| Incr Delay (d2), s/veh       | 0.0  | 0.5  | 0.6  | 0.5  | 0.4  | 0.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.0  | 2.0  | 1.9  | 2.2  | 0.7  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0  | 12.9 | 16.9 | 13.0 | 8.1  | 8.2  |
| LnGrp LOS                    | A    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 219  |      |      | 391  | 220  |      |
| Approach Delay, s/veh        | 12.9 |      |      | 14.5 | 8.1  |      |
| Approach LOS                 | B    |      |      | B    | A    |      |
| Timer - Assigned Phs         | 2    |      |      | 4    |      | 8    |
| Phs Duration (G+Y+Rc), s     | 25.0 |      |      | 19.2 |      | 19.2 |
| Change Period (Y+Rc), s      | 6.0  |      |      | 6.0  |      | 6.0  |
| Max Green Setting (Gmax), s  | 19.0 |      |      | 19.0 |      | 19.0 |
| Max Q Clear Time (g_c+I1), s | 3.8  |      |      | 6.3  |      | 11.8 |
| Green Ext Time (p_c), s      | 0.8  |      |      | 1.1  |      | 1.4  |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 12.4 |
| HCM 6th LOS        | B    |

Lanes, Volumes, Timings  
 13: Block 8 Mixed-Use/Blocks 4 & 5 Mixed-Use & Catherine Street Forest Glade EA Transportation Analysis

|                         | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     | ↔     | ↔     |      | ↔     | ↔     |      |      | ↔     |      |      | ↔     |      |
| Traffic Volume (vph)    | 20    | 222   | 3    | 11    | 280   | 26   | 10   | 0     | 37   | 85   | 0     | 70   |
| Future Volume (vph)     | 20    | 222   | 3    | 11    | 280   | 26   | 10   | 0     | 37   | 85   | 0     | 70   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (m)      | 15.0  |       | 0.0  | 15.0  |       | 0.0  | 0.0  |       | 0.0  | 0.0  |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (m)        | 7.5   |       |      | 7.5   |       | 7.5  |      |       | 7.5  |      |       | 7.5  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |       | 0.998 |      |       | 0.987 |      |      | 0.894 |      |      | 0.939 |      |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      |      | 0.989 |      |      | 0.973 |      |
| Satd. Flow (prot)       | 1770  | 1859  | 0    | 1770  | 1839  | 0    | 0    | 1647  | 0    | 0    | 1702  | 0    |
| Fit Permitted           | 0.950 |       |      | 0.950 |       |      |      | 0.989 |      |      | 0.973 |      |
| Satd. Flow (perm)       | 1770  | 1859  | 0    | 1770  | 1839  | 0    | 0    | 1647  | 0    | 0    | 1702  | 0    |
| Link Speed (k/h)        |       | 50    |      |       | 50    |      |      | 50    |      |      | 50    |      |
| Link Distance (m)       |       | 112.0 |      |       | 281.7 |      |      | 103.4 |      |      | 175.8 |      |
| Travel Time (s)         |       | 8.1   |      |       | 20.3  |      |      | 7.4   |      |      | 12.7  |      |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 22    | 241   | 3    | 12    | 304   | 28   | 11   | 0     | 40   | 92   | 0     | 76   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 22    | 244   | 0    | 12    | 332   | 0    | 0    | 51    | 0    | 0    | 168   | 0    |
| Sign Control            |       | Free  |      |       | Free  |      |      | Stop  |      |      | Stop  |      |

| Intersection Summary              |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 39.0%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |

HCM 6th TWSC  
 13: Block 8 Mixed-Use/Blocks 4 & 5 Mixed-Use & Catherine Street Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↔    | ↔    |      | ↔    | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 20   | 222  | 3    | 11   | 280  | 26   | 10   | 0    | 37   | 85   | 0    | 70   |
| Future Vol, veh/h        | 20   | 222  | 3    | 11   | 280  | 26   | 10   | 0    | 37   | 85   | 0    | 70   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 15   | -    | -    | 15   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 22   | 241  | 3    | 12   | 304  | 28   | 11   | 0    | 40   | 92   | 0    | 76   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 332    | 0      | 0      | 244    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | 1227   | -      | -      | 1322   |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1227   | -      | -      | 1322   |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB  | WB  | NB   | SB   |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.7 | 0.3 | 11.5 | 17.2 |
| HCM LOS              |     |     | B    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 609   | 1227  | -   | -   | 1322  | -   | -   | 462   |
| HCM Lane V/C Ratio    | 0.084 | 0.018 | -   | -   | 0.009 | -   | -   | 0.365 |
| HCM Control Delay (s) | 11.5  | 8     | -   | -   | 7.7   | -   | -   | 17.2  |
| HCM Lane LOS          | B     | A     | -   | -   | A     | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   | 0     | -   | -   | 1.6   |

Lanes, Volumes, Timings  
 14: Block 9 Small Box Commercial/Block 6 Residential & Cafeteria Street  
 2045 Total AM Peak Hour  
 (100%) Free EA Transportation Analysis



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|------|-------|------|------|------|-------|
| Lane Configurations     | ↔     | ↔     |      | ↔     | ↔     |      |      | ↔     |      |      | ↔    |       |
| Traffic Volume (vph)    | 23    | 306   | 15   | 20    | 224   | 16   | 9    | 0     | 15   | 45   | 0    | 67    |
| Future Volume (vph)     | 23    | 306   | 15   | 20    | 224   | 16   | 9    | 0     | 15   | 45   | 0    | 67    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  |
| Storage Length (m)      | 15.0  |       | 0.0  | 15.0  |       | 0.0  | 0.0  |       | 0.0  | 0.0  |      | 0.0   |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 0    |       | 0    | 0    |      | 0     |
| Taper Length (m)        | 7.5   |       |      | 7.5   |       | 7.5  |      |       | 7.5  |      |      | 7.5   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  |
| Frt                     |       | 0.993 |      |       | 0.990 |      |      | 0.917 |      |      |      | 0.919 |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      |      | 0.981 |      |      |      | 0.980 |
| Satd. Flow (prot)       | 1770  | 1850  | 0    | 1770  | 1844  | 0    | 0    | 1676  | 0    | 0    | 1678 | 0     |
| Fit Permitted           | 0.950 |       |      | 0.950 |       |      |      | 0.981 |      |      |      | 0.980 |
| Satd. Flow (perm)       | 1770  | 1850  | 0    | 1770  | 1844  | 0    | 0    | 1676  | 0    | 0    | 1678 | 0     |
| Link Speed (k/h)        |       | 50    |      |       | 50    |      |      | 50    |      |      |      | 50    |
| Link Distance (m)       |       | 281.7 |      |       | 240.2 |      |      | 130.5 |      |      |      | 123.0 |
| Travel Time (s)         |       | 20.3  |      |       | 17.3  |      |      | 9.4   |      |      |      | 8.9   |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 25    | 333   | 16   | 22    | 243   | 17   | 10   | 0     | 16   | 49   | 0    | 73    |
| Shared Lane Traffic (%) |       |       |      |       |       |      |      |       |      |      |      |       |
| Lane Group Flow (vph)   | 25    | 349   | 0    | 22    | 260   | 0    | 0    | 26    | 0    | 0    | 122  | 0     |
| Sign Control            |       | Free  |      |       | Free  |      |      | Stop  |      |      |      | Stop  |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 34.6%        |
| Analysis Period (min)             | 15           |
| ICU Level of Service A            |              |

HCM 6th TWSC  
 14: Block 9 Small Box Commercial/Block 6 Residential & Cafeteria Street  
 2045 Total AM Peak Hour  
 (100%) Free EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↔    | ↔    |      | ↔    | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 23   | 306  | 15   | 20   | 224  | 16   | 9    | 0    | 15   | 45   | 0    | 67   |
| Future Vol, veh/h        | 23   | 306  | 15   | 20   | 224  | 16   | 9    | 0    | 15   | 45   | 0    | 67   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 15   | -    | -    | 15   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 25   | 333  | 16   | 22   | 243  | 17   | 10   | 0    | 16   | 49   | 0    | 73   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 260    | 0      | 0      | 349    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | 1304   | -      | -      | 1210   |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1304   | -      | -      | 1210   |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB  | WB  | NB   | SB   |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.6 | 13.1 | 14.2 |
| HCM LOS              |     |     | B    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 469   | 1304  | -   | -   | 1210  | -   | -   | 514   |
| HCM Lane V/C Ratio    | 0.056 | 0.019 | -   | -   | 0.018 | -   | -   | 0.237 |
| HCM Control Delay (s) | 13.1  | 7.8   | -   | -   | 8     | -   | -   | 14.2  |
| HCM Lane LOS          | B     | A     | -   | -   | A     | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.2   | 0.1   | -   | -   | 0.1   | -   | -   | 0.9   |

Lanes, Volumes, Timings  
 15: Lauzon Parkway & Catherine Street/Tecumseh Mall (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL                       | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR  |
|-------------------------|---------------------------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations     | ↖ ↗ ↘ ↙ ↚ ↛ ↜ ↝ ↞ ↠ ↡ ↢ ↣ |       |      |       |       |      |       |       |       |       |       |      |
| Traffic Volume (vph)    | 139                       | 36    | 270  | 45    | 24    | 22   | 170   | 394   | 79    | 51    | 799   | 159  |
| Future Volume (vph)     | 139                       | 36    | 270  | 45    | 24    | 22   | 170   | 394   | 79    | 51    | 799   | 159  |
| Ideal Flow (vphpl)      | 1900                      | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 |
| Storage Length (m)      | 50.0                      |       | 0.0  | 80.0  |       | 0.0  | 20.0  |       | 0.0   | 115.0 |       | 0.0  |
| Storage Lanes           | 1                         |       | 0    | 1     |       | 0    | 1     |       | 1     | 1     |       | 0    |
| Taper Length (m)        | 65.0                      |       |      | 7.5   |       |      | 65.0  |       |       | 75.0  |       |      |
| Lane Util. Factor       | 1.00                      | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 0.95  | 1.00  | 1.00  | 0.91  | 0.91 |
| Ped Bike Factor         |                           | 0.99  |      | 1.00  |       |      | 1.00  |       | 0.98  | 1.00  | 1.00  |      |
| Flt Protected           | 0.950                     |       |      | 0.950 |       |      | 0.950 |       |       | 0.950 |       |      |
| Satd. Flow (prot)       | 1805                      | 1351  | 0    | 1245  | 1600  | 0    | 1612  | 3471  | 1583  | 1626  | 4874  | 0    |
| Flt Permitted           | 0.724                     |       |      | 0.227 |       |      | 0.215 |       |       | 0.498 |       |      |
| Satd. Flow (perm)       | 1376                      | 1351  | 0    | 297   | 1600  | 0    | 364   | 3471  | 1549  | 852   | 4874  | 0    |
| Right Turn on Red       |                           |       | Yes  |       |       | Yes  |       |       | Yes   |       |       | Yes  |
| Satd. Flow (RTOR)       |                           | 300   |      |       | 24    |      |       |       | 88    |       | 45    |      |
| Link Speed (k/h)        |                           | 50    |      |       | 50    |      |       |       | 60    |       | 60    |      |
| Link Distance (m)       |                           | 240.2 |      |       | 106.2 |      |       |       | 230.9 |       | 292.9 |      |
| Travel Time (s)         |                           | 17.3  |      |       | 7.6   |      |       |       | 13.9  |       | 17.6  |      |
| Confl. Peds. (#/hr)     |                           |       | 4    | 4     |       |      | 3     |       | 1     | 1     |       | 3    |
| Peak Hour Factor        | 0.90                      | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 |
| Heavy Vehicles (%)      | 0%                        | 0%    | 23%  | 45%   | 0%    | 22%  | 12%   | 4%    | 2%    | 11%   | 4%    | 0%   |
| Adj. Flow (vph)         | 154                       | 40    | 300  | 50    | 27    | 24   | 189   | 438   | 88    | 57    | 888   | 177  |
| Shared Lane Traffic (%) |                           |       |      |       |       |      |       |       |       |       |       |      |
| Lane Group Flow (vph)   | 154                       | 340   | 0    | 50    | 51    | 0    | 189   | 438   | 88    | 57    | 1065  | 0    |
| Turn Type               | Perm                      | NA    |      | Perm  | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    |      |
| Protected Phases        |                           | 4     |      |       | 8     |      | 5     | 2     |       | 1     | 6     |      |
| Permitted Phases        | 4                         |       |      | 8     |       |      | 2     |       | 2     | 6     |       |      |
| Detector Phase          | 4                         | 4     |      | 8     | 8     |      | 5     | 2     | 2     | 1     | 6     |      |
| Switch Phase            |                           |       |      |       |       |      |       |       |       |       |       |      |
| Minimum Initial (s)     | 11.0                      | 11.0  |      | 11.0  | 11.0  |      | 7.0   | 11.0  | 11.0  | 7.0   | 11.0  |      |
| Minimum Split (s)       | 35.0                      | 35.0  |      | 35.0  | 35.0  |      | 11.0  | 36.0  | 36.0  | 11.0  | 36.0  |      |
| Total Split (s)         | 39.0                      | 39.0  |      | 39.0  | 39.0  |      | 21.0  | 52.0  | 52.0  | 11.0  | 42.0  |      |
| Total Split (%)         | 38.2%                     | 38.2% |      | 38.2% | 38.2% |      | 20.6% | 51.0% | 51.0% | 10.8% | 41.2% |      |
| Maximum Green (s)       | 33.0                      | 33.0  |      | 33.0  | 33.0  |      | 17.0  | 46.0  | 46.0  | 7.0   | 36.0  |      |
| Yellow Time (s)         | 4.0                       | 4.0   |      | 4.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |      |
| All-Red Time (s)        | 2.0                       | 2.0   |      | 2.0   | 2.0   |      | 1.0   | 2.0   | 2.0   | 1.0   | 2.0   |      |
| Lost Time Adjust (s)    | 0.0                       | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 6.0                       | 6.0   |      | 6.0   | 6.0   |      | 4.0   | 6.0   | 6.0   | 4.0   | 6.0   |      |
| Lead/Lag                |                           |       |      |       |       |      | Lead  | Lag   | Lag   | Lead  | Lag   |      |
| Lead-Lag Optimize?      |                           |       |      |       |       |      | Yes   | Yes   | Yes   | Yes   | Yes   |      |
| Vehicle Extension (s)   | 3.0                       | 3.0   |      | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |      |
| Recall Mode             | None                      | None  |      | None  | None  |      | None  | C-Max | C-Max | None  | C-Max |      |
| Walk Time (s)           | 7.0                       | 7.0   |      | 7.0   | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     | 22.0                      | 22.0  |      | 22.0  | 22.0  |      | 23.0  | 23.0  | 23.0  | 23.0  | 23.0  |      |
| Pedestrian Calls (#/hr) | 0                         | 0     |      | 0     | 0     |      | 0     | 0     | 0     | 0     | 0     |      |
| Act Effct Green (s)     | 17.6                      | 17.6  |      | 17.6  | 17.6  |      | 73.3  | 63.6  | 63.6  | 67.6  | 58.6  |      |
| Actuated g/C Ratio      | 0.17                      | 0.17  |      | 0.17  | 0.17  |      | 0.72  | 0.62  | 0.62  | 0.66  | 0.57  |      |
| v/c Ratio               | 0.65                      | 0.71  |      | 0.98  | 0.17  |      | 0.50  | 0.20  | 0.09  | 0.09  | 0.38  |      |

Lanes, Volumes, Timings  
 15: Lauzon Parkway & Catherine Street/Tecumseh Mall (230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL  | EBT   | EBR | WBL   | WBT  | WBR | NBL   | NBT   | NBR   | SBL   | SBT   | SBR |
|------------------------|------|-------|-----|-------|------|-----|-------|-------|-------|-------|-------|-----|
| Control Delay          | 51.3 | 15.0  |     | 166.9 | 21.6 |     | 20.1  | 19.1  | 11.0  | 5.9   | 13.0  |     |
| Queue Delay            | 0.0  | 0.0   |     | 0.0   | 0.0  |     | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |     |
| Total Delay            | 51.3 | 15.0  |     | 166.9 | 21.6 |     | 20.1  | 19.1  | 11.0  | 5.9   | 13.0  |     |
| LOS                    | D    | B     |     | F     | C    |     | C     | B     | B     | A     | B     |     |
| Approach Delay         |      | 26.3  |     |       | 93.5 |     |       | 18.4  |       |       | 12.7  |     |
| Approach LOS           |      | C     |     |       | F    |     |       | B     |       |       | B     |     |
| Queue Length 50th (m)  | 30.5 | 7.3   |     | ~10.9 | 4.8  |     | 23.0  | 32.8  | 0.5   | 2.7   | 37.7  |     |
| Queue Length 95th (m)  | 46.9 | 33.8  |     | #29.9 | 13.9 |     | m44.7 | 48.0  | m11.6 | 8.6   | 67.1  |     |
| Internal Link Dist (m) |      | 216.2 |     |       | 82.2 |     |       | 206.9 |       |       | 268.9 |     |
| Turn Bay Length (m)    | 50.0 |       |     | 80.0  |      |     | 20.0  |       |       | 115.0 |       |     |
| Base Capacity (vph)    | 445  | 640   |     | 96    | 533  |     | 473   | 2165  | 999   | 617   | 2817  |     |
| Starvation Cap Reductn | 0    | 0     |     | 0     | 0    |     | 0     | 0     | 0     | 0     | 0     |     |
| Spillback Cap Reductn  | 0    | 0     |     | 0     | 0    |     | 0     | 0     | 0     | 0     | 0     |     |
| Storage Cap Reductn    | 0    | 0     |     | 0     | 0    |     | 0     | 0     | 0     | 0     | 0     |     |
| Reduced v/c Ratio      | 0.35 | 0.53  |     | 0.52  | 0.10 |     | 0.40  | 0.20  | 0.09  | 0.09  | 0.38  |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 102  
 Actuated Cycle Length: 102  
 Offset: 97 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 20.5  
 Intersection Capacity Utilization 81.5%  
 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: 15: Lauzon Parkway & Catherine Street/Tecumseh Mall





HCM 6th Signalized Intersection Summary

2045 Total AM Peak Hour

15: Lauzon Parkway & Catherine Street/Tecumseh Mall

(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 139  | 36   | 270  | 45   | 24   | 22   | 170  | 394  | 79   | 51   | 799  | 159  |
| Future Volume (veh/h)        | 139  | 36   | 270  | 45   | 24   | 22   | 170  | 394  | 79   | 51   | 799  | 159  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |      |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1900 | 1559 | 1233 | 1900 | 1574 | 1722 | 1841 | 1870 | 1737 | 1841 | 1900 |
| Adj Flow Rate, veh/h         | 154  | 40   | 300  | 50   | 27   | 24   | 189  | 438  | 88   | 57   | 888  | 177  |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 0    | 0    | 23   | 45   | 0    | 22   | 12   | 4    | 2    | 11   | 4    | 0    |
| Cap, veh/h                   | 428  | 54   | 407  | 135  | 261  | 232  | 367  | 1770 | 800  | 485  | 2025 | 402  |
| Arrive On Green              | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.03 | 0.17 | 0.17 | 0.05 | 0.48 | 0.48 |
| Sat Flow, veh/h              | 1370 | 192  | 1441 | 685  | 925  | 822  | 1640 | 3497 | 1580 | 1654 | 4204 | 834  |
| Grp Volume(v), veh/h         | 154  | 0    | 340  | 50   | 0    | 51   | 189  | 438  | 88   | 57   | 707  | 358  |
| Grp Sat Flow(s),veh/h/ln     | 1370 | 0    | 1633 | 685  | 0    | 1748 | 1640 | 1749 | 1580 | 1654 | 1675 | 1688 |
| Q Serve(g_s), s              | 9.6  | 0.0  | 19.2 | 7.3  | 0.0  | 2.2  | 5.6  | 11.1 | 4.8  | 1.7  | 14.1 | 14.2 |
| Cycle Q Clear(g_c), s        | 11.8 | 0.0  | 19.2 | 26.5 | 0.0  | 2.2  | 5.6  | 11.1 | 4.8  | 1.7  | 14.1 | 14.2 |
| Prop In Lane                 | 1.00 |      | 0.88 | 1.00 |      | 0.47 | 1.00 |      | 1.00 | 1.00 |      | 0.49 |
| Lane Grp Cap(c), veh/h       | 428  | 0    | 461  | 135  | 0    | 493  | 367  | 1770 | 800  | 485  | 1614 | 813  |
| V/C Ratio(X)                 | 0.36 | 0.00 | 0.74 | 0.37 | 0.00 | 0.10 | 0.51 | 0.25 | 0.11 | 0.12 | 0.44 | 0.44 |
| Avail Cap(c_a), veh/h        | 484  | 0    | 528  | 163  | 0    | 565  | 511  | 1770 | 800  | 507  | 1614 | 813  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.87 | 0.87 | 0.87 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 31.4 | 0.0  | 33.2 | 45.2 | 0.0  | 27.1 | 13.4 | 25.6 | 23.0 | 11.7 | 17.4 | 17.4 |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 4.7  | 1.7  | 0.0  | 0.1  | 1.0  | 0.3  | 0.2  | 0.1  | 0.9  | 1.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 5.3  | 0.0  | 11.9 | 2.2  | 0.0  | 1.5  | 3.1  | 7.4  | 2.7  | 0.9  | 8.0  | 8.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 31.9 | 0.0  | 37.8 | 46.9 | 0.0  | 27.2 | 14.3 | 25.9 | 23.2 | 11.8 | 18.2 | 19.1 |
| LnGrp LOS                    | C    | A    | D    | D    | A    | C    | B    | C    | C    | B    | B    | B    |
| Approach Vol, veh/h          | 494  |      |      | 101  |      |      | 715  |      |      | 1122 |      |      |
| Approach Delay, s/veh        | 36.0 |      |      | 36.9 |      |      | 22.5 |      |      | 18.2 |      |      |
| Approach LOS                 | D    |      |      | D    |      |      | C    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 4    | 5    | 6    | 8    |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.6  | 57.6 | 34.8 | 12.1 | 55.1 | 34.8 |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  | 6.0  | 4.0  | 6.0  | 6.0  |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0  | 46.0 | 33.0 | 17.0 | 36.0 | 33.0 |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 3.7  | 13.1 | 21.2 | 7.6  | 16.2 | 28.5 |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 4.2  | 2.6  | 0.5  | 8.3  | 0.2  |      |      |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           | 23.9 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | C    |      |      |      |      |      |      |      |      |      |      |      |

Lanes, Volumes, Timings

2045 Total AM Peak Hour

16: Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 30

(230538) Forest Glade EA Transportation Analysis

| Movement                          | EBL          | EBT  | EBR  | WBL   | WBT  | WBR  | NBL                    | NBT  | NBR  | SBL   | SBT  | SBR  |
|-----------------------------------|--------------|------|------|-------|------|------|------------------------|------|------|-------|------|------|
| Lane Configurations               |              |      |      |       |      |      |                        |      |      |       |      |      |
| Traffic Volume (vph)              | 49           | 0    | 62   | 20    | 0    | 0    | 105                    | 154  | 6    | 0     | 193  | 3    |
| Future Volume (vph)               | 49           | 0    | 62   | 20    | 0    | 0    | 105                    | 154  | 6    | 0     | 193  | 3    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900 | 1900  | 1900 | 1900 | 1900                   | 1900 | 1900 | 1900  | 1900 | 1900 |
| Storage Length (m)                | 0.0          |      | 0.0  | 0.0   |      | 0.0  | 15.0                   |      | 0.0  | 15.0  |      | 0.0  |
| Storage Lanes                     | 0            |      | 0    | 0     |      | 0    | 1                      |      | 0    | 1     |      | 0    |
| Taper Length (m)                  | 7.5          |      | 7.5  |       |      | 7.5  |                        |      | 7.5  |       |      | 7.5  |
| Lane Util. Factor                 | 1.00         | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00                   | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                               | 0.925        |      |      |       |      |      |                        |      |      |       |      |      |
| Fit Protected                     | 0.978        |      |      |       |      |      |                        |      |      |       |      |      |
| Satd. Flow (prot)                 | 0            | 1685 | 0    | 0     | 1770 | 0    | 1770                   | 1852 | 0    | 1863  | 1859 | 0    |
| Fit Permitted                     | 0.978        |      |      |       |      |      |                        |      |      |       |      |      |
| Satd. Flow (perm)                 | 0            | 1685 | 0    | 0     | 1770 | 0    | 1770                   | 1852 | 0    | 1863  | 1859 | 0    |
| Link Speed (k/h)                  | 50           |      |      |       |      |      |                        |      |      |       |      |      |
| Link Distance (m)                 | 122.2        |      |      | 155.2 |      |      | 215.0                  |      |      | 135.3 |      |      |
| Travel Time (s)                   | 8.8          |      |      | 11.2  |      |      | 15.5                   |      |      | 9.7   |      |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92                   | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)                   | 53           | 0    | 67   | 22    | 0    | 0    | 114                    | 167  | 7    | 0     | 210  | 3    |
| Shared Lane Traffic (%)           |              |      |      |       |      |      |                        |      |      |       |      |      |
| Lane Group Flow (vph)             | 0            | 120  | 0    | 0     | 22   | 0    | 114                    | 174  | 0    | 0     | 213  | 0    |
| Sign Control                      | Stop         |      |      | Stop  |      |      | Free                   |      |      | Free  |      |      |
| <b>Intersection Summary</b>       |              |      |      |       |      |      |                        |      |      |       |      |      |
| Area Type:                        | Other        |      |      |       |      |      |                        |      |      |       |      |      |
| Control Type:                     | Unsignalized |      |      |       |      |      |                        |      |      |       |      |      |
| Intersection Capacity Utilization | 32.0%        |      |      |       |      |      | ICU Level of Service A |      |      |       |      |      |
| Analysis Period (min)             | 15           |      |      |       |      |      |                        |      |      |       |      |      |

HCM 6th TWSC  
 16: Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 1 Business Park (230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      | ↔    | ↔    |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 49   | 0    | 62   | 20   | 0    | 0    | 105  | 154  | 6    | 0    | 193  | 3    |
| Future Vol, veh/h        | 49   | 0    | 62   | 20   | 0    | 0    | 105  | 154  | 6    | 0    | 193  | 3    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 15   | -    | -    | 15   | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 53   | 0    | 67   | 22   | 0    | 0    | 114  | 167  | 7    | 0    | 210  | 3    |

| Major/Minor          | Minor2 | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 611    | 614    | 212    | 644    |
| Stage 1              | 212    | 212    | -      | 399    |
| Stage 2              | 399    | 402    | -      | 245    |
| Critical Hdwy        | 7.12   | 6.52   | 6.22   | 7.12   |
| Critical Hdwy Stg 1  | 6.12   | 5.52   | -      | 6.12   |
| Critical Hdwy Stg 2  | 6.12   | 5.52   | -      | 6.12   |
| Follow-up Hdwy       | 3.518  | 4.018  | 3.318  | 3.518  |
| Pot Cap-1 Maneuver   | 406    | 407    | 828    | 386    |
| Stage 1              | 790    | 727    | -      | 627    |
| Stage 2              | 627    | 600    | -      | 759    |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 380    | 373    | 828    | 332    |
| Mov Cap-2 Maneuver   | 380    | 373    | -      | 332    |
| Stage 1              | 724    | 727    | -      | 574    |
| Stage 2              | 574    | 550    | -      | 697    |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 13.5 | 16.6 | 3.1 | 0  |
| HCM LOS              | B    | C    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1357  | -   | -   | 545   | 332   | 1403 | -   | -   |
| HCM Lane V/C Ratio    | 0.084 | -   | -   | 0.221 | 0.065 | -    | -   | -   |
| HCM Control Delay (s) | 7.9   | -   | -   | 13.5  | 16.6  | 0    | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | C     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0.8   | 0.2   | 0    | -   | -   |

Lanes, Volumes, Timings  
 17: Tecumseh Road & Block 1 Business Park (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL  | EBT   | WBT   | WBR  | SBL  | SBR   |
|-------------------------|------|-------|-------|------|------|-------|
| Lane Configurations     |      | ↑↑↑   | ↑↑↑   |      |      | ↑     |
| Traffic Volume (vph)    | 0    | 1327  | 1213  | 9    | 0    | 11    |
| Future Volume (vph)     | 0    | 1327  | 1213  | 9    | 0    | 11    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00 | 0.91  | 0.91  | 0.91 | 1.00 | 1.00  |
| Fr <sub>t</sub>         |      |       | 0.999 |      |      | 0.865 |
| Fit Protected           |      |       |       |      |      |       |
| Satd. Flow (prot)       | 0    | 5085  | 5080  | 0    | 0    | 1611  |
| Fit Permitted           |      |       |       |      |      |       |
| Satd. Flow (perm)       | 0    | 5085  | 5080  | 0    | 0    | 1611  |
| Link Speed (k/h)        |      | 60    | 60    |      |      | 50    |
| Link Distance (m)       |      | 145.4 | 116.5 |      |      | 114.1 |
| Travel Time (s)         |      | 8.7   | 7.0   |      |      | 8.2   |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 0    | 1442  | 1318  | 10   | 0    | 12    |
| Shared Lane Traffic (%) |      |       |       |      |      |       |
| Lane Group Flow (vph)   | 0    | 1442  | 1328  | 0    | 0    | 12    |
| Sign Control            |      | Free  | Free  |      | Stop |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 33.6%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

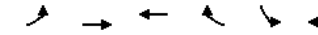
HCM 6th TWSC  
17: Tecumseh Road & Block 1 Business Park

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |        |        |        |       |      |      |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |       |      |      |
| Movement                 | EBL    | EBT    | WBT    | WBR   | SBL  | SBR  |
| Lane Configurations      | ↑↑↑↑   |        | ↑↑↑↑   |       |      | ↑    |
| Traffic Vol, veh/h       | 0      | 1327   | 1213   | 9     | 0    | 11   |
| Future Vol, veh/h        | 0      | 1327   | 1213   | 9     | 0    | 11   |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0    | 0    |
| Sign Control             | Free   | Free   | Free   | Free  | Stop | Stop |
| RT Channelized           | -      | None   | -      | None  | -    | None |
| Storage Length           | -      | -      | -      | -     | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0      | -     | 0    | -    |
| Grade, %                 | -      | 0      | 0      | -     | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92     | 92    | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2    | 2    |
| Mvmt Flow                | 0      | 1442   | 1318   | 10    | 0    | 12   |
| Major/Minor              | Major1 | Major2 | Minor2 |       |      |      |
| Conflicting Flow All     | -      | 0      | -      | 0     | -    | 664  |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Critical Hdwy            | -      | -      | -      | -     | -    | 7.14 |
| Critical Hdwy Stg 1      | -      | -      | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -      | -     | -    | -    |
| Follow-up Hdwy           | -      | -      | -      | -     | -    | 3.92 |
| Pot Cap-1 Maneuver       | 0      | -      | -      | -     | 0    | 346  |
| Stage 1                  | 0      | -      | -      | -     | 0    | -    |
| Stage 2                  | 0      | -      | -      | -     | 0    | -    |
| Platoon blocked, %       | -      | -      | -      | -     | -    | -    |
| Mov Cap-1 Maneuver       | -      | -      | -      | -     | -    | 346  |
| Mov Cap-2 Maneuver       | -      | -      | -      | -     | -    | -    |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Approach                 | EB     | WB     | SB     |       |      |      |
| HCM Control Delay, s     | 0      | 0      | 15.8   |       |      |      |
| HCM LOS                  |        |        | C      |       |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR    | SBLn1 |      |      |
| Capacity (veh/h)         | -      | -      | -      | 346   |      |      |
| HCM Lane V/C Ratio       | -      | -      | -      | 0.035 |      |      |
| HCM Control Delay (s)    | -      | -      | -      | 15.8  |      |      |
| HCM Lane LOS             | -      | -      | -      | C     |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -      | 0.1   |      |      |

Lanes, Volumes, Timings  
18: Tecumseh Road & Block 7 Commercial

2045 Total AM Peak Hour  
(230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT  | WBT   | WBR  | SBL  | SBR   |
|-------------------------|------|------|-------|------|------|-------|
| Lane Configurations     |      | ↑↑↑↑ | ↑↑↑↑  |      |      | ↑     |
| Traffic Volume (vph)    | 0    | 1170 | 1224  | 11   | 0    | 13    |
| Future Volume (vph)     | 0    | 1170 | 1224  | 11   | 0    | 13    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  |
| Lane Util. Factor       | 1.00 | 0.91 | 0.91  | 0.91 | 1.00 | 1.00  |
| Frt                     |      |      | 0.999 |      |      | 0.865 |
| Fit Protected           |      |      |       |      |      |       |
| Satd. Flow (prot)       | 0    | 5085 | 5080  | 0    | 0    | 1611  |
| Fit Permitted           |      |      |       |      |      |       |
| Satd. Flow (perm)       | 0    | 5085 | 5080  | 0    | 0    | 1611  |
| Link Speed (k/h)        |      | 60   | 60    |      |      | 50    |
| Link Distance (m)       |      | 66.9 | 108.5 |      |      | 134.2 |
| Travel Time (s)         |      | 4.0  | 6.5   |      |      | 9.7   |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)         | 0    | 1272 | 1330  | 12   | 0    | 14    |
| Shared Lane Traffic (%) |      |      |       |      |      |       |
| Lane Group Flow (vph)   | 0    | 1272 | 1342  | 0    | 0    | 14    |
| Sign Control            |      | Free | Free  |      | Stop |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 33.9%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

| Intersection             |        |        |        |       |      |      |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |       |      |      |
| Movement                 | EBL    | EBT    | WBT    | WBR   | SBL  | SBR  |
| Lane Configurations      |        | ↑↑↑    | ↑↑↑    |       |      | ↑    |
| Traffic Vol, veh/h       | 0      | 1170   | 1224   | 11    | 0    | 13   |
| Future Vol, veh/h        | 0      | 1170   | 1224   | 11    | 0    | 13   |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0    | 0    |
| Sign Control             | Free   | Free   | Free   | Free  | Stop | Stop |
| RT Channelized           | -      | None   | -      | None  | -    | None |
| Storage Length           | -      | -      | -      | -     | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0      | -     | 0    | -    |
| Grade, %                 | -      | 0      | 0      | -     | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92     | 92    | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2    | 2    |
| Mvmt Flow                | 0      | 1272   | 1330   | 12    | 0    | 14   |
| Major/Minor              | Major1 | Major2 | Minor2 |       |      |      |
| Conflicting Flow All     | -      | 0      | -      | 0     | -    | 671  |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Critical Hdwy            | -      | -      | -      | -     | -    | 7.14 |
| Critical Hdwy Stg 1      | -      | -      | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -      | -     | -    | -    |
| Follow-up Hdwy           | -      | -      | -      | -     | -    | 3.92 |
| Pot Cap-1 Maneuver       | 0      | -      | -      | -     | 0    | 342  |
| Stage 1                  | 0      | -      | -      | -     | 0    | -    |
| Stage 2                  | 0      | -      | -      | -     | 0    | -    |
| Platoon blocked, %       | -      | -      | -      | -     | -    | -    |
| Mov Cap-1 Maneuver       | -      | -      | -      | -     | -    | 342  |
| Mov Cap-2 Maneuver       | -      | -      | -      | -     | -    | -    |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Approach                 | EB     | WB     | SB     |       |      |      |
| HCM Control Delay, s     | 0      | 0      | 16     |       |      |      |
| HCM LOS                  |        |        | C      |       |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR    | SBLn1 |      |      |
| Capacity (veh/h)         | -      | -      | -      | 342   |      |      |
| HCM Lane V/C Ratio       | -      | -      | -      | 0.041 |      |      |
| HCM Control Delay (s)    | -      | -      | -      | 16    |      |      |
| HCM Lane LOS             | -      | -      | -      | C     |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -      | 0.1   |      |      |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

1: Jefferson Boulevard & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     |       |       |      |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)    | 124   | 1664  | 143  | 248   | 1546  | 466   | 181   | 366   | 244   | 402   | 346   | 108   |
| Future Volume (vph)     | 124   | 1664  | 143  | 248   | 1546  | 466   | 181   | 366   | 244   | 402   | 346   | 108   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 55.0  |       | 50.0 | 95.0  |       | 0.0   | 65.0  |       | 60.0  | 45.0  |       | 0.0   |
| Storage Lanes           | 1     |       | 1    | 1     |       | 1     | 1     |       | 1     | 1     |       | 0     |
| Taper Length (m)        | 60.0  |       |      | 70.0  |       |       | 55.0  |       |       | 50.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         |       | 1.00  |      |       |       | 0.98  | 1.00  |       | 0.99  | 1.00  |       | 1.00  |
| Frt                     |       | 0.988 |      |       |       | 0.850 |       |       | 0.850 |       | 0.964 |       |
| Flt Protected           | 0.950 |       |      | 0.950 |       |       | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1770  | 5014  | 0    | 1752  | 3574  | 1615  | 1752  | 3574  | 1509  | 1770  | 3372  | 0     |
| Flt Permitted           | 0.081 |       |      | 0.076 |       |       | 0.245 |       |       | 0.348 |       |       |
| Satd. Flow (perm)       | 151   | 5014  | 0    | 140   | 3574  | 1588  | 451   | 3574  | 1488  | 648   | 3372  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 15    |      |       |       | 348   |       |       | 138   |       |       | 37    |
| Link Speed (k/h)        |       | 60    |      |       | 60    |       |       | 50    |       |       |       | 50    |
| Link Distance (m)       |       | 230.2 |      |       | 144.2 |       |       | 222.3 |       |       |       | 200.9 |
| Travel Time (s)         |       | 13.8  |      |       | 8.7   |       |       | 16.0  |       |       |       | 14.5  |
| Conf. Peds. (#/hr)      | 5     |       | 5    | 5     |       | 5     | 5     |       | 2     | 2     |       | 5     |
| Peak Hour Factor        | 0.88  | 0.88  | 0.88 | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  |
| Heavy Vehicles (%)      | 2%    | 2%    | 3%   | 3%    | 1%    | 0%    | 3%    | 1%    | 7%    | 2%    | 3%    | 2%    |
| Adj. Flow (vph)         | 141   | 1891  | 163  | 282   | 1757  | 530   | 206   | 416   | 277   | 457   | 393   | 123   |
| Shared Lane Traffic (%) |       |       |      |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 141   | 2054  | 0    | 282   | 1757  | 530   | 206   | 416   | 277   | 457   | 516   | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    | Perm  | pm+pt | NA    |       |
| Protected Phases        | 5     | 2     |      | 1     | 6     |       | 7     | 4     |       | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       | 6     | 4     |       | 4     | 8     |       |       |
| Detector Phase          | 5     | 2     |      | 1     | 6     | 6     | 7     | 4     | 4     | 3     | 8     |       |
| Switch Phase            |       |       |      |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 10.0  |      | 7.0   | 10.0  | 10.0  | 9.0   | 10.0  | 10.0  | 9.0   | 10.0  |       |
| Minimum Split (s)       | 11.0  | 40.0  |      | 11.0  | 40.0  | 40.0  | 13.0  | 35.0  | 35.0  | 13.0  | 35.0  |       |
| Total Split (s)         | 11.0  | 47.0  |      | 14.0  | 50.0  | 50.0  | 14.0  | 35.0  | 35.0  | 14.0  | 35.0  |       |
| Total Split (%)         | 10.0% | 42.7% |      | 12.7% | 45.5% | 45.5% | 12.7% | 31.8% | 31.8% | 12.7% | 31.8% |       |
| Maximum Green (s)       | 7.0   | 42.0  |      | 10.0  | 45.0  | 45.0  | 10.0  | 30.0  | 30.0  | 10.0  | 30.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   | 4.0   | 5.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   | 4.0   | 3.0   | 4.0   |       |
| Recall Mode             | None  | C-Max |      | None  | C-Max | C-Max | None  | None  | None  | None  | None  |       |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   | 7.0   |       | 7.0   | 7.0   |       | 7.0   |       |
| Flash Dont Walk (s)     |       | 28.0  |      |       | 28.0  | 28.0  |       | 23.0  | 23.0  |       | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     | 0     |       | 0     | 0     |       | 0     |       |
| Act Effect Green (s)    | 57.5  | 49.5  |      | 63.5  | 52.5  | 52.5  | 33.5  | 22.5  | 22.5  | 33.5  | 22.5  |       |
| Actuated g/C Ratio      | 0.52  | 0.45  |      | 0.58  | 0.48  | 0.48  | 0.30  | 0.20  | 0.20  | 0.30  | 0.20  |       |
| v/c Ratio               | 0.78  | 0.91  |      | 1.24  | 1.03  | 0.56  | 0.81  | 0.57  | 0.67  | 1.53  | 0.72  |       |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

1: Jefferson Boulevard & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL   | EBT    | EBR | WBL    | WBT    | WBR    | NBL   | NBT   | NBR  | SBL    | SBT   | SBR |
|------------------------|-------|--------|-----|--------|--------|--------|-------|-------|------|--------|-------|-----|
| Control Delay          | 48.6  | 35.7   |     | 151.8  | 62.6   | 19.1   | 51.7  | 42.0  | 27.5 | 282.2  | 43.3  |     |
| Queue Delay            | 0.0   | 0.0    |     | 0.0    | 0.0    | 0.0    | 0.0   | 0.0   | 0.0  | 0.0    | 0.0   |     |
| Total Delay            | 48.6  | 35.7   |     | 151.8  | 62.6   | 19.1   | 51.7  | 42.0  | 27.5 | 282.2  | 43.3  |     |
| LOS                    | D     | D      |     | F      | E      | B      | D     | D     | C    | F      | D     |     |
| Approach Delay         |       | 36.5   |     |        | 63.4   |        |       | 39.8  |      |        | 155.5 |     |
| Approach LOS           |       | D      |     |        | E      |        |       | D     |      |        | F     |     |
| Queue Length 50th (m)  | 14.3  | 151.5  |     | -59.9  | -228.7 | 68.7   | 34.8  | 45.2  | 29.0 | -112.5 | 54.0  |     |
| Queue Length 95th (m)  | #50.2 | #207.9 |     | m#84.9 | #295.1 | m101.1 | #52.5 | 55.0  | 52.1 | #192.9 | 64.9  |     |
| Internal Link Dist (m) |       | 206.2  |     |        | 120.2  |        |       | 198.3 |      |        | 176.9 |     |
| Turn Bay Length (m)    | 55.0  |        |     | 95.0   |        |        | 65.0  |       | 60.0 | 45.0   |       |     |
| Base Capacity (vph)    | 181   | 2266   |     | 227    | 1706   | 940    | 255   | 974   | 506  | 299    | 946   |     |
| Starvation Cap Reductn | 0     | 0      |     | 0      | 0      | 0      | 0     | 0     | 0    | 0      | 0     |     |
| Spillback Cap Reductn  | 0     | 0      |     | 0      | 0      | 0      | 0     | 0     | 0    | 0      | 0     |     |
| Storage Cap Reductn    | 0     | 0      |     | 0      | 0      | 0      | 0     | 0     | 0    | 0      | 0     |     |
| Reduced v/c Ratio      | 0.78  | 0.91   |     | 1.24   | 1.03   | 0.56   | 0.81  | 0.43  | 0.55 | 1.53   | 0.55  |     |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 56 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 64.8

Intersection LOS: E

Intersection Capacity Utilization 98.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

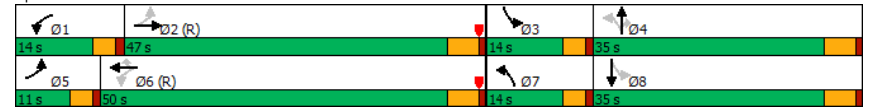
Queue shown is maximum after two cycles.

# 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: 1: Jefferson Boulevard & Tecumseh Road



HCM 6th Signalized Intersection Summary  
 1: Jefferson Boulevard & Tecumseh Road

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Movement   | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|--|------|------|------|-------|------|------|------|------|------|-------|------|------|
| Lane Configurations  | ↔    | ↔↔↔  | ↔    | ↔     | ↔↔   | ↔    | ↔    | ↔↔   | ↔    | ↔     | ↔↔   | ↔    |
| Traffic Volume (veh/h)   | 124  | 1664 | 143  | 248   | 1546 | 466  | 181  | 366  | 244  | 402   | 346  | 108  |
| Future Volume (veh/h)  | 124  | 1664 | 143  | 248   | 1546 | 466  | 181  | 366  | 244  | 402   | 346  | 108  |
| Initial Q (Qb), veh  | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Ped-Bike Adj(A_pbT)  | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.99 | 1.00  |      | 0.99 |
| Parking Bus, Adj   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach  | No   |      |      | No    |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln   | 1870 | 1870 | 1856 | 1856  | 1885 | 1900 | 1856 | 1885 | 1796 | 1870  | 1856 | 1870 |
| Adj Flow Rate, veh/h   | 141  | 1891 | 162  | 282   | 1757 | 530  | 206  | 416  | 277  | 457   | 393  | 123  |
| Peak Hour Factor   | 0.88 | 0.88 | 0.88 | 0.88  | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88  | 0.88 | 0.88 |
| Percent Heavy Veh, %   | 2    | 2    | 3    | 3     | 1    | 0    | 3    | 1    | 7    | 2     | 3    | 2    |
| Cap, veh/h   | 177  | 2021 | 172  | 235   | 1612 | 722  | 311  | 833  | 352  | 326   | 616  | 190  |
| Arrive On Green  | 0.06 | 0.42 | 0.42 | 0.09  | 0.45 | 0.45 | 0.09 | 0.23 | 0.23 | 0.09  | 0.23 | 0.23 |
| Sat Flow, veh/h  | 1781 | 4791 | 408  | 1767  | 3582 | 1605 | 1767 | 3582 | 1512 | 1781  | 2647 | 818  |
| Grp Volume(v), veh/h   | 141  | 1341 | 712  | 282   | 1757 | 530  | 206  | 416  | 277  | 457   | 260  | 256  |
| Grp Sat Flow(s),veh/h/ln   | 1781 | 1702 | 1795 | 1767  | 1791 | 1605 | 1767 | 1791 | 1512 | 1781  | 1763 | 1702 |
| Q Serve(g_s), s  | 4.9  | 41.3 | 41.8 | 10.0  | 49.5 | 29.8 | 9.8  | 11.1 | 18.9 | 10.0  | 14.6 | 14.9 |
| Cycle Q Clear(g_c), s  | 4.9  | 41.3 | 41.8 | 10.0  | 49.5 | 29.8 | 9.8  | 11.1 | 18.9 | 10.0  | 14.6 | 14.9 |
| Prop In Lane   | 1.00 |      | 0.23 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.48 |
| Lane Grp Cap(c), veh/h   | 177  | 1436 | 757  | 235   | 1612 | 722  | 311  | 833  | 352  | 326   | 410  | 396  |
| V/C Ratio(X)   | 0.80 | 0.93 | 0.94 | 1.20  | 1.09 | 0.73 | 0.66 | 0.50 | 0.79 | 1.40  | 0.63 | 0.65 |
| Avail Cap(c_a), veh/h  | 179  | 1436 | 757  | 235   | 1612 | 722  | 311  | 977  | 412  | 326   | 481  | 464  |
| HCM Platoon Ratio  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh   | 25.7 | 30.3 | 30.5 | 31.8  | 30.2 | 24.8 | 29.8 | 36.6 | 39.6 | 37.6  | 38.0 | 38.1 |
| Incr Delay (d2), s/veh   | 21.4 | 12.5 | 21.0 | 124.3 | 51.2 | 6.5  | 5.2  | 0.7  | 9.4  | 198.0 | 2.7  | 3.1  |
| Initial Q Delay(d3),s/veh  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln   | 3.1  | 14.6 | 17.6 | 16.1  | 28.4 | 10.3 | 5.0  | 5.6  | 9.1  | 33.4  | 7.6  | 7.6  |
| Unsig. Movement Delay, s/veh                                       |      |      |      |       |      |      |      |      |      |       |      |      |
| LnGrp Delay(d),s/veh   | 47.1 | 42.8 | 51.4 | 156.1 | 81.5 | 31.4 | 35.0 | 37.3 | 49.0 | 235.6 | 40.7 | 41.2 |
| LnGrp LOS  | D    | D    | D    | F     | F    | C    | C    | C    | D    | F     | D    | D    |
| Approach Vol, veh/h  | 2194 |      |      | 2569  |      |      | 899  |      |      | 973   |      |      |
| Approach Delay, s/veh  | 45.9 |      |      | 79.3  |      |      | 40.4 |      |      | 132.4 |      |      |
| Approach LOS   | D    |      |      | E     |      |      | D    |      |      | F     |      |      |
| Timer - Assigned Phs   | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s   | 14.0 | 51.4 | 14.0 | 30.6  | 10.9 | 54.5 | 14.0 | 30.6 |      |       |      |      |
| Change Period (Y+Rc), s  | 4.0  | 5.0  | 4.0  | 5.0   | 4.0  | 5.0  | 4.0  | 5.0  |      |       |      |      |
| Max Green Setting (Gmax), s  | 10.0 | 42.0 | 10.0 | 30.0  | 7.0  | 45.0 | 10.0 | 30.0 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s                                       | 12.0 | 43.8 | 12.0 | 20.9  | 6.9  | 51.5 | 11.8 | 16.9 |      |       |      |      |
| Green Ext Time (p_c), s  | 0.0  | 0.0  | 0.0  | 3.9   | 0.0  | 0.0  | 0.0  | 4.0  |      |       |      |      |
| <b>Intersection Summary</b>  |      |      |      |       |      |      |      |      |      |       |      |      |
| HCM 6th Ctrl Delay   | 70.8 |      |      |       |      |      |      |      |      |       |      |      |
| HCM 6th LOS  | E    |      |      |       |      |      |      |      |      |       |      |      |
| <b>Notes</b>   |      |      |      |       |      |      |      |      |      |       |      |      |
| User approved pedestrian interval to be less than phase max green. |      |      |      |       |      |      |      |      |      |       |      |      |

Lanes, Volumes, Timings  
 2: Tecumseh Road & Catherine Street (N/S)

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

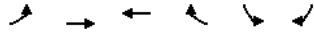
| Lane Group                     | EBL   | EBT   | WBT   | WBR  | SBL   | SBR   |
|--------------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations            | ↔     | ↔↔↔   | ↔↔↔   | ↔    | ↔     | ↔     |
| Traffic Volume (vph)           | 315   | 1995  | 1925  | 89   | 175   | 280   |
| Future Volume (vph)            | 315   | 1995  | 1925  | 89   | 175   | 280   |
| Ideal Flow (vphpl)             | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  |
| Storage Length (m)             | 45.0  |       |       | 0.0  | 50.0  | 0.0   |
| Storage Lanes                  | 1     |       |       | 0    | 1     | 1     |
| Taper Length (m)               | 75.0  |       |       |      | 7.5   |       |
| Lane Util. Factor              | 1.00  | 0.91  | 0.91  | 0.91 | 1.00  | 1.00  |
| Frt                            |       |       | 0.993 |      |       | 0.850 |
| Fit Protected                  | 0.950 |       |       |      | 0.950 |       |
| Satd. Flow (prot)              | 1770  | 5085  | 5050  | 0    | 1770  | 1583  |
| Fit Permitted                  | 0.072 |       |       |      | 0.950 |       |
| Satd. Flow (perm)              | 134   | 5085  | 5050  | 0    | 1770  | 1583  |
| Right Turn on Red              |       |       |       | Yes  |       | Yes   |
| Satd. Flow (RTOR)              |       |       | 9     |      |       | 304   |
| Link Speed (k/h)               |       | 50    | 50    |      | 50    |       |
| Link Distance (m)              |       | 125.1 | 62.4  |      | 184.1 |       |
| Travel Time (s)                |       | 9.0   | 4.5   |      | 13.3  |       |
| Peak Hour Factor               | 0.92  | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)                | 342   | 2168  | 2092  | 97   | 190   | 304   |
| <b>Shared Lane Traffic (%)</b> |       |       |       |      |       |       |
| Lane Group Flow (vph)          | 342   | 2168  | 2189  | 0    | 190   | 304   |
| Turn Type                      | pm+pt | NA    | NA    |      | Prot  | Perm  |
| Protected Phases               | 7     | 4     | 8     |      | 6     |       |
| Permitted Phases               | 4     |       |       |      |       | 6     |
| Detector Phase                 | 7     | 4     | 8     |      | 6     | 6     |
| <b>Switch Phase</b>            |       |       |       |      |       |       |
| Minimum Initial (s)            | 7.0   | 11.0  | 11.0  |      | 10.0  | 10.0  |
| Minimum Split (s)              | 11.0  | 23.0  | 23.0  |      | 23.0  | 23.0  |
| Total Split (s)                | 27.0  | 84.0  | 57.0  |      | 26.0  | 26.0  |
| Total Split (%)                | 24.5% | 76.4% | 51.8% |      | 23.6% | 23.6% |
| Maximum Green (s)              | 23.0  | 79.0  | 52.0  |      | 21.0  | 21.0  |
| Yellow Time (s)                | 3.0   | 4.0   | 4.0   |      | 4.0   | 4.0   |
| All-Red Time (s)               | 1.0   | 1.0   | 1.0   |      | 1.0   | 1.0   |
| Lost Time Adjust (s)           | 0.0   | 0.0   | 0.0   |      | 0.0   | 0.0   |
| Total Lost Time (s)            | 4.0   | 5.0   | 5.0   |      | 5.0   | 5.0   |
| Lead/Lag                       | Lead  |       | Lag   |      |       |       |
| Lead-Lag Optimize?             | Yes   |       | Yes   |      |       |       |
| Vehicle Extension (s)          | 3.0   | 3.0   | 3.0   |      | 3.0   | 3.0   |
| Recall Mode                    | None  | None  | None  |      | C-Max | C-Max |
| Walk Time (s)                  |       | 7.0   | 7.0   |      | 7.0   | 7.0   |
| Flash Dont Walk (s)            |       | 11.0  | 11.0  |      | 11.0  | 11.0  |
| Pedestrian Calls (#/hr)        |       | 0     | 0     |      | 0     | 0     |
| Act Effect Green (s)           | 78.5  | 77.5  | 51.9  |      | 22.5  | 22.5  |
| Actuated g/C Ratio             | 0.71  | 0.70  | 0.47  |      | 0.20  | 0.20  |
| v/c Ratio                      | 0.82  | 0.60  | 0.92  |      | 0.53  | 0.54  |
| Control Delay                  | 30.9  | 4.1   | 34.5  |      | 45.9  | 8.3   |
| Queue Delay                    | 0.0   | 0.0   | 0.0   |      | 0.0   | 0.0   |
| Total Delay                    | 30.9  | 4.1   | 34.5  |      | 45.9  | 8.3   |

Lanes, Volumes, Timings

2: Tecumseh Road & Catherine Street (N/S)

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

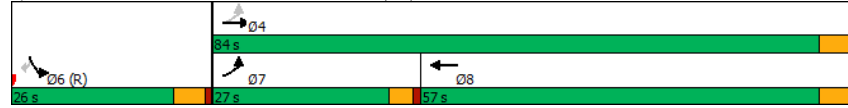


| Lane Group             | EBL   | EBT   | WBT   | WBR | SBL   | SBR  |
|------------------------|-------|-------|-------|-----|-------|------|
| LOS                    | C     | A     | C     |     | D     | A    |
| Approach Delay         |       | 7.8   | 34.5  |     | 22.8  |      |
| Approach LOS           |       | A     | C     |     | C     |      |
| Queue Length 50th (m)  | 41.3  | 32.5  | 111.9 |     | 39.3  | 0.0  |
| Queue Length 95th (m)  | m44.3 | m14.3 | 132.4 |     | 63.4  | 24.0 |
| Internal Link Dist (m) |       | 101.1 | 38.4  |     | 160.1 |      |
| Turn Bay Length (m)    | 45.0  |       |       |     | 50.0  |      |
| Base Capacity (vph)    | 437   | 3651  | 2398  |     | 361   | 565  |
| Starvation Cap Reductn | 0     | 0     | 0     |     | 0     | 0    |
| Spillback Cap Reductn  | 0     | 0     | 0     |     | 0     | 0    |
| Storage Cap Reductn    | 0     | 0     | 0     |     | 0     | 0    |
| Reduced v/c Ratio      | 0.78  | 0.59  | 0.91  |     | 0.53  | 0.54 |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 20.5 Intersection LOS: C  
 Intersection Capacity Utilization 78.0% ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tecumseh Road & Catherine Street (N/S)

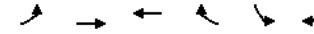


HCM 6th Signalized Intersection Summary

2: Tecumseh Road & Catherine Street (N/S)

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |      |
|------------------------------|------|------|------|------|------|------|------|
| Lane Configurations          | ↘    | ↗↗↗↗ | ↗↗   |      | ↘    | ↗    |      |
| Traffic Volume (veh/h)       | 315  | 1995 | 1925 | 89   | 175  | 280  |      |
| Future Volume (veh/h)        | 315  | 1995 | 1925 | 89   | 175  | 280  |      |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |      |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00 | 1.00 |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      |
| Work Zone On Approach        |      | No   | No   |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |      |
| Adj Flow Rate, veh/h         | 342  | 2168 | 2092 | 97   | 190  | 304  |      |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |      |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |      |
| Cap, veh/h                   | 378  | 3423 | 2335 | 108  | 425  | 378  |      |
| Arrive On Green              | 0.17 | 0.67 | 0.47 | 0.47 | 0.24 | 0.24 |      |
| Sat Flow, veh/h              | 1781 | 5274 | 5170 | 231  | 1781 | 1585 |      |
| Grp Volume(v), veh/h         | 342  | 2168 | 1421 | 768  | 190  | 304  |      |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1702 | 1702 | 1829 | 1781 | 1585 |      |
| Q Serve(g_s), s              | 15.7 | 26.8 | 42.0 | 42.4 | 10.0 | 19.9 |      |
| Cycle Q Clear(g_c), s        | 15.7 | 26.8 | 42.0 | 42.4 | 10.0 | 19.9 |      |
| Prop In Lane                 | 1.00 |      |      | 0.13 | 1.00 | 1.00 |      |
| Lane Grp Cap(c), veh/h       | 378  | 3423 | 1589 | 854  | 425  | 378  |      |
| V/C Ratio(X)                 | 0.91 | 0.63 | 0.89 | 0.90 | 0.45 | 0.80 |      |
| Avail Cap(c_a), veh/h        | 452  | 3667 | 1609 | 865  | 425  | 378  |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      |
| Uniform Delay (d), s/veh     | 33.7 | 10.4 | 26.8 | 27.0 | 35.7 | 39.4 |      |
| Incr Delay (d2), s/veh       | 19.3 | 0.3  | 6.8  | 12.2 | 3.4  | 16.4 |      |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |      |
| %ile BackOfQ(95%),veh/ln     | 9.1  | 0.2  | 13.3 | 15.8 | 5.6  | 25.1 |      |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 53.0 | 10.7 | 33.7 | 39.2 | 39.1 | 55.9 |      |
| LnGrp LOS                    | D    | B    | C    | D    | D    | E    |      |
| Approach Vol, veh/h          | 2510 | 2189 | 494  |      |      |      |      |
| Approach Delay, s/veh        | 16.5 | 35.6 | 49.4 |      |      |      |      |
| Approach LOS                 | B    | D    | D    |      |      |      |      |
| Timer - Assigned Phs         |      |      | 4    |      | 6    | 7    | 8    |
| Phs Duration (G+Y+Rc), s     |      |      | 78.7 |      | 31.3 | 22.4 | 56.3 |
| Change Period (Y+Rc), s      |      |      | 5.0  |      | 5.0  | 4.0  | 5.0  |
| Max Green Setting (Gmax), s  |      |      | 79.0 |      | 21.0 | 23.0 | 52.0 |
| Max Q Clear Time (g_c+I1), s |      |      | 28.8 |      | 21.9 | 17.7 | 44.4 |
| Green Ext Time (p_c), s      |      |      | 35.2 |      | 0.0  | 0.7  | 6.9  |

Intersection Summary

HCM 6th Ctrl Delay 27.7  
 HCM 6th LOS C

Lanes, Volumes, Timings

2045 Total PM Peak Hour

3: Commercial Access/Home Depot Access & Tecumseh Road (20538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR   |
|-------------------------|------|-------|------|------|-------|------|------|------|-------|------|------|-------|
| Lane Configurations     |      | ↑↑↑   |      |      | ↑↑↑   |      |      |      | ↑     |      |      | ↑     |
| Traffic Volume (vph)    | 0    | 2077  | 52   | 0    | 1864  | 8    | 0    | 0    | 46    | 0    | 0    | 84    |
| Future Volume (vph)     | 0    | 2077  | 52   | 0    | 1864  | 8    | 0    | 0    | 46    | 0    | 0    | 84    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  |
| Storage Length (m)      | 35.0 |       | 0.0  | 30.0 |       | 0.0  | 0.0  |      | 0.0   | 45.0 |      | 0.0   |
| Storage Lanes           | 0    |       | 0    | 0    |       | 0    | 0    |      | 1     | 0    |      | 1     |
| Taper Length (m)        | 30.0 |       |      | 25.0 |       |      | 7.5  |      |       | 7.5  |      |       |
| Lane Util. Factor       | 1.00 | 0.91  | 0.91 | 1.00 | 0.91  | 0.91 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Ped Bike Factor         |      |       |      |      |       |      |      |      |       |      |      |       |
| Frt                     |      | 0.996 |      |      | 0.999 |      |      |      | 0.865 |      |      | 0.865 |
| Flt Protected           |      |       |      |      |       |      |      |      |       |      |      |       |
| Satd. Flow (prot)       | 0    | 5067  | 0    | 0    | 5131  | 0    | 0    | 0    | 1644  | 0    | 0    | 1644  |
| Flt Permitted           |      |       |      |      |       |      |      |      |       |      |      |       |
| Satd. Flow (perm)       | 0    | 5067  | 0    | 0    | 5131  | 0    | 0    | 0    | 1644  | 0    | 0    | 1644  |
| Link Speed (k/h)        |      | 60    |      |      | 60    |      |      |      | 50    |      |      | 50    |
| Link Distance (m)       |      | 105.6 |      |      | 186.0 |      |      |      | 136.6 |      |      | 134.8 |
| Travel Time (s)         |      | 6.3   |      |      | 11.2  |      |      |      | 9.8   |      |      | 9.7   |
| Confl. Peds. (#/hr)     | 8    |       | 9    | 9    |       | 8    | 1    |      | 1     | 1    |      | 1     |
| Peak Hour Factor        | 0.90 | 0.90  | 0.90 | 0.90 | 0.90  | 0.90 | 0.90 | 0.90 | 0.90  | 0.90 | 0.90 | 0.90  |
| Heavy Vehicles (%)      | 0%   | 2%    | 0%   | 0%   | 1%    | 0%   | 0%   | 0%   | 0%    | 1%   | 0%   | 0%    |
| Adj. Flow (vph)         | 0    | 2308  | 58   | 0    | 2071  | 9    | 0    | 0    | 51    | 0    | 0    | 93    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |      |      |       |      |      |       |
| Lane Group Flow (vph)   | 0    | 2366  | 0    | 0    | 2080  | 0    | 0    | 0    | 51    | 0    | 0    | 93    |
| Sign Control            |      | Free  |      |      | Free  |      |      |      | Stop  |      |      | Stop  |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 51.6%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC

2045 Total PM Peak Hour

3: Commercial Access/Home Depot Access & Tecumseh Road (20538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑↑↑  |      |      | ↑↑↑  |      |      |      | ↑    |      |      | ↑    |
| Traffic Vol, veh/h       | 0    | 2077 | 52   | 0    | 1864 | 8    | 0    | 0    | 46   | 0    | 0    | 84   |
| Future Vol, veh/h        | 0    | 2077 | 52   | 0    | 1864 | 8    | 0    | 0    | 46   | 0    | 0    | 84   |
| Conflicting Peds, #/hr   | 8    | 0    | 9    | 9    | 0    | 8    | 1    | 0    | 1    | 1    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | 0    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| Mvmt Flow                | 0    | 2308 | 58   | 0    | 2071 | 9    | 0    | 0    | 51   | 0    | 0    | 93   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | -      | 0      | 0      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      | -      |
| Pot Cap-1 Maneuver   | 0      | -      | 0      | -      |
| Stage 1              | 0      | -      | 0      | -      |
| Stage 2              | 0      | -      | 0      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB | WB | NB   | SB   |
|----------------------|----|----|------|------|
| HCM Control Delay, s | 0  | 0  | 39.2 | 39.7 |
| HCM LOS              |    |    | E    | E    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 155   | -   | -   | -   | -   | 194   |
| HCM Lane V/C Ratio    | 0.33  | -   | -   | -   | -   | 0.481 |
| HCM Control Delay (s) | 39.2  | -   | -   | -   | -   | 39.7  |
| HCM Lane LOS          | E     | -   | -   | -   | -   | E     |
| HCM 95th %tile Q(veh) | 1.3   | -   | -   | -   | -   | 2.3   |



Lanes, Volumes, Timings

4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations     | ↑↑↑   |       |      | ↑↑↑   |       |      | ↑     |       |      | ↑     |       |      |
| Traffic Volume (vph)    | 203   | 1771  | 76   | 265   | 1464  | 61   | 162   | 266   | 211  | 166   | 185   | 74   |
| Future Volume (vph)     | 203   | 1771  | 76   | 265   | 1464  | 61   | 162   | 266   | 211  | 166   | 185   | 74   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Storage Length (m)      | 50.0  |       | 0.0  | 50.0  |       | 0.0  | 50.0  |       | 0.0  | 120.0 |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    |
| Taper Length (m)        | 40.0  |       |      | 40.0  |       |      | 50.0  |       |      | 50.0  |       |      |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 1.00  |      |       |       |      | 1.00  | 0.99  |      |       |       |      |
| Flt                     | 0.994 |       |      | 0.994 |       |      | 0.932 |       |      | 0.957 |       |      |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      |
| Satd. Flow (prot)       | 1770  | 5096  | 0    | 1752  | 5055  | 0    | 1787  | 1732  | 0    | 1770  | 1783  | 0    |
| Flt Permitted           | 0.095 |       |      | 0.092 |       |      | 0.587 |       |      | 0.121 |       |      |
| Satd. Flow (perm)       | 177   | 5096  | 0    | 170   | 5055  | 0    | 1102  | 1732  | 0    | 225   | 1783  | 0    |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 7     |      |       | 6     |      |       | 37    |      |       | 20    |      |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 50    |      |       | 50    |      |
| Link Distance (m)       |       | 186.0 |      |       | 273.0 |      |       | 289.9 |      |       | 218.3 |      |
| Travel Time (s)         |       | 11.2  |      |       | 16.4  |      |       | 20.9  |      |       | 15.7  |      |
| Conf. Peds. (#/hr)      |       |       | 13   | 13    |       |      | 3     |       | 3    |       |       |      |
| Peak Hour Factor        | 0.92  | 0.88  | 0.88 | 0.88  | 0.88  | 0.92 | 0.88  | 0.92  | 0.88 | 0.92  | 0.92  | 0.92 |
| Heavy Vehicles (%)      | 2%    | 1%    | 0%   | 3%    | 2%    | 2%   | 1%    | 2%    | 1%   | 2%    | 2%    | 2%   |
| Adj. Flow (vph)         | 221   | 2013  | 86   | 301   | 1664  | 66   | 184   | 289   | 240  | 180   | 201   | 80   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |      |
| Lane Group Flow (vph)   | 221   | 2099  | 0    | 301   | 1730  | 0    | 184   | 529   | 0    | 180   | 281   | 0    |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | Perm  | NA    |      | pm+pt | NA    |      |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      |       | 8     |      | 7     | 4     |      |
| Permitted Phases        | 2     |       |      | 6     |       |      | 8     |       |      | 4     |       |      |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 8     | 8     |      | 7     | 4     |      |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |      |
| Minimum Initial (s)     | 5.0   | 10.0  |      | 7.0   | 10.0  |      | 11.0  | 11.0  |      | 5.0   | 11.0  |      |
| Minimum Split (s)       | 9.0   | 28.0  |      | 11.0  | 28.0  |      | 34.0  | 34.0  |      | 9.0   | 34.0  |      |
| Total Split (s)         | 17.0  | 47.0  |      | 18.0  | 48.0  |      | 34.0  | 34.0  |      | 11.0  | 45.0  |      |
| Total Split (%)         | 15.5% | 42.7% |      | 16.4% | 43.6% |      | 30.9% | 30.9% |      | 10.0% | 40.9% |      |
| Maximum Green (s)       | 13.0  | 42.0  |      | 14.0  | 43.0  |      | 29.0  | 29.0  |      | 7.0   | 40.0  |      |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 3.0   | 4.0   |      |
| All-Red Time (s)        | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 4.0   | 5.0   |      | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 4.0   | 5.0   |      |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      | Lag   | Lag   |      | Lead  |       |      |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   |       |      |
| Vehicle Extension (s)   | 3.5   | 4.0   |      | 3.5   | 4.0   |      | 3.0   | 3.0   |      | 3.0   | 4.0   |      |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  |      |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      | 7.0   | 7.0   |      | 7.0   | 7.0   |      |
| Flash Dont Walk (s)     |       | 16.0  |      |       | 16.0  |      | 22.0  | 22.0  |      | 22.0  | 22.0  |      |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      | 0     | 0     |      | 0     | 0     |      |
| Act Effect Green (s)    | 55.4  | 42.0  |      | 58.6  | 43.6  |      | 29.0  | 29.0  |      | 41.0  | 40.0  |      |
| Actuated g/C Ratio      | 0.50  | 0.38  |      | 0.53  | 0.40  |      | 0.26  | 0.26  |      | 0.37  | 0.36  |      |
| v/c Ratio               | 0.82  | 1.08  |      | 1.03  | 0.86  |      | 0.63  | 1.10  |      | 0.99  | 0.43  |      |

Lanes, Volumes, Timings

4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL   | EBT    | EBR | WBL   | WBT   | WBR | NBL  | NBT    | NBR | SBL   | SBT   | SBR |
|------------------------|-------|--------|-----|-------|-------|-----|------|--------|-----|-------|-------|-----|
| Control Delay          | 54.3  | 68.5   |     | 89.8  | 33.4  |     | 47.1 | 105.7  |     | 93.8  | 26.8  |     |
| Queue Delay            | 0.0   | 0.0    |     | 0.0   | 0.0   |     | 0.0  | 0.0    |     | 0.0   | 0.0   |     |
| Total Delay            | 54.3  | 68.5   |     | 89.8  | 33.4  |     | 47.1 | 105.7  |     | 93.8  | 26.8  |     |
| LOS                    | D     | E      |     | F     | C     |     | D    | F      |     | F     | C     |     |
| Approach Delay         |       | 67.1   |     |       | 41.7  |     |      | 90.6   |     |       | 52.9  |     |
| Approach LOS           |       | E      |     |       | D     |     |      | F      |     |       | D     |     |
| Queue Length 50th (m)  | 25.9  | ~194.2 |     | ~64.3 | 75.4  |     | 36.8 | ~129.1 |     | 28.1  | 43.8  |     |
| Queue Length 95th (m)  | #68.7 | #217.5 |     | #85.9 | 100.4 |     | 61.1 | #197.2 |     | #70.5 | 68.2  |     |
| Internal Link Dist (m) |       | 162.0  |     |       | 249.0 |     |      | 265.9  |     |       | 194.3 |     |
| Turn Bay Length (m)    | 50.0  |        |     | 50.0  |       |     | 50.0 |        |     | 120.0 |       |     |
| Base Capacity (vph)    | 278   | 1950   |     | 291   | 2006  |     | 290  | 483    |     | 182   | 661   |     |
| 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      | 0.79  | 1.08   |     | 1.03  | 0.86  |     | 0.63 | 1.10   |     | 0.99  | 0.43  |     |

Intersection Summary

|                                    |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 110   |
| Actuated Cycle Length:             | 110   |
| Offset:                            | 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red   |
| Natural Cycle:                     | 125   |
| Control Type:                      | Actuated-Coordinated  |
| Maximum v/c Ratio:                 | 1.10  |
| Intersection Signal Delay:         | 59.6  |
| Intersection LOS:                  | E   |
| Intersection Capacity Utilization: | 101.9%  |
| ICU Level of Service:              | G   |
| Analysis Period (min):             | 15  |
| ~                                  | Volume exceeds capacity, queue is theoretically infinite.<br>Queue shown is maximum after two cycles.     |
| #                                  | 95th percentile volume exceeds capacity, queue may be longer.<br>Queue shown is maximum after two cycles. |
| m                                  | Volume for 95th percentile queue is metered by upstream signal.   |

Splits and Phases: 4: Rose-Ville Garden Drive & Tecumseh Road



HCM 6th Signalized Intersection Summary  
 4: Rose-Ville Garden Drive & Tecumseh Road

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT  | NBR   | SBL   | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-------|------|-------|-------|------|------|
| Lane Configurations          | ↔    | ↔↔↔  |      | ↔    | ↔↔↔  |      | ↔     | ↔    |       | ↔     | ↔    |      |
| Traffic Volume (veh/h)       | 203  | 1771 | 76   | 265  | 1464 | 61   | 162   | 266  | 211   | 166   | 185  | 74   |
| Future Volume (veh/h)        | 203  | 1771 | 76   | 265  | 1464 | 61   | 162   | 266  | 211   | 166   | 185  | 74   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0     | 0     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.98 | 1.00 |      | 0.98 | 1.00  |      | 1.00  | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No    |      |       | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1885 | 1900 | 1856 | 1870 | 1870 | 1885  | 1870 | 1885  | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 221  | 2012 | 86   | 301  | 1664 | 66   | 184   | 289  | 240   | 180   | 201  | 80   |
| Peak Hour Factor             | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88  | 0.92 | 0.88  | 0.92  | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 1    | 0    | 3    | 2    | 2    | 1     | 2    | 1     | 2     | 2    | 2    |
| Cap, veh/h                   | 261  | 1931 | 82   | 290  | 2086 | 83   | 336   | 249  | 206   | 179   | 463  | 184  |
| Arrive On Green              | 0.09 | 0.38 | 0.38 | 0.04 | 0.14 | 0.14 | 0.26  | 0.26 | 0.26  | 0.06  | 0.36 | 0.36 |
| Sat Flow, veh/h              | 1781 | 5057 | 216  | 1767 | 5035 | 200  | 1107  | 943  | 783   | 1781  | 1273 | 507  |
| Grp Volume(v), veh/h         | 221  | 1363 | 735  | 301  | 1125 | 605  | 184   | 0    | 529   | 180   | 0    | 281  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1716 | 1842 | 1767 | 1702 | 1831 | 1107  | 0    | 1726  | 1781  | 0    | 1779 |
| Q Serve(g_s), s              | 8.2  | 42.0 | 42.0 | 14.0 | 35.2 | 35.2 | 16.6  | 0.0  | 29.0  | 7.0   | 0.0  | 13.1 |
| Cycle Q Clear(g_c), s        | 8.2  | 42.0 | 42.0 | 14.0 | 35.2 | 35.2 | 18.7  | 0.0  | 29.0  | 7.0   | 0.0  | 13.1 |
| Prop In Lane                 | 1.00 |      | 0.12 | 1.00 |      | 0.11 | 1.00  |      | 0.45  | 1.00  |      | 0.28 |
| Lane Grp Cap(c), veh/h       | 261  | 1310 | 703  | 290  | 1410 | 758  | 336   | 0    | 455   | 179   | 0    | 647  |
| V/C Ratio(X)                 | 0.85 | 1.04 | 1.05 | 1.04 | 0.80 | 0.80 | 0.55  | 0.00 | 1.16  | 1.01  | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h        | 302  | 1310 | 703  | 290  | 1410 | 758  | 336   | 0    | 455   | 179   | 0    | 647  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 0.39 | 0.39 | 0.39 | 1.00  | 0.00 | 1.00  | 1.00  | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 24.6 | 34.0 | 34.0 | 39.3 | 43.0 | 43.0 | 37.7  | 0.0  | 40.5  | 33.1  | 0.0  | 26.5 |
| Incr Delay (d2), s/veh       | 18.3 | 36.0 | 46.3 | 42.8 | 1.9  | 3.5  | 1.9   | 0.0  | 94.9  | 69.0  | 0.0  | 0.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.5  | 21.4 | 25.3 | 9.9  | 14.5 | 15.9 | 5.3   | 0.0  | 28.9  | 9.1   | 0.0  | 5.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |       |      |       |       |      |      |
| LnGrp Delay(d),s/veh         | 42.9 | 70.0 | 80.3 | 82.1 | 44.9 | 46.5 | 39.5  | 0.0  | 135.4 | 102.2 | 0.0  | 27.1 |
| LnGrp LOS                    | D    | F    | F    | F    | D    | D    | D     | A    | F     | F     | A    | C    |
| Approach Vol, veh/h          | 2319 |      |      | 2031 |      |      | 713   |      |       | 461   |      |      |
| Approach Delay, s/veh        | 70.7 |      |      | 50.9 |      |      | 110.7 |      |       | 56.4  |      |      |
| Approach LOS                 | E    |      |      | D    |      |      | F     |      |       | E     |      |      |
| Timer - Assigned Phs         | 1    | 2    | 4    | 5    | 6    | 7    | 8     |      |       |       |      |      |
| Phs Duration (G+Y+Rc), s     | 18.0 | 47.0 | 45.0 | 14.4 | 50.6 | 11.0 | 34.0  |      |       |       |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0   |      |       |       |      |      |
| Max Green Setting (Gmax), s  | 14.0 | 42.0 | 40.0 | 13.0 | 43.0 | 7.0  | 29.0  |      |       |       |      |      |
| Max Q Clear Time (g_c+I1), s | 16.0 | 44.0 | 15.1 | 10.2 | 37.2 | 9.0  | 31.0  |      |       |       |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 2.8  | 0.3  | 5.2  | 0.0  | 0.0   |      |       |       |      |      |

**Intersection Summary**

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 67.4 |
| HCM 6th LOS        | E    |

Lanes, Volumes, Timings  
 5: East Park Drive/Walmart Access & Tecumseh Road

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|------|-------|
| Lane Configurations     | ↔     | ↔↔↔   |       | ↔     | ↔↔↔   |      | ↔     | ↔     |      | ↔     | ↔    |       |
| Traffic Volume (vph)    | 214   | 1817  | 170   | 213   | 1710  | 208  | 222   | 90    | 140  | 144   | 75   | 100   |
| Future Volume (vph)     | 214   | 1817  | 170   | 213   | 1710  | 208  | 222   | 90    | 140  | 144   | 75   | 100   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Storage Length (m)      | 65.0  |       | 0.0   | 40.0  |       | 0.0  | 25.0  |       | 0.0  | 20.0  |      | 0.0   |
| Storage Lanes           | 1     |       | 0     | 1     |       | 0    | 1     |       | 0    | 1     |      | 0     |
| Taper Length (m)        | 70.0  |       |       | 50.0  |       |      | 100.0 |       |      | 50.0  |      |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91  | 1.00  | 0.91  | 0.91 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Ped Bike Factor         |       | 1.00  |       |       |       |      | 0.98  |       |      |       |      | 0.98  |
| Frt                     | 0.987 |       | 0.984 |       | 0.909 |      | 0.914 |       |      |       |      |       |
| Fit Protected           | 0.950 |       |       | 0.950 |       |      | 0.950 |       |      | 0.950 |      |       |
| Satd. Flow (prot)       | 1787  | 5010  | 0     | 1805  | 5015  | 0    | 1787  | 1720  | 0    | 1805  | 1688 | 0     |
| Fit Permitted           | 0.073 |       |       | 0.073 |       |      | 0.536 |       |      | 0.433 |      |       |
| Satd. Flow (perm)       | 137   | 5010  | 0     | 139   | 5015  | 0    | 989   | 1720  | 0    | 823   | 1688 | 0     |
| Right Turn on Red       | Yes   |       |       | Yes   |       |      | Yes   |       |      | Yes   |      |       |
| Satd. Flow (RTOR)       | 19    |       |       | 26    |       |      | 72    |       |      | 62    |      |       |
| Link Speed (k/h)        | 60    |       |       | 60    |       |      | 50    |       |      | 50    |      |       |
| Link Distance (m)       | 273.0 |       |       | 268.3 |       |      | 231.1 |       |      | 151.2 |      |       |
| Travel Time (s)         | 16.4  |       |       | 16.1  |       |      | 16.6  |       |      | 10.9  |      |       |
| Confl. Peds. (#/hr)     | 6     |       | 6     |       | 25    |      | 25    |       | 25   |       |      |       |
| Peak Hour Factor        | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90 | 0.90  | 0.90 | 0.90  |
| Heavy Vehicles (%)      | 1%    | 2%    | 1%    | 0%    | 2%    | 0%   | 1%    | 0%    | 0%   | 0%    | 0%   | 1%    |
| Adj. Flow (vph)         | 238   | 2019  | 189   | 237   | 1900  | 231  | 247   | 100   | 156  | 160   | 83   | 111   |
| Shared Lane Traffic (%) |       |       |       |       |       |      |       |       |      |       |      |       |
| Lane Group Flow (vph)   | 238   | 2208  | 0     | 237   | 2131  | 0    | 247   | 256   | 0    | 160   | 194  | 0     |
| Turn Type               | pm+pt | NA    |       | pm+pt | NA    |      | Perm  | NA    |      | Perm  | NA   |       |
| Protected Phases        | 5     | 2     |       | 1     | 6     |      | 4     |       |      | 8     |      | 8     |
| Permitted Phases        | 2     |       |       | 6     |       |      | 4     |       |      | 8     |      |       |
| Detector Phase          | 5     | 2     |       | 1     | 6     |      | 4     | 4     |      | 8     |      | 8     |
| Switch Phase            |       |       |       |       |       |      |       |       |      |       |      |       |
| Minimum Initial (s)     | 8.0   | 10.0  |       | 8.0   | 10.0  |      | 10.0  | 10.0  |      | 10.0  |      | 10.0  |
| Minimum Split (s)       | 12.0  | 35.0  |       | 12.0  | 35.0  |      | 35.0  | 35.0  |      | 35.0  |      | 35.0  |
| Total Split (s)         | 16.0  | 57.0  |       | 16.0  | 57.0  |      | 37.0  | 37.0  |      | 37.0  |      | 37.0  |
| Total Split (%)         | 14.5% | 51.8% |       | 14.5% | 51.8% |      | 33.6% | 33.6% |      | 33.6% |      | 33.6% |
| Maximum Green (s)       | 12.0  | 52.0  |       | 12.0  | 52.0  |      | 32.0  | 32.0  |      | 32.0  |      | 32.0  |
| Yellow Time (s)         | 3.0   | 4.0   |       | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   |      | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   |       | 1.0   | 1.0   |      | 1.0   | 1.0   |      | 1.0   |      | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |       | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   |      | 0.0   |
| Total Lost Time (s)     | 4.0   | 5.0   |       | 4.0   | 5.0   |      | 5.0   | 5.0   |      | 5.0   |      | 5.0   |
| Lead/Lag                | Lead  | Lag   |       | Lead  | Lag   |      |       |       |      |       |      |       |
| Lead-Lag Optimize?      | Yes   | Yes   |       | Yes   | Yes   |      |       |       |      |       |      |       |
| Vehicle Extension (s)   | 3.0   | 4.0   |       | 3.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0   |      | 4.0   |
| Recall Mode             | None  | C-Max |       | None  | C-Max |      | None  | None  |      | None  |      | None  |
| Walk Time (s)           |       | 7.0   |       |       | 7.0   |      | 7.0   | 7.0   |      | 7.0   |      | 7.0   |
| Flash Dont Walk (s)     |       | 23.0  |       |       | 23.0  |      | 23.0  | 23.0  |      | 23.0  |      | 23.0  |
| Pedestrian Calls (#/hr) |       | 0     |       |       | 0     |      | 0     | 0     |      | 0     |      | 0     |
| Act Effct Green (s)     | 67.2  | 54.5  |       | 67.2  | 54.5  |      | 29.8  | 29.8  |      | 29.8  |      | 29.8  |
| Actuated g/C Ratio      | 0.61  | 0.50  |       | 0.61  | 0.50  |      | 0.27  | 0.27  |      | 0.27  |      | 0.27  |
| v/c Ratio               | 0.92  | 0.89  |       | 0.90  | 0.85  |      | 0.93  | 0.49  |      | 0.72  |      | 0.39  |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

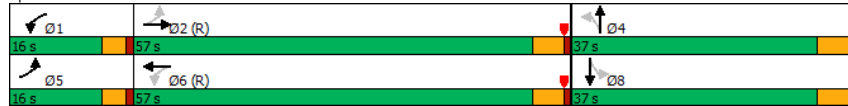


| Lane Group             | EBL   | EBT   | EBR | WBL    | WBT    | WBR | NBL    | NBT   | NBR | SBL   | SBT   | SBR |
|------------------------|-------|-------|-----|--------|--------|-----|--------|-------|-----|-------|-------|-----|
| Control Delay          | 47.0  | 18.4  |     | 55.8   | 26.0   |     | 78.2   | 26.8  |     | 55.0  | 23.6  |     |
| Queue Delay            | 0.0   | 0.0   |     | 0.0    | 0.0    |     | 0.0    | 0.0   |     | 0.0   | 0.0   |     |
| Total Delay            | 47.0  | 18.4  |     | 55.8   | 26.0   |     | 78.2   | 26.8  |     | 55.0  | 23.6  |     |
| LOS                    | D     | B     |     | E      | C      |     | E      | C     |     | D     | C     |     |
| Approach Delay         |       | 21.2  |     |        | 29.0   |     |        | 52.1  |     |       | 37.8  |     |
| Approach LOS           |       | C     |     |        | C      |     |        | D     |     |       | D     |     |
| Queue Length 50th (m)  | 46.3  | 73.9  |     | 40.4   | 112.7  |     | 52.7   | 33.5  |     | 31.8  | 22.9  |     |
| Queue Length 95th (m)  | m42.5 | m68.8 |     | m#58.5 | m129.0 |     | #100.0 | 58.6  |     | #61.9 | 43.8  |     |
| Internal Link Dist (m) |       | 249.0 |     |        | 244.3  |     |        | 207.1 |     |       | 127.2 |     |
| Turn Bay Length (m)    | 65.0  |       |     | 40.0   |        |     | 25.0   |       |     | 20.0  |       |     |
| Base Capacity (vph)    | 263   | 2491  |     | 266    | 2497   |     | 287    | 551   |     | 239   | 535   |     |
| 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      | 0.90  | 0.89  |     | 0.89   | 0.85   |     | 0.86   | 0.46  |     | 0.67  | 0.36  |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 6 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 28.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 98.0%  
 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: 5: East Park Drive/Walmart Access & Tecumseh Road



HCM 6th Signalized Intersection Summary

2045 Total PM Peak Hour

5: East Park Drive/Walmart Access & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 214  | 1817 | 170  | 213  | 1710 | 208  | 222  | 90   | 140  | 144  | 75   | 100  |
| Future Volume (veh/h)        | 214  | 1817 | 170  | 213  | 1710 | 208  | 222  | 90   | 140  | 144  | 75   | 100  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00 |      | 0.99 | 0.98 |      | 0.97 | 0.99 |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      |      | No   |
| Adj Sat Flow, veh/h/ln       | 1885 | 1870 | 1885 | 1900 | 1870 | 1900 | 1885 | 1885 | 1900 | 1900 | 1900 | 1885 |
| Adj Flow Rate, veh/h         | 238  | 2019 | 189  | 237  | 1900 | 231  | 247  | 100  | 156  | 160  | 83   | 111  |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 1    | 2    | 1    | 0    | 2    | 0    | 1    | 1    | 0    | 0    | 0    | 1    |
| Cap, veh/h                   | 270  | 2256 | 209  | 269  | 2194 | 264  | 300  | 190  | 296  | 249  | 211  | 282  |
| Arrive On Green              | 0.04 | 0.16 | 0.16 | 0.04 | 0.16 | 0.16 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h              | 1795 | 4751 | 441  | 1810 | 4614 | 556  | 1179 | 652  | 1018 | 1126 | 725  | 970  |
| Grp Volume(v), veh/h         | 238  | 1442 | 766  | 237  | 1397 | 734  | 247  | 0    | 256  | 160  | 0    | 194  |
| Grp Sat Flow(s), veh/h/ln    | 1795 | 1702 | 1788 | 1810 | 1702 | 1766 | 1179 | 0    | 1670 | 1126 | 0    | 1695 |
| Q Serve(g_s), s              | 9.7  | 45.7 | 46.3 | 9.8  | 44.0 | 44.6 | 21.9 | 0.0  | 14.1 | 15.3 | 0.0  | 10.1 |
| Cycle Q Clear(g_c), s        | 9.7  | 45.7 | 46.3 | 9.8  | 44.0 | 44.6 | 32.0 | 0.0  | 14.1 | 29.4 | 0.0  | 10.1 |
| Prop In Lane                 | 1.00 |      | 0.25 | 1.00 |      | 0.31 | 1.00 |      | 0.61 | 1.00 |      | 0.57 |
| Lane Grp Cap(c), veh/h       | 270  | 1616 | 849  | 269  | 1619 | 840  | 300  | 0    | 486  | 249  | 0    | 493  |
| V/C Ratio(X)                 | 0.88 | 0.89 | 0.90 | 0.88 | 0.86 | 0.87 | 0.82 | 0.00 | 0.53 | 0.64 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h        | 275  | 1616 | 849  | 272  | 1619 | 840  | 300  | 0    | 486  | 249  | 0    | 493  |
| HCM Platoon Ratio            | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.09 | 0.09 | 0.09 | 0.35 | 0.35 | 0.35 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 35.0 | 43.6 | 43.9 | 35.9 | 42.9 | 43.1 | 44.6 | 0.0  | 32.7 | 45.0 | 0.0  | 31.2 |
| Incr Delay (d2), s/veh       | 3.4  | 0.8  | 1.7  | 11.5 | 2.4  | 4.8  | 17.2 | 0.0  | 1.4  | 6.4  | 0.0  | 0.7  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%), veh/ln    | 3.0  | 19.5 | 21.4 | 4.6  | 20.1 | 22.1 | 9.7  | 0.0  | 6.4  | 5.8  | 0.0  | 4.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 38.4 | 44.4 | 45.6 | 47.3 | 45.3 | 47.9 | 61.8 | 0.0  | 34.1 | 51.3 | 0.0  | 32.0 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | E    | A    | C    | D    | A    | C    |
| Approach Vol, veh/h          |      | 2446 |      |      | 2368 |      |      | 503  |      |      |      | 354  |
| Approach Delay, s/veh        |      | 44.2 |      |      | 46.3 |      |      | 47.7 |      |      |      | 40.7 |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      |      | D    |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 15.8 | 57.2 |      | 37.0 | 15.7 | 57.3 |      | 37.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 12.0 | 52.0 |      | 32.0 | 12.0 | 52.0 |      | 32.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 11.8 | 48.3 |      | 34.0 | 11.7 | 46.6 |      | 31.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 3.6  |      | 0.0  | 0.0  | 5.1  |      | 0.2  |      |      |      |      |

Intersection Summary

HCM 6th Ctrl Delay 45.2  
 HCM 6th LOS D

Lanes, Volumes, Timings

2045 Total PM Peak Hour

6: Lauzon Parkway & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations     |       |       |      |       |       |      |       |       |      |       |       |       |
| Traffic Volume (vph)    | 226   | 1559  | 356  | 206   | 1122  | 115  | 360   | 1187  | 267  | 231   | 808   | 332   |
| Future Volume (vph)     | 226   | 1559  | 356  | 206   | 1122  | 115  | 360   | 1187  | 267  | 231   | 808   | 332   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (m)      | 90.0  |       | 0.0  | 120.0 |       | 0.0  | 90.0  |       | 0.0  | 70.0  |       | 70.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 0    | 1     |       | 1     |
| Taper Length (m)        | 80.0  |       |      | 60.0  |       |      | 70.0  |       |      | 70.0  |       |       |
| Lane Util. Factor       | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 0.91 | 1.00  | 0.91  | 1.00  |
| Ped Bike Factor         | 1.00  | 0.99  |      |       | 1.00  |      | 1.00  | 1.00  |      | 1.00  |       | 0.98  |
| Frt                     |       | 0.972 |      |       | 0.986 |      |       | 0.972 |      |       |       | 0.850 |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 1736  | 4995  | 0    | 1805  | 5043  | 0    | 1787  | 4932  | 0    | 1656  | 5136  | 1553  |
| Flt Permitted           | 0.100 |       |      | 0.111 |       |      | 0.177 |       |      | 0.133 |       |       |
| Satd. Flow (perm)       | 182   | 4995  | 0    | 211   | 5043  | 0    | 332   | 4932  | 0    | 232   | 5136  | 1521  |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes  |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 53    |      |       | 16    |      |       | 46    |      |       |       | 155   |
| Link Speed (k/h)        |       | 60    |      |       | 60    |      |       | 60    |      |       |       | 60    |
| Link Distance (m)       |       | 268.3 |      |       | 288.0 |      |       | 208.8 |      |       |       | 230.9 |
| Travel Time (s)         |       | 16.1  |      |       | 17.3  |      |       | 12.5  |      |       |       | 13.9  |
| Conf. Peds. (#/hr)      | 21    |       | 19   | 19    |       | 21   | 8     |       | 9    | 9     |       | 8     |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 4%    | 0%    | 2%   | 0%    | 0%    | 12%  | 1%    | 2%    | 1%   | 9%    | 1%    | 4%    |
| Adj. Flow (vph)         | 248   | 1713  | 391  | 226   | 1233  | 126  | 396   | 1304  | 293  | 254   | 888   | 365   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 248   | 2104  | 0    | 226   | 1359  | 0    | 396   | 1597  | 0    | 254   | 888   | 365   |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    | Perm  |
| Protected Phases        | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     |       |
| Permitted Phases        | 2     |       |      | 6     |       |      | 4     |       |      | 8     |       | 8     |
| Detector Phase          | 5     | 2     |      | 1     | 6     |      | 7     | 4     |      | 3     | 8     | 8     |
| Switch Phase            |       |       |      |       |       |      |       |       |      |       |       |       |
| Minimum Initial (s)     | 7.0   | 15.0  |      | 7.0   | 15.0  |      | 7.0   | 13.0  |      | 7.0   | 13.0  | 13.0  |
| Minimum Split (s)       | 11.0  | 39.0  |      | 11.0  | 39.0  |      | 11.0  | 36.0  |      | 11.0  | 36.0  | 36.0  |
| Total Split (s)         | 15.0  | 46.0  |      | 11.0  | 42.0  |      | 17.0  | 38.0  |      | 15.0  | 36.0  | 36.0  |
| Total Split (%)         | 13.6% | 41.8% |      | 10.0% | 38.2% |      | 15.5% | 34.5% |      | 13.6% | 32.7% | 32.7% |
| Maximum Green (s)       | 11.0  | 40.0  |      | 7.0   | 36.0  |      | 13.0  | 32.0  |      | 11.0  | 30.0  | 30.0  |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   | 6.0   |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   | Yes   |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 3.5   |      | 3.0   | 3.5   | 3.5   |
| Recall Mode             | None  | C-Max |      | None  | C-Max |      | None  | None  |      | None  | None  | None  |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      |       | 6.0   |      |       | 6.0   | 6.0   |
| Flash Dont Walk (s)     |       | 26.0  |      |       | 26.0  |      |       | 24.0  |      |       | 24.0  | 24.0  |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      |       | 0     |      |       | 0     | 0     |
| Act Effct Green (s)     | 53.0  | 40.0  |      | 45.0  | 36.0  |      | 47.0  | 32.0  |      | 43.0  | 30.0  | 30.0  |
| Actuated g/C Ratio      | 0.48  | 0.36  |      | 0.41  | 0.33  |      | 0.43  | 0.29  |      | 0.39  | 0.27  | 0.27  |
| v/c Ratio               | 1.02  | 1.14  |      | 1.21  | 0.82  |      | 1.27  | 1.09  |      | 1.09  | 0.63  | 0.69  |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

6: Lauzon Parkway & Tecumseh Road

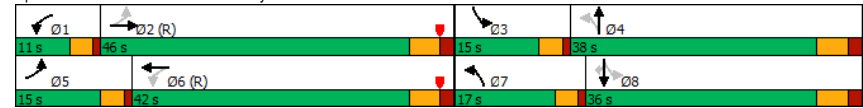
(230538) Forest Glade EA Transportation Analysis

| Lane Group             | EBL    | EBT    | EBR | WBL   | WBT   | WBR | NBL    | NBT    | NBR | SBL    | SBT   | SBR   |
|------------------------|--------|--------|-----|-------|-------|-----|--------|--------|-----|--------|-------|-------|
| Control Delay          | 92.2   | 94.6   |     | 157.5 | 38.5  |     | 166.2  | 88.0   |     | 90.7   | 32.3  | 23.5  |
| Queue Delay            | 0.0    | 0.0    |     | 0.0   | 0.0   |     | 0.0    | 0.0    |     | 0.0    | 0.0   | 0.0   |
| Total Delay            | 92.2   | 94.6   |     | 157.5 | 38.5  |     | 166.2  | 88.0   |     | 90.7   | 32.3  | 23.5  |
| LOS                    | F      | F      |     | F     | D     |     | F      | F      |     | F      | C     | C     |
| Approach Delay         |        | 94.4   |     |       | 55.5  |     |        | 103.5  |     |        |       | 40.0  |
| Approach LOS           |        | F      |     |       | E     |     |        | F      |     |        |       | D     |
| Queue Length 50th (m)  | ~46.7  | ~195.5 |     | ~44.8 | 101.6 |     | ~88.3  | ~146.5 |     | ~48.1  | 65.3  | 51.4  |
| Queue Length 95th (m)  | m#65.7 | #226.5 |     | #94.7 | 120.8 |     | #150.3 | #178.0 |     | m#67.8 | m77.5 | m55.3 |
| Internal Link Dist (m) |        | 244.3  |     |       | 264.0 |     |        | 184.8  |     |        |       | 206.9 |
| Turn Bay Length (m)    | 90.0   |        |     | 120.0 |       |     | 90.0   |        |     | 70.0   |       | 70.0  |
| Base Capacity (vph)    | 243    | 1850   |     | 187   | 1661  |     | 313    | 1467   |     | 233    | 1400  | 527   |
| Starvation Cap Reductn | 0      | 0      |     | 0     | 0     |     | 0      | 0      |     | 0      | 0     | 0     |
| Spillback Cap Reductn  | 0      | 0      |     | 0     | 0     |     | 0      | 0      |     | 0      | 0     | 0     |
| Storage Cap Reductn    | 0      | 0      |     | 0     | 0     |     | 0      | 0      |     | 0      | 0     | 0     |
| Reduced v/c Ratio      | 1.02   | 1.14   |     | 1.21  | 0.82  |     | 1.27   | 1.09   |     | 1.09   | 0.63  | 0.69  |

Intersection Summary

|                                    |   |
|------------------------------------|---|
| Area Type:                         | Other   |
| Cycle Length:                      | 110   |
| Actuated Cycle Length:             | 110   |
| Offset:                            | 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red     |
| Natural Cycle:                     | 120   |
| Control Type:                      | Actuated-Coordinated  |
| Maximum v/c Ratio:                 | 1.27  |
| Intersection Signal Delay:         | 77.5  |
| Intersection LOS:                  | E   |
| Intersection Capacity Utilization: | 108.3%  |
| 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: 6: Lauzon Parkway & Tecumseh Road



HCM 6th Signalized Intersection Summary

2045 Total PM Peak Hour

6: Lauzon Parkway & Tecumseh Road

(230538) Forest Glade EA Transportation Analysis

| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT  | WBR  | NBL   | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------------|-------|-------|-------|-------|------|------|-------|------|-------|------|------|------|
| Lane Configurations          | ↔↔↔   |       |       | ↔↔↔   |      |      | ↔↔↔   |      |       | ↔↔↔  |      |      |
| Traffic Volume (veh/h)       | 226   | 1559  | 356   | 206   | 1122 | 115  | 360   | 1187 | 267   | 231  | 808  | 332  |
| Future Volume (veh/h)        | 226   | 1559  | 356   | 206   | 1122 | 115  | 360   | 1187 | 267   | 231  | 808  | 332  |
| Initial Q (Qb), veh          | 0     | 0     | 0     | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |       | 0.98  | 1.00  |      | 0.98 | 1.00  |      | 0.99  | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |       |       | No    |      |      | No    |      |       | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1841  | 1900  | 1870  | 1900  | 1900 | 1722 | 1885  | 1870 | 1885  | 1767 | 1885 | 1841 |
| Adj Flow Rate, veh/h         | 248   | 1713  | 391   | 226   | 1233 | 126  | 396   | 1304 | 293   | 254  | 888  | 365  |
| Peak Hour Factor             | 0.91  | 0.91  | 0.91  | 0.91  | 0.91 | 0.91 | 0.91  | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 4     | 0     | 2     | 0     | 0    | 12   | 1     | 2    | 1     | 9    | 1    | 4    |
| Cap, veh/h                   | 277   | 1535  | 345   | 181   | 1562 | 160  | 325   | 1211 | 272   | 234  | 1404 | 421  |
| Arrive On Green              | 0.03  | 0.12  | 0.12  | 0.06  | 0.33 | 0.33 | 0.12  | 0.29 | 0.29  | 0.03 | 0.09 | 0.09 |
| Sat Flow, veh/h              | 1753  | 4220  | 948   | 1810  | 4771 | 488  | 1795  | 4161 | 934   | 1682 | 5147 | 1544 |
| Grp Volume(v), veh/h         | 248   | 1399  | 705   | 226   | 894  | 465  | 396   | 1066 | 531   | 254  | 888  | 365  |
| Grp Sat Flow(s),veh/h/ln     | 1753  | 1729  | 1710  | 1810  | 1729 | 1801 | 1795  | 1702 | 1692  | 1682 | 1716 | 1544 |
| Q Serve(g_s), s              | 9.7   | 40.0  | 40.0  | 7.0   | 25.8 | 25.8 | 13.0  | 32.0 | 32.0  | 11.0 | 18.3 | 25.7 |
| Cycle Q Clear(g_c), s        | 9.7   | 40.0  | 40.0  | 7.0   | 25.8 | 25.8 | 13.0  | 32.0 | 32.0  | 11.0 | 18.3 | 25.7 |
| Prop In Lane                 | 1.00  |       | 0.55  | 1.00  |      | 0.27 | 1.00  |      | 0.55  | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 277   | 1257  | 622   | 181   | 1132 | 589  | 325   | 990  | 492   | 234  | 1404 | 421  |
| V/C Ratio(X)                 | 0.89  | 1.11  | 1.13  | 1.25  | 0.79 | 0.79 | 1.22  | 1.08 | 1.08  | 1.09 | 0.63 | 0.87 |
| Avail Cap(c_a), veh/h        | 277   | 1257  | 622   | 181   | 1132 | 589  | 325   | 990  | 492   | 234  | 1404 | 421  |
| HCM Platoon Ratio            | 0.33  | 0.33  | 0.33  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)           | 0.36  | 0.36  | 0.36  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 0.38 | 0.38 | 0.38 |
| Uniform Delay (d), s/veh     | 27.4  | 48.4  | 48.4  | 29.8  | 33.6 | 33.6 | 30.3  | 39.0 | 39.0  | 32.3 | 44.7 | 48.1 |
| Incr Delay (d2), s/veh       | 13.0  | 55.2  | 68.3  | 150.4 | 5.6  | 10.3 | 122.9 | 51.7 | 63.1  | 62.1 | 0.4  | 7.5  |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.4   | 31.1  | 33.9  | 14.9  | 10.6 | 12.0 | 21.8  | 21.5 | 23.4  | 9.4  | 7.5  | 10.8 |
| Unsig. Movement Delay, s/veh |       |       |       |       |      |      |       |      |       |      |      |      |
| LnGrp Delay(d),s/veh         | 40.3  | 103.6 | 116.7 | 180.2 | 39.2 | 43.9 | 153.3 | 90.7 | 102.1 | 94.4 | 45.1 | 55.6 |
| LnGrp LOS                    | D     | F     | F     | F     | D    | D    | F     | F    | F     | F    | D    | E    |
| Approach Vol, veh/h          | 2352  |       |       | 1585  |      |      | 1993  |      |       | 1507 |      |      |
| Approach Delay, s/veh        | 100.9 |       |       | 60.7  |      |      | 106.2 |      |       | 56.0 |      |      |
| Approach LOS                 | F     |       |       | E     |      |      | F     |      |       | E    |      |      |
| Timer - Assigned Phs         | 1     | 2     | 3     | 4     | 5    | 6    | 7     | 8    |       |      |      |      |
| Phs Duration (G+Y+Rc), s     | 11.0  | 46.0  | 15.0  | 38.0  | 15.0 | 42.0 | 17.0  | 36.0 |       |      |      |      |
| Change Period (Y+Rc), s      | 4.0   | 6.0   | 4.0   | 6.0   | 4.0  | 6.0  | 4.0   | 6.0  |       |      |      |      |
| Max Green Setting (Gmax), s  | 7.0   | 40.0  | 11.0  | 32.0  | 11.0 | 36.0 | 13.0  | 30.0 |       |      |      |      |
| Max Q Clear Time (g_c+I1), s | 9.0   | 42.0  | 13.0  | 34.0  | 11.7 | 27.8 | 15.0  | 27.7 |       |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 6.4  | 0.0   | 1.8  |       |      |      |      |
| <b>Intersection Summary</b>  |       |       |       |       |      |      |       |      |       |      |      |      |
| HCM 6th Ctrl Delay           | 84.6  |       |       |       |      |      |       |      |       |      |      |      |
| HCM 6th LOS                  | F     |       |       |       |      |      |       |      |       |      |      |      |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

7: Catherine Street (N/S)/Block 2 Commercial & Block 1 Business Park/Catherine Street

(19568) Park/Catherine Street Transportation Analysis

| Lane Group                        | EBL          | EBT  | EBR   | WBL  | WBT   | WBR  | NBL                    | NBT  | NBR   | SBL  | SBT   | SBR  |
|-----------------------------------|--------------|------|-------|------|-------|------|------------------------|------|-------|------|-------|------|
| Lane Configurations               | ↔↔           |      |       | ↔↔   |       |      | ↔↔                     |      |       | ↔↔   |       |      |
| Traffic Volume (vph)              | 0            | 7    | 23    | 246  | 2     | 33   | 12                     | 86   | 246   | 32   | 98    | 0    |
| Future Volume (vph)               | 0            | 7    | 23    | 246  | 2     | 33   | 12                     | 86   | 246   | 32   | 98    | 0    |
| Ideal Flow (vphpl)                | 1900         | 1900 | 1900  | 1900 | 1900  | 1900 | 1900                   | 1900 | 1900  | 1900 | 1900  | 1900 |
| Storage Length (m)                | 0.0          |      | 0.0   | 50.0 |       | 0.0  | 15.0                   |      | 0.0   | 0.0  |       | 0.0  |
| Storage Lanes                     | 0            |      | 0     | 1    |       | 0    | 1                      |      | 0     | 0    |       | 0    |
| Taper Length (m)                  | 7.5          |      |       | 7.5  |       |      | 7.5                    |      |       | 7.5  |       | 7.5  |
| Lane Util. Factor                 | 1.00         | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00                   | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                               | 0.898        |      |       |      | 0.858 |      | 0.889                  |      |       |      | 0.889 |      |
| Fit Protected                     |              |      | 0.950 |      |       |      | 0.950                  |      |       |      | 0.988 |      |
| Satd. Flow (prot)                 | 0            | 1673 | 0     | 1770 | 1598  | 0    | 1770                   | 1656 | 0     | 0    | 1840  | 0    |
| Fit Permitted                     | 0.950        |      |       |      | 0.950 |      |                        |      | 0.950 |      |       |      |
| Satd. Flow (perm)                 | 0            | 1673 | 0     | 1770 | 1598  | 0    | 1770                   | 1656 | 0     | 0    | 1840  | 0    |
| Link Speed (k/h)                  | 50           |      | 50    |      | 50    |      | 50                     |      | 50    |      | 50    |      |
| Link Distance (m)                 | 149.4        |      | 77.0  |      | 113.6 |      | 155.0                  |      | 11.2  |      | 11.2  |      |
| Travel Time (s)                   | 10.8         |      | 5.5   |      | 8.2   |      | 11.2                   |      | 11.2  |      | 11.2  |      |
| Peak Hour Factor                  | 0.92         | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 | 0.92                   | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 0            | 8    | 25    | 267  | 2     | 36   | 13                     | 93   | 267   | 35   | 107   | 0    |
| Shared Lane Traffic (%)           |              |      |       |      |       |      |                        |      |       |      |       |      |
| Lane Group Flow (vph)             | 0            | 33   | 0     | 267  | 38    | 0    | 13                     | 360  | 0     | 0    | 142   | 0    |
| Sign Control                      | Stop         |      | Stop  |      | Stop  |      | Stop                   |      | Stop  |      | Stop  |      |
| <b>Intersection Summary</b>       |              |      |       |      |       |      |                        |      |       |      |       |      |
| Area Type:                        | Other        |      |       |      |       |      |                        |      |       |      |       |      |
| Control Type:                     | Unsignalized |      |       |      |       |      |                        |      |       |      |       |      |
| Intersection Capacity Utilization | 56.9%        |      |       |      |       |      | ICU Level of Service B |      |       |      |       |      |
| Analysis Period (min)             | 15           |      |       |      |       |      |                        |      |       |      |       |      |

HCM 6th AWSC  
 7: Catherine Street (N/S)/Block 2 Commercial & Block 1 Business Park/Catherine Street  
 2045 Total PM Peak Hour  
 (2045) Park/Catherine Street Analysis

|                           |      |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Intersection</b>       |      |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Delay, s/veh | 13.4 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | B    |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↔    |      | ↕    | ↕    |      | ↕    | ↕    |      |      | ↔    |      |
| Traffic Vol, veh/h  | 0    | 7    | 23   | 246  | 2    | 33   | 12   | 86   | 246  | 32   | 98   | 0    |
| Future Vol, veh/h   | 0    | 7    | 23   | 246  | 2    | 33   | 12   | 86   | 246  | 32   | 98   | 0    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 8    | 25   | 267  | 2    | 36   | 13   | 93   | 267  | 35   | 107  | 0    |
| Number of Lanes     | 0    | 1    | 0    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB   | NB   | SB   |
|----------------------------|-----|------|------|------|
| Opposing Approach          | WB  | EB   | SB   | NB   |
| Opposing Lanes             | 2   | 1    | 1    | 2    |
| Conflicting Approach Left  | SB  | NB   | EB   | WB   |
| Conflicting Lanes Left     | 1   | 2    | 1    | 2    |
| Conflicting Approach Right | NB  | SB   | WB   | EB   |
| Conflicting Lanes Right    | 2   | 1    | 2    | 1    |
| HCM Control Delay          | 9.6 | 14.4 | 13.8 | 11.3 |
| HCM LOS                    | A   | B    | B    | B    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    | 100%  | 0%    | 25%   |
| Vol Thru, %            | 0%    | 26%   | 23%   | 0%    | 6%    | 75%   |
| Vol Right, %           | 0%    | 74%   | 77%   | 0%    | 94%   | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 12    | 332   | 30    | 246   | 35    | 130   |
| LT Vol                 | 12    | 0     | 0     | 246   | 0     | 32    |
| Through Vol            | 0     | 86    | 7     | 0     | 2     | 98    |
| RT Vol                 | 0     | 246   | 23    | 0     | 33    | 0     |
| Lane Flow Rate         | 13    | 361   | 33    | 267   | 38    | 141   |
| Geometry Grp           | 5     | 5     | 4b    | 5     | 5     | 4b    |
| Degree of Util (X)     | 0.023 | 0.533 | 0.056 | 0.485 | 0.057 | 0.245 |
| Departure Headway (Hd) | 6.351 | 5.321 | 6.15  | 6.527 | 5.353 | 6.249 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 564   | 678   | 581   | 553   | 669   | 575   |
| Service Time           | 4.086 | 3.056 | 4.2   | 4.259 | 3.085 | 4.29  |
| HCM Lane V/C Ratio     | 0.023 | 0.532 | 0.057 | 0.483 | 0.057 | 0.245 |
| HCM Control Delay      | 9.2   | 14    | 9.6   | 15.3  | 8.4   | 11.3  |
| HCM Lane LOS           | A     | B     | A     | C     | A     | B     |
| HCM 95th-tile Q        | 0.1   | 3.2   | 0.2   | 2.6   | 0.2   | 1     |

Lanes, Volumes, Timings  
 8: Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial  
 2045 Total PM Peak Hour  
 (2045) Park/Catherine Street Analysis



| Lane Group              | EBL  | EBT   | EBR  | WBL  | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|-------------------------|------|-------|------|------|-------|------|-------|-------|------|-------|------|-------|
| Lane Configurations     |      | ↔     |      | ↕    | ↕     |      | ↕     | ↕     |      | ↔     | ↔    |       |
| Traffic Volume (vph)    | 34   | 0     | 69   | 36   | 0     | 0    | 37    | 310   | 57   | 0     | 350  | 17    |
| Future Volume (vph)     | 34   | 0     | 69   | 36   | 0     | 0    | 37    | 310   | 57   | 0     | 350  | 17    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Storage Length (m)      | 0.0  |       | 0.0  | 0.0  |       | 0.0  | 15.0  |       | 0.0  | 15.0  |      | 0.0   |
| Storage Lanes           | 0    |       | 0    | 0    |       | 0    | 1     |       | 0    | 1     |      | 0     |
| Taper Length (m)        | 7.5  |       |      | 7.5  |       |      | 7.5   |       |      | 7.5   |      |       |
| Lane Util. Factor       | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Frt                     |      | 0.910 |      |      |       |      |       | 0.977 |      |       |      | 0.993 |
| Fit Protected           |      | 0.984 |      |      | 0.950 |      | 0.950 |       |      |       |      |       |
| Satd. Flow (prot)       | 0    | 1668  | 0    | 0    | 1770  | 0    | 1770  | 1820  | 0    | 1863  | 1850 | 0     |
| Fit Permitted           |      | 0.984 |      |      | 0.950 |      | 0.950 |       |      |       |      |       |
| Satd. Flow (perm)       | 0    | 1668  | 0    | 0    | 1770  | 0    | 1770  | 1820  | 0    | 1863  | 1850 | 0     |
| Link Speed (k/h)        |      | 50    |      |      | 50    |      | 50    |       |      | 50    |      | 50    |
| Link Distance (m)       |      | 117.2 |      |      | 85.6  |      | 184.1 |       |      | 113.6 |      | 113.6 |
| Travel Time (s)         |      | 8.4   |      |      | 6.2   |      | 13.3  |       |      | 8.2   |      | 8.2   |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  |
| Adj. Flow (vph)         | 37   | 0     | 75   | 39   | 0     | 0    | 40    | 337   | 62   | 0     | 380  | 18    |
| Shared Lane Traffic (%) |      |       |      |      |       |      |       |       |      |       |      |       |
| Lane Group Flow (vph)   | 0    | 112   | 0    | 0    | 39    | 0    | 40    | 399   | 0    | 0     | 398  | 0     |
| Sign Control            |      | Stop  |      |      | Stop  |      | Free  |       |      | Free  |      | Free  |

| <b>Intersection Summary</b>       |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 38.6%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
 8: Catherine Street (N/S) & Block 1 Business Park/Block 7 Commercial Forest Glade EA Transportation Analysis

2045 Total PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      | ↔    |      |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 34   | 0    | 69   | 36   | 0    | 0    | 37   | 310  | 57   | 0    | 350  | 17   |
| Future Vol, veh/h        | 34   | 0    | 69   | 36   | 0    | 0    | 37   | 310  | 57   | 0    | 350  | 17   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 15   | -    | -    | 15   | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 37   | 0    | 75   | 39   | 0    | 0    | 40   | 337  | 62   | 0    | 380  | 18   |

| Major/Minor          | Minor2 | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 837    | 868    | 389    | 875    |
| Stage 1              | 389    | 389    | -      | 448    |
| Stage 2              | 448    | 479    | -      | 427    |
| Critical Hdwy        | 7.12   | 6.52   | 6.22   | 7.12   |
| Critical Hdwy Stg 1  | 6.12   | 5.52   | -      | 6.12   |
| Critical Hdwy Stg 2  | 6.12   | 5.52   | -      | 6.12   |
| Follow-up Hdwy       | 3.518  | 4.018  | 3.318  | 3.518  |
| Pot Cap-1 Maneuver   | 286    | 290    | 659    | 270    |
| Stage 1              | 635    | 608    | -      | 590    |
| Stage 2              | 590    | 555    | -      | 606    |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 279    | 280    | 659    | 233    |
| Mov Cap-2 Maneuver   | 279    | 280    | -      | 233    |
| Stage 1              | 613    | 608    | -      | 570    |
| Stage 2              | 570    | 536    | -      | 537    |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 15.5 | 23.5 | 0.8 | 0  |
| HCM LOS              | C    | C    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1161  | -   | -   | 455   | 233   | 1160 | -   | -   |
| HCM Lane V/C Ratio    | 0.035 | -   | -   | 0.246 | 0.168 | -    | -   | -   |
| HCM Control Delay (s) | 8.2   | -   | -   | 15.5  | 23.5  | 0    | -   | -   |
| HCM Lane LOS          | A     | -   | -   | C     | C     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 1     | 0.6   | 0    | -   | -   |

Lanes, Volumes, Timings  
 9: Block 7 Commercial & Catherine Street

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBT  | EBR  | WBL   | WBT  | NBL   | NBR  |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations     | ↔    |      | ↔     | ↔    | ↔     | ↔    |
| Traffic Volume (vph)    | 285  | 0    | 33    | 281  | 0     | 33   |
| Future Volume (vph)     | 285  | 0    | 33    | 281  | 0     | 33   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 |
| Storage Length (m)      |      | 0.0  | 15.0  |      | 0.0   | 0.0  |
| Storage Lanes           |      | 0    | 1     |      | 1     | 0    |
| Taper Length (m)        |      |      | 7.5   |      | 7.5   |      |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                     |      |      |       |      | 0.865 |      |
| Fit Protected           |      |      | 0.950 |      |       |      |
| Satd. Flow (prot)       | 1863 | 0    | 1770  | 1863 | 1611  | 0    |
| Fit Permitted           |      |      | 0.950 |      |       |      |
| Satd. Flow (perm)       | 1863 | 0    | 1770  | 1863 | 1611  | 0    |
| Link Speed (k/h)        | 50   |      |       | 50   | 50    |      |
| Link Distance (m)       | 77.0 |      |       | 79.1 | 100.5 |      |
| Travel Time (s)         | 5.5  |      |       | 5.7  | 7.2   |      |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 310  | 0    | 36    | 305  | 0     | 36   |
| Shared Lane Traffic (%) |      |      |       |      |       |      |
| Lane Group Flow (vph)   | 310  | 0    | 36    | 305  | 36    | 0    |
| Sign Control            | Free |      |       | Free | Stop  |      |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 31.7%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
9: Block 7 Commercial & Catherine Street

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 285  | 0    | 33   | 281  | 0    | 33   |
| Future Vol, veh/h        | 285  | 0    | 33   | 281  | 0    | 33   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 15   | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 310  | 0    | 36   | 305  | 0    | 36   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 310    | 0      |
| Stage 1              | -      | -      | -      | 310    |
| Stage 2              | -      | -      | -      | 377    |
| Critical Hdwy        | -      | -      | 4.12   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | -      | 2.218  | -      |
| Pot Cap-1 Maneuver   | -      | -      | 1250   | -      |
| Stage 1              | -      | -      | -      | 744    |
| Stage 2              | -      | -      | -      | 694    |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1250   | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      | 401    |
| Stage 1              | -      | -      | -      | 744    |
| Stage 2              | -      | -      | -      | 674    |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.8 | 10.2 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 730   | -   | -   | 1250  | -   |
| HCM Lane V/C Ratio    | 0.049 | -   | -   | 0.029 | -   |
| HCM Control Delay (s) | 10.2  | -   | -   | 8     | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0.1   | -   |

Lanes, Volumes, Timings  
10: Catherine Street & Big Box Retail Access A

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Lane Group              | EBL   | EBT  | WBT   | WBR  | SBL   | SBR   |
|-------------------------|-------|------|-------|------|-------|-------|
| Lane Configurations     | ↔     | ↔    | ↔     | ↔    | ↔     | ↔     |
| Traffic Volume (vph)    | 127   | 191  | 199   | 339  | 364   | 115   |
| Future Volume (vph)     | 127   | 191  | 199   | 339  | 364   | 115   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900 | 1900  | 1900  |
| Storage Length (m)      | 15.0  |      |       | 0.0  | 0.0   | 0.0   |
| Storage Lanes           | 1     |      |       | 0    | 1     | 1     |
| Taper Length (m)        | 7.5   |      |       |      | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  |
| Frt                     |       |      | 0.915 |      |       | 0.850 |
| Fit Protected           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 1863 | 1704  | 0    | 1770  | 1583  |
| Fit Permitted           | 0.950 |      |       |      | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1863 | 1704  | 0    | 1770  | 1583  |
| Link Speed (k/h)        |       | 50   | 50    |      | 50    |       |
| Link Distance (m)       |       | 79.1 | 105.4 |      | 190.8 |       |
| Travel Time (s)         |       | 5.7  | 7.6   |      | 13.7  |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 138   | 208  | 216   | 368  | 396   | 125   |
| Shared Lane Traffic (%) |       |      |       |      |       |       |
| Lane Group Flow (vph)   | 138   | 208  | 584   | 0    | 396   | 125   |
| Sign Control            |       | Free | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 68.5%        |
| ICU Level of Service              | C            |
| Analysis Period (min)             | 15           |



HCM 6th TWSC  
10: Catherine Street & Big Box Retail Access A

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 22.7 |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↔    | ↕    | ↕    | ↔    | ↔    | ↕    |
| Traffic Vol, veh/h       | 127  | 191  | 199  | 339  | 364  | 115  |
| Future Vol, veh/h        | 127  | 191  | 199  | 339  | 364  | 115  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 15   | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 138  | 208  | 216  | 368  | 396  | 125  |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 584    | 0      | -      | 0 | 884   |
| Stage 1              | -      | -      | -      | - | 400   |
| Stage 2              | -      | -      | -      | - | 484   |
| Critical Hdwy        | 4.12   | -      | -      | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3.518 |
| Pot Cap-1 Maneuver   | 991    | -      | -      | - | 316   |
| Stage 1              | -      | -      | -      | - | 677   |
| Stage 2              | -      | -      | -      | - | 620   |
| Platoon blocked, %   | -      | -      | -      | - | -     |
| Mov Cap-1 Maneuver   | 991    | -      | -      | - | 272   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 398   |
| Stage 1              | -      | -      | -      | - | 583   |
| Stage 2              | -      | -      | -      | - | 620   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.7 | 0  | 60.8 |
| HCM LOS              |     |    | F    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 991   | -   | -   | -   | 398   | 650   |
| HCM Lane V/C Ratio    | 0.139 | -   | -   | -   | 0.994 | 0.192 |
| HCM Control Delay (s) | 9.2   | -   | -   | -   | 76.3  | 11.9  |
| HCM Lane LOS          | A     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.5   | -   | -   | -   | 12    | 0.7   |

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
11: Catherine Street & Big Box Retail Access B

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | ↖     | →     | ←     | ↖    | ↘     | ↙     |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Group              | EBL   | EBT   | WBT   | WBR  | SBL   | SBR   |
| Lane Configurations     | ↖     | ↖     | ↖     | ↖    | ↖     | ↖     |
| Traffic Volume (vph)    | 85    | 470   | 424   | 308  | 301   | 114   |
| Future Volume (vph)     | 85    | 470   | 424   | 308  | 301   | 114   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  |
| Storage Length (m)      | 15.0  |       |       | 0.0  | 0.0   | 0.0   |
| Storage Lanes           | 1     |       |       | 0    | 1     | 1     |
| Taper Length (m)        | 7.5   |       |       |      | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Fit                     |       |       | 0.943 |      |       | 0.850 |
| Fit Protected           | 0.950 |       |       |      | 0.950 |       |
| Satd. Flow (prot)       | 1770  | 1863  | 1757  | 0    | 1770  | 1583  |
| Fit Permitted           | 0.950 |       |       |      | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1863  | 1757  | 0    | 1770  | 1583  |
| Link Speed (k/h)        |       | 50    | 50    |      | 50    |       |
| Link Distance (m)       |       | 105.4 | 66.7  |      | 157.4 |       |
| Travel Time (s)         |       | 7.6   | 4.8   |      | 11.3  |       |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 92    | 511   | 461   | 335  | 327   | 124   |
| Shared Lane Traffic (%) |       |       |       |      |       |       |
| Lane Group Flow (vph)   | 92    | 511   | 796   | 0    | 327   | 124   |
| Sign Control            |       | Free  | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 72.5%        |
| ICU Level of Service              | C            |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
11: Catherine Street & Big Box Retail Access B

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 24.6 |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↔    | ↕    | ↕    | ↕    | ↕    | ↕    |
| Traffic Vol, veh/h       | 85   | 470  | 424  | 308  | 301  | 114  |
| Future Vol, veh/h        | 85   | 470  | 424  | 308  | 301  | 114  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 15   | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 92   | 511  | 461  | 335  | 327  | 124  |

| Major/Minor          | Major1 | Major2 | Minor2 |       |       |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 796    | 0      | 0      | 1324  | 629   |
| Stage 1              | -      | -      | -      | 629   | -     |
| Stage 2              | -      | -      | -      | 695   | -     |
| Critical Hdwy        | 4.12   | -      | -      | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42  | -     |
| Follow-up Hdwy       | 2.218  | -      | -      | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | 826    | -      | -      | ~ 172 | 482   |
| Stage 1              | -      | -      | -      | 531   | -     |
| Stage 2              | -      | -      | -      | 495   | -     |
| Platoon blocked, %   | -      | -      | -      | -     | -     |
| Mov Cap-1 Maneuver   | 826    | -      | -      | ~ 153 | 482   |
| Mov Cap-2 Maneuver   | -      | -      | -      | ~ 290 | -     |
| Stage 1              | -      | -      | -      | 472   | -     |
| Stage 2              | -      | -      | -      | 495   | -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.5 | 0  | 98.9 |
| HCM LOS              |     |    | F    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 826   | -   | -   | -   | 290   | 482   |
| HCM Lane V/C Ratio    | 0.112 | -   | -   | -   | 1.128 | 0.257 |
| HCM Control Delay (s) | 9.9   | -   | -   | -   | 130.7 | 15    |
| HCM Lane LOS          | A     | -   | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | -   | 13.6  | 1     |

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
12: Rose-Ville Garden Drive & Catherine Street

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                         | →     | ↖    | ↗     | ←     | ↙     | ↘     |
|-------------------------|-------|------|-------|-------|-------|-------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations     | ↕     | ↕    | ↕     | ↕     | ↕     | ↕     |
| Traffic Volume (vph)    | 552   | 219  | 93    | 478   | 254   | 226   |
| Future Volume (vph)     | 552   | 219  | 93    | 478   | 254   | 226   |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      |       | 0.0  | 15.0  |       | 100.0 | 0.0   |
| Storage Lanes           |       | 0    | 1     |       | 1     | 1     |
| Taper Length (m)        |       |      | 7.5   |       | 7.5   |       |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                     | 0.962 |      |       |       |       | 0.850 |
| Fit Protected           |       |      | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)       | 1792  | 0    | 1770  | 1863  | 1770  | 1583  |
| Fit Permitted           |       |      | 0.130 |       | 0.950 |       |
| Satd. Flow (perm)       | 1792  | 0    | 242   | 1863  | 1770  | 1583  |
| Right Turn on Red       |       | Yes  |       |       |       | Yes   |
| Satd. Flow (RTOR)       | 48    |      |       |       |       | 246   |
| Link Speed (k/h)        | 50    |      |       | 50    | 50    |       |
| Link Distance (m)       | 66.7  |      |       | 119.5 | 129.5 |       |
| Travel Time (s)         | 4.8   |      |       | 8.6   | 9.3   |       |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)         | 600   | 238  | 101   | 520   | 276   | 246   |
| Shared Lane Traffic (%) |       |      |       |       |       |       |
| Lane Group Flow (vph)   | 838   | 0    | 101   | 520   | 276   | 246   |
| Turn Type               | NA    |      | Perm  | NA    | Prot  | Perm  |
| Protected Phases        | 4     |      |       | 8     | 2     |       |
| Permitted Phases        |       |      | 8     |       |       | 2     |
| Detector Phase          | 4     |      | 8     | 8     | 2     | 2     |
| Switch Phase            |       |      |       |       |       |       |
| Minimum Initial (s)     | 5.0   |      | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)       | 24.0  |      | 24.0  | 24.0  | 24.0  | 24.0  |
| Total Split (s)         | 41.0  |      | 41.0  | 41.0  | 24.0  | 24.0  |
| Total Split (%)         | 63.1% |      | 63.1% | 63.1% | 36.9% | 36.9% |
| Maximum Green (s)       | 35.0  |      | 35.0  | 35.0  | 18.0  | 18.0  |
| Yellow Time (s)         | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 2.0   |      | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 6.0   |      | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag                |       |      |       |       |       |       |
| Lead-Lag Optimize?      |       |      |       |       |       |       |
| Vehicle Extension (s)   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | None  |      | None  | None  | Max   | Max   |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)     | 11.0  |      | 11.0  | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     | 0     |
| Act Effect Green (s)    | 30.6  |      | 30.6  | 30.6  | 18.2  | 18.2  |
| Actuated g/C Ratio      | 0.50  |      | 0.50  | 0.50  | 0.30  | 0.30  |
| v/c Ratio               | 0.91  |      | 0.83  | 0.55  | 0.52  | 0.38  |
| Control Delay           | 28.2  |      | 66.7  | 12.8  | 23.5  | 5.0   |
| Queue Delay             | 0.0   |      | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 28.2  |      | 66.7  | 12.8  | 23.5  | 5.0   |

Lanes, Volumes, Timings  
12: Rose-Ville Garden Drive & Catherine Street

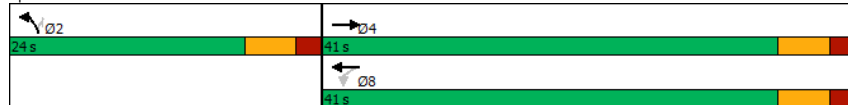
2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                        | →      | ↖   | ↗     | ←    | ↖     | ↗    |
|------------------------|--------|-----|-------|------|-------|------|
| Lane Group             | EBT    | EBR | WBL   | WBT  | NBL   | NBR  |
| LOS                    | C      |     | E     | B    | C     | A    |
| Approach Delay         | 28.2   |     | 21.6  |      | 14.8  |      |
| Approach LOS           | C      |     | C     |      | B     |      |
| Queue Length 50th (m)  | 78.1   |     | 9.3   | 38.5 | 29.8  | 0.0  |
| Queue Length 95th (m)  | #154.8 |     | #37.1 | 62.4 | 52.0  | 14.9 |
| Internal Link Dist (m) | 42.7   |     | 95.5  |      | 105.5 |      |
| Turn Bay Length (m)    |        |     | 15.0  |      | 100.0 |      |
| Base Capacity (vph)    | 1059   |     | 140   | 1080 | 528   | 644  |
| Starvation Cap Reductn | 0      |     | 0     | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0      |     | 0     | 0    | 0     | 0    |
| Storage Cap Reductn    | 0      |     | 0     | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.79   |     | 0.72  | 0.48 | 0.52  | 0.38 |

Intersection Summary

|   |                  |                        |
|---|------------------|------------------------|
| Area Type:  | Other            |                        |
| Cycle Length:   | 65               |                        |
| Actuated Cycle Length:  | 60.9             |                        |
| Natural Cycle:  | 65               |                        |
| Control Type:   | Semi Act-Uncoord |                        |
| Maximum v/c Ratio:  | 0.91             |                        |
| Intersection Signal Delay:                                      | 22.6             | Intersection LOS: C    |
| Intersection Capacity Utilization:                              | 76.6%            | ICU Level of Service D |
| Analysis Period (min):  | 15               |                        |
| # 95th percentile volume exceeds capacity, queue may be longer. |                  |                        |
| Queue shown is maximum after two cycles.                        |                  |                        |

Splits and Phases: 12: Rose-Ville Garden Drive & Catherine Street



HCM 6th Signalized Intersection Summary  
12: Rose-Ville Garden Drive & Catherine Street

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

|                              | →    | ↖    | ↗    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↖ ↗  |      | ↖ ↗  | ↖ ↗  | ↖ ↗  | ↖ ↗  |
| Traffic Volume (veh/h)       | 552  | 219  | 93   | 478  | 254  | 226  |
| Future Volume (veh/h)        | 552  | 219  | 93   | 478  | 254  | 226  |
| Initial Q (Qb), veh          | 0    |      | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 600  | 238  | 101  | 520  | 276  | 246  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 686  | 272  | 194  | 1007 | 493  | 439  |
| Arrive On Green              | 0.54 | 0.54 | 0.54 | 0.54 | 0.28 | 0.28 |
| Sat Flow, veh/h              | 1274 | 505  | 656  | 1870 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 0    | 838  | 101  | 520  | 276  | 246  |
| Grp Sat Flow(s),veh/h/ln     | 0    | 1779 | 656  | 1870 | 1781 | 1585 |
| Q Serve(g_s), s              | 0.0  | 26.7 | 8.3  | 11.6 | 8.6  | 8.6  |
| Cycle Q Clear(g_c), s        | 0.0  | 26.7 | 35.0 | 11.6 | 8.6  | 8.6  |
| Prop In Lane                 | 0.28 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0    | 958  | 194  | 1007 | 493  | 439  |
| V/C Ratio(X)                 | 0.00 | 0.87 | 0.52 | 0.52 | 0.56 | 0.56 |
| Avail Cap(c_a), veh/h        | 0    | 958  | 194  | 1007 | 493  | 439  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 13.1 | 29.1 | 9.6  | 20.1 | 20.1 |
| Incr Delay (d2), s/veh       | 0.0  | 9.1  | 2.4  | 0.5  | 4.5  | 5.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.0  | 4.3  | 1.4  | 0.2  | 2.6  | 2.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0  | 22.2 | 31.5 | 10.0 | 24.6 | 25.2 |
| LnGrp LOS                    | A    |      | C    | C    | B    | C    |
| Approach Vol, veh/h          | 838  |      | 621  |      | 522  |      |
| Approach Delay, s/veh        | 22.2 |      | 13.5 |      | 24.9 |      |
| Approach LOS                 | C    |      | B    |      | C    |      |
| Timer - Assigned Phs         | 2    |      | 4    |      | 8    |      |
| Phs Duration (G+Y+Rc), s     | 24.0 |      | 41.0 |      | 41.0 |      |
| Change Period (Y+Rc), s      | 6.0  |      | 6.0  |      | 6.0  |      |
| Max Green Setting (Gmax), s  | 18.0 |      | 35.0 |      | 35.0 |      |
| Max Q Clear Time (g_c+I1), s | 10.6 |      | 28.7 |      | 37.0 |      |
| Green Ext Time (p_c), s      | 1.5  |      | 3.5  |      | 0.0  |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.2 |
| HCM 6th LOS        | C    |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

13: Block 8 Mixed-use/Blocks 4 & 5 Mixed-Use & Catherine Street Forest Glade EA Transportation Analysis



| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     | ↔     | ↔     |      | ↔     | ↔     |      |      | ↔     |      |      | ↔     |      |
| Traffic Volume (vph)    | 52    | 719   | 7    | 27    | 533   | 62   | 5    | 0     | 18   | 39   | 0     | 33   |
| Future Volume (vph)     | 52    | 719   | 7    | 27    | 533   | 62   | 5    | 0     | 18   | 39   | 0     | 33   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (m)      | 15.0  |       | 0.0  | 15.0  |       | 0.0  | 0.0  |       | 0.0  | 0.0  |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (m)        | 7.5   |       |      | 7.5   |       | 7.5  |      |       | 7.5  |      |       | 7.5  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |       | 0.998 |      |       | 0.984 |      |      | 0.892 |      |      | 0.938 |      |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      |      | 0.990 |      |      | 0.974 |      |
| Satd. Flow (prot)       | 1770  | 1859  | 0    | 1770  | 1833  | 0    | 0    | 1645  | 0    | 0    | 1702  | 0    |
| Fit Permitted           | 0.950 |       |      | 0.950 |       |      |      | 0.990 |      |      | 0.974 |      |
| Satd. Flow (perm)       | 1770  | 1859  | 0    | 1770  | 1833  | 0    | 0    | 1645  | 0    | 0    | 1702  | 0    |
| Link Speed (k/h)        |       | 50    |      |       | 50    |      |      | 50    |      |      | 50    |      |
| Link Distance (m)       |       | 119.5 |      |       | 271.5 |      |      | 102.3 |      |      | 160.5 |      |
| Travel Time (s)         |       | 8.6   |      |       | 19.5  |      |      | 7.4   |      |      | 11.6  |      |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 57    | 782   | 8    | 29    | 579   | 67   | 5    | 0     | 20   | 42   | 0     | 36   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 57    | 790   | 0    | 29    | 646   | 0    | 0    | 25    | 0    | 0    | 78    | 0    |
| Sign Control            |       | Free  |      |       | Free  |      |      | Stop  |      |      | Stop  |      |

Intersection Summary

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 58.9%        |
| ICU Level of Service              | B            |
| Analysis Period (min)             | 15           |

HCM 6th TWSC

2045 Total PM Peak Hour

13: Block 8 Mixed-use/Blocks 4 & 5 Mixed-Use & Catherine Street Forest Glade EA Transportation Analysis

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↔    | ↔    |      | ↔    | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 52   | 719  | 7    | 27   | 533  | 62   | 5    | 0    | 18   | 39   | 0    | 33   |
| Future Vol, veh/h        | 52   | 719  | 7    | 27   | 533  | 62   | 5    | 0    | 18   | 39   | 0    | 33   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 15   | -    | -    | 15   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 57   | 782  | 8    | 29   | 579  | 67   | 5    | 0    | 20   | 42   | 0    | 36   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 646    | 0      | 0      | 790    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | 939    | -      | -      | 830    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 939    | -      | -      | 830    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB  | WB  | NB   | SB   |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.6 | 0.4 | 25.1 | 70.8 |
| HCM LOS              |     |     | D    | F    |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 204   | 939  | -   | -   | 830   | -   | -   | 127   |
| HCM Lane V/C Ratio    | 0.123 | 0.06 | -   | -   | 0.035 | -   | -   | 0.616 |
| HCM Control Delay (s) | 25.1  | 9.1  | -   | -   | 9.5   | -   | -   | 70.8  |
| HCM Lane LOS          | D     | A    | -   | -   | A     | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.4   | 0.2  | -   | -   | 0.1   | -   | -   | 3.2   |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

14: Block 9 Small Box Commercial/Block 6 Residential & Cafeteria Street

|                         | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|-------|------|-------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations     | ↔     | ↔     |      | ↔     | ↔     |      |      | ↔     | ↔    |      | ↔     | ↔    |
| Traffic Volume (vph)    | 67    | 678   | 31   | 44    | 527   | 44   | 29   | 0     | 45   | 37   | 0     | 31   |
| Future Volume (vph)     | 67    | 678   | 31   | 44    | 527   | 44   | 29   | 0     | 45   | 37   | 0     | 31   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Storage Length (m)      | 15.0  |       | 0.0  | 15.0  |       | 0.0  | 0.0  |       | 0.0  | 0.0  |       | 0.0  |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 0    |       | 0    | 0    |       | 0    |
| Taper Length (m)        | 7.5   |       |      | 7.5   |       | 7.5  |      |       | 7.5  |      |       | 7.5  |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     |       | 0.993 |      |       | 0.988 |      |      | 0.918 |      |      | 0.938 |      |
| Fit Protected           | 0.950 |       |      | 0.950 |       |      |      | 0.981 |      |      | 0.974 |      |
| Satd. Flow (prot)       | 1770  | 1850  | 0    | 1770  | 1840  | 0    | 0    | 1678  | 0    | 0    | 1702  | 0    |
| Fit Permitted           | 0.950 |       |      | 0.950 |       |      |      | 0.981 |      |      | 0.974 |      |
| Satd. Flow (perm)       | 1770  | 1850  | 0    | 1770  | 1840  | 0    | 0    | 1678  | 0    | 0    | 1702  | 0    |
| Link Speed (k/h)        |       | 50    |      |       | 50    |      |      | 50    |      |      | 50    |      |
| Link Distance (m)       |       | 271.5 |      |       | 253.5 |      |      | 107.6 |      |      | 103.5 |      |
| Travel Time (s)         |       | 19.5  |      |       | 18.3  |      |      | 7.7   |      |      | 7.5   |      |
| Peak Hour Factor        | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 73    | 737   | 34   | 48    | 573   | 48   | 32   | 0     | 49   | 40   | 0     | 34   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 73    | 771   | 0    | 48    | 621   | 0    | 0    | 81    | 0    | 0    | 74    | 0    |
| Sign Control            |       | Free  |      |       | Free  |      |      | Stop  |      |      | Stop  |      |

Intersection Summary

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 56.8%        |
| Analysis Period (min)             | 15           |
| ICU Level of Service              | B            |

HCM 6th TWSC

2045 Total PM Peak Hour

14: Block 9 Small Box Commercial/Block 6 Residential & Cafeteria Street

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 7.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↔    | ↔    |      | ↔    | ↔    |      |      | ↔    | ↔    |      | ↔    | ↔    |
| Traffic Vol, veh/h       | 67   | 678  | 31   | 44   | 527  | 44   | 29   | 0    | 45   | 37   | 0    | 31   |
| Future Vol, veh/h        | 67   | 678  | 31   | 44   | 527  | 44   | 29   | 0    | 45   | 37   | 0    | 31   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 15   | -    | -    | 15   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 73   | 737  | 34   | 48   | 573  | 48   | 32   | 0    | 49   | 40   | 0    | 34   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 621    | 0      | 0      | 771    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | 960    | -      | -      | 844    |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 960    | -      | -      | 844    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB  | WB  | NB   | SB   |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.8 | 0.7 | 58.5 | 89.4 |
| HCM LOS              |     |     | F    | F    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 143   | 960   | -   | -   | 844   | -   | -   | 109   |
| HCM Lane V/C Ratio    | 0.562 | 0.076 | -   | -   | 0.057 | -   | -   | 0.678 |
| HCM Control Delay (s) | 58.5  | 9.1   | -   | -   | 9.5   | -   | -   | 89.4  |
| HCM Lane LOS          | F     | A     | -   | -   | A     | -   | -   | F     |
| HCM 95th %tile Q(veh) | 2.8   | 0.2   | -   | -   | 0.2   | -   | -   | 3.5   |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

15: Lauzon Parkway & Catherine Street/Tecumseh Mall (230538) Forest Glade EA Transportation Analysis

|                         | ↖     | →     | ↘    | ↙     | ←     | ↖    | ↗     | ↘     | ↙     | ↘     | ↙     |       |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Lane Group              | EBL   | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     | ↖     | ↖     |      | ↖     | ↖     |      | ↖     | ↖     | ↖     | ↖     | ↖     | ↖     |
| Traffic Volume (vph)    | 392   | 98    | 434  | 114   | 91    | 144  | 408   | 901   | 160   | 105   | 774   | 265   |
| Future Volume (vph)     | 392   | 98    | 434  | 114   | 91    | 144  | 408   | 901   | 160   | 105   | 774   | 265   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (m)      | 50.0  |       | 0.0  | 80.0  |       | 0.0  | 20.0  |       | 0.0   | 115.0 |       | 0.0   |
| Storage Lanes           | 1     |       | 0    | 1     |       | 0    | 1     |       | 1     | 1     |       | 0     |
| Taper Length (m)        | 65.0  |       |      | 7.5   |       |      | 65.0  |       |       | 75.0  |       |       |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 0.95  | 1.00  | 1.00  | 0.91  | 0.91  |
| Ped Bike Factor         | 1.00  | 0.98  |      | 1.00  | 0.99  |      | 1.00  | 0.99  |       | 0.98  | 1.00  | 0.99  |
| Frt                     |       | 0.878 |      |       | 0.908 |      |       |       | 0.850 |       | 0.962 |       |
| Flt Protected           | 0.950 |       |      | 0.950 |       |      | 0.950 |       |       | 0.950 |       |       |
| Satd. Flow (prot)       | 1805  | 1588  | 0    | 1570  | 1654  | 0    | 1671  | 3610  | 1455  | 1703  | 4925  | 0     |
| Flt Permitted           | 0.369 |       |      | 0.149 |       |      | 0.125 |       |       | 0.219 |       |       |
| Satd. Flow (perm)       | 698   | 1588  | 0    | 246   | 1654  | 0    | 220   | 3610  | 1423  | 392   | 4925  | 0     |
| Right Turn on Red       |       |       | Yes  |       |       | Yes  |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)       |       | 215   |      |       | 71    |      |       |       | 176   |       |       | 72    |
| Link Speed (k/h)        |       | 50    |      |       | 50    |      |       | 60    |       |       |       | 60    |
| Link Distance (m)       |       | 253.5 |      |       | 106.2 |      |       | 230.9 |       |       |       | 292.9 |
| Travel Time (s)         |       | 18.3  |      |       | 7.6   |      |       | 13.9  |       |       |       | 17.6  |
| Conf. Peds. (#/hr)      | 7     |       | 8    | 8     |       | 7    | 1     |       | 1     | 1     |       | 1     |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 0%    | 0%    | 4%   | 15%   | 0%    | 5%   | 8%    | 0%    | 11%   | 6%    | 1%    | 0%    |
| Adj. Flow (vph)         | 431   | 108   | 477  | 125   | 100   | 158  | 448   | 990   | 176   | 115   | 851   | 291   |
| Shared Lane Traffic (%) |       |       |      |       |       |      |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 431   | 585   | 0    | 125   | 258   | 0    | 448   | 990   | 176   | 115   | 1142  | 0     |
| Turn Type               | pm+pt | NA    |      | pm+pt | NA    |      | pm+pt | NA    | Perm  | pm+pt | NA    |       |
| Protected Phases        | 7     | 4     |      | 3     | 8     |      | 5     | 2     |       | 1     | 6     |       |
| Permitted Phases        | 4     |       |      | 8     |       |      | 2     |       |       | 2     | 6     |       |
| Detector Phase          | 7     | 4     |      | 3     | 8     |      | 5     | 2     |       | 2     | 1     | 6     |
| Switch Phase            |       |       |      |       |       |      |       |       |       |       |       |       |
| Minimum Initial (s)     | 5.0   | 11.0  |      | 5.0   | 11.0  |      | 7.0   | 11.0  |       | 7.0   | 11.0  |       |
| Minimum Split (s)       | 9.0   | 35.0  |      | 9.0   | 36.0  |      | 11.0  | 36.0  |       | 11.0  | 36.0  |       |
| Total Split (s)         | 16.0  | 42.0  |      | 10.0  | 36.0  |      | 27.0  | 45.0  |       | 13.0  | 31.0  |       |
| Total Split (%)         | 14.5% | 38.2% |      | 9.1%  | 32.7% |      | 24.5% | 40.9% |       | 11.8% | 28.2% |       |
| Maximum Green (s)       | 12.0  | 36.0  |      | 6.0   | 30.0  |      | 23.0  | 39.0  |       | 9.0   | 25.0  |       |
| Yellow Time (s)         | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   |       | 3.0   | 4.0   |       |
| All-Red Time (s)        | 1.0   | 2.0   |      | 1.0   | 2.0   |      | 1.0   | 2.0   |       | 1.0   | 2.0   |       |
| Lost Time Adjust (s)    | 0.0   | 0.0   |      | 0.0   | 0.0   |      | 0.0   | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 4.0   | 6.0   |      | 4.0   | 6.0   |      | 4.0   | 6.0   |       | 4.0   | 6.0   |       |
| Lead/Lag                | Lead  | Lag   |      | Lead  | Lag   |      | Lead  | Lag   |       | Lag   | Lag   |       |
| Lead-Lag Optimize?      | Yes   | Yes   |      | Yes   | Yes   |      | Yes   | Yes   |       | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0   | 4.0   |      | 3.0   | 4.0   |      | 3.0   | 4.0   |       | 3.0   | 4.0   |       |
| Recall Mode             | None  | None  |      | None  | None  |      | None  | C-Max |       | C-Max | None  | C-Max |
| Walk Time (s)           |       | 7.0   |      |       | 7.0   |      |       | 7.0   |       |       | 7.0   |       |
| Flash Dont Walk (s)     |       | 22.0  |      |       | 22.0  |      |       | 23.0  |       |       | 23.0  |       |
| Pedestrian Calls (#/hr) |       | 0     |      |       | 0     |      |       | 0     |       |       | 0     |       |
| Act Effct Green (s)     | 44.9  | 32.9  |      | 34.9  | 26.9  |      | 57.1  | 42.7  |       | 42.7  | 38.6  | 28.1  |
| Actuated g/C Ratio      | 0.41  | 0.30  |      | 0.32  | 0.24  |      | 0.52  | 0.39  |       | 0.39  | 0.35  | 0.26  |
| v/c Ratio               | 1.06  | 0.94  |      | 0.83  | 0.56  |      | 1.07  | 0.71  |       | 0.27  | 0.49  | 0.87  |

Lanes, Volumes, Timings

2045 Total PM Peak Hour

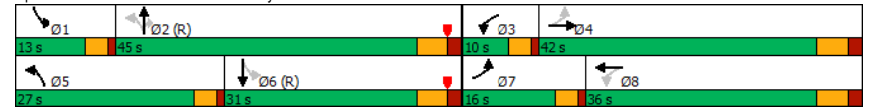
15: Lauzon Parkway & Catherine Street/Tecumseh Mall (230538) Forest Glade EA Transportation Analysis

|                        | ↖      | →      | ↘   | ↙     | ←    | ↖   | ↗      | ↘      | ↙     | ↘    | ↙      |     |
|------------------------|--------|--------|-----|-------|------|-----|--------|--------|-------|------|--------|-----|
| Lane Group             | EBL    | EBT    | EBR | WBL   | WBT  | WBR | NBL    | NBT    | NBR   | SBL  | SBT    | SBR |
| Control Delay          | 91.0   | 47.1   |     | 65.1  | 30.4 |     | 55.6   | 24.3   | 8.2   | 24.3 | 45.9   |     |
| Queue Delay            | 0.0    | 0.0    |     | 0.0   | 0.0  |     | 0.0    | 0.0    | 0.0   | 0.0  | 0.0    |     |
| Total Delay            | 91.0   | 47.1   |     | 65.1  | 30.4 |     | 55.6   | 24.3   | 8.2   | 24.3 | 45.9   |     |
| LOS                    | F      | D      |     | E     | C    |     | E      | C      | A     | C    | D      |     |
| Approach Delay         |        | 65.7   |     |       | 41.7 |     |        | 31.2   |       |      | 43.9   |     |
| Approach LOS           |        | E      |     |       | D    |     |        | C      |       |      | D      |     |
| Queue Length 50th (m)  | ~72.2  | 83.9   |     | 16.9  | 35.4 |     | ~102.1 | 119.9  | 18.3  | 13.7 | 89.1   |     |
| Queue Length 95th (m)  | #146.0 | #153.7 |     | #42.7 | 61.6 |     | m#91.1 | m114.1 | m16.5 | 24.3 | #120.9 |     |
| Internal Link Dist (m) |        | 229.5  |     |       | 82.2 |     |        | 206.9  |       |      | 268.9  |     |
| Turn Bay Length (m)    | 50.0   |        |     |       | 80.0 |     |        | 20.0   |       |      | 115.0  |     |
| Base Capacity (vph)    | 405    | 664    |     | 150   | 502  |     | 417    | 1401   | 660   | 246  | 1313   |     |
| Starvation Cap Reductn | 0      | 0      |     | 0     | 0    |     | 0      | 0      | 0     | 0    | 0      |     |
| Spillback Cap Reductn  | 0      | 0      |     | 0     | 0    |     | 0      | 0      | 0     | 0    | 0      |     |
| Storage Cap Reductn    | 0      | 0      |     | 0     | 0    |     | 0      | 0      | 0     | 0    | 0      |     |
| Reduced v/c Ratio      | 1.06   | 0.88   |     | 0.83  | 0.51 |     | 1.07   | 0.71   | 0.27  | 0.47 | 0.87   |     |

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:SBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 44.1 Intersection LOS: D  
 Intersection Capacity Utilization 103.2% 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: 15: Lauzon Parkway & Catherine Street/Tecumseh Mall




HCM 6th Signalized Intersection Summary

15: Lauzon Parkway & Catherine Street/Tecumseh Mall

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Movement                     | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔    |       | ↔    | ↔    |      | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 392  | 98   | 434   | 114  | 91   | 144  | 408  | 901  | 160  | 105  | 774  | 265  |
| Future Volume (veh/h)        | 392  | 98   | 434   | 114  | 91   | 144  | 408  | 901  | 160  | 105  | 774  | 265  |
| Initial Q (Qb), veh          | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99  | 1.00 |      | 0.99 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |       | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1900 | 1841  | 1678 | 1900 | 1826 | 1781 | 1900 | 1737 | 1811 | 1885 | 1900 |
| Adj Flow Rate, veh/h         | 431  | 108  | 477   | 125  | 100  | 158  | 448  | 990  | 176  | 115  | 851  | 291  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 0    | 0    | 4     | 15   | 0    | 5    | 8    | 0    | 11   | 6    | 1    | 0    |
| Cap, veh/h                   | 425  | 99   | 439   | 153  | 180  | 284  | 421  | 1333 | 543  | 235  | 862  | 293  |
| Arrive On Green              | 0.11 | 0.33 | 0.33  | 0.05 | 0.27 | 0.27 | 0.14 | 0.25 | 0.25 | 0.07 | 0.23 | 0.23 |
| Sat Flow, veh/h              | 1810 | 304  | 1343  | 1598 | 660  | 1042 | 1697 | 3610 | 1470 | 1725 | 3791 | 1289 |
| Grp Volume(v), veh/h         | 431  | 0    | 585   | 125  | 0    | 258  | 448  | 990  | 176  | 115  | 770  | 372  |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 0    | 1647  | 1598 | 0    | 1702 | 1697 | 1805 | 1470 | 1725 | 1716 | 1650 |
| Q Serve(g_s), s              | 12.0 | 0.0  | 36.0  | 6.0  | 0.0  | 14.3 | 23.0 | 27.8 | 10.8 | 5.5  | 24.6 | 24.8 |
| Cycle Q Clear(g_c), s        | 12.0 | 0.0  | 36.0  | 6.0  | 0.0  | 14.3 | 23.0 | 27.8 | 10.8 | 5.5  | 24.6 | 24.8 |
| Prop In Lane                 | 1.00 |      | 0.82  | 1.00 |      | 0.61 | 1.00 |      | 1.00 | 1.00 |      | 0.78 |
| Lane Grp Cap(c), veh/h       | 425  | 0    | 539   | 153  | 0    | 464  | 421  | 1333 | 543  | 235  | 780  | 375  |
| V/C Ratio(X)                 | 1.01 | 0.00 | 1.09  | 0.82 | 0.00 | 0.56 | 1.06 | 0.74 | 0.32 | 0.49 | 0.99 | 0.99 |
| Avail Cap(c_a), veh/h        | 425  | 0    | 539   | 153  | 0    | 464  | 421  | 1333 | 543  | 261  | 780  | 375  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00  | 1.00 | 0.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 34.4 | 0.0  | 37.0  | 32.0 | 0.0  | 34.3 | 36.0 | 36.6 | 30.2 | 30.2 | 42.3 | 42.4 |
| Incr Delay (d2), s/veh       | 47.3 | 0.0  | 64.0  | 28.4 | 0.0  | 1.9  | 34.1 | 0.3  | 0.1  | 1.6  | 29.2 | 44.8 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 15.1 | 0.0  | 25.7  | 4.6  | 0.0  | 6.8  | 11.2 | 8.4  | 2.9  | 2.5  | 14.3 | 15.9 |
| Unsig. Movement Delay, s/veh |      |      |       |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 81.7 | 0.0  | 101.0 | 60.4 | 0.0  | 36.1 | 70.1 | 36.9 | 30.3 | 31.8 | 71.6 | 87.2 |
| LnGrp LOS                    | F    | A    | F     | E    | A    | D    | F    | D    | C    | C    | E    | F    |
| Approach Vol, veh/h          | 1016 |      |       | 383  |      |      | 1614 |      |      | 1257 |      |      |
| Approach Delay, s/veh        | 92.8 |      |       | 44.0 |      |      | 45.4 |      |      | 72.6 |      |      |
| Approach LOS                 | F    |      |       | D    |      |      | D    |      |      | E    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3     | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 11.4 | 46.6 | 10.0  | 42.0 | 27.0 | 31.0 | 16.0 | 36.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 6.0  | 4.0   | 6.0  | 4.0  | 6.0  | 4.0  | 6.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.0  | 39.0 | 6.0   | 36.0 | 23.0 | 25.0 | 12.0 | 30.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 7.5  | 29.8 | 8.0   | 38.0 | 25.0 | 26.8 | 14.0 | 16.3 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 6.4  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 2.0  |      |      |      |      |

| Intersection Summary |      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| HCM 6th Ctrl Delay   | 64.6 |  |  |  |  |  |  |  |  |  |  |  |
| HCM 6th LOS          | E    |  |  |  |  |  |  |  |  |  |  |  |


Notes  
User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

16: Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 80

2045 Total PM Peak Hour

(230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL   | EBT  | EBR  | WBL  | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|------|-------|------|-------|------|------|------|-------|------|
| Lane Configurations     | ↔     | ↔    |      | ↔    | ↔     |      | ↔     | ↔    | ↔    | ↔    | ↔     | ↔    |
| Traffic Volume (vph)    | 97    | 0    | 108  | 9    | 0     | 0    | 133   | 383  | 14   | 0    | 308   | 4    |
| Future Volume (vph)     | 97    | 0    | 108  | 9    | 0     | 0    | 133   | 383  | 14   | 0    | 308   | 4    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Storage Length (m)      | 0.0   |      | 0.0  | 0.0  |       | 0.0  | 15.0  |      | 0.0  | 15.0 |       | 0.0  |
| Storage Lanes           | 0     |      | 0    | 0    |       | 0    | 1     |      | 0    | 1    |       | 0    |
| Taper Length (m)        | 7.5   |      | 7.5  |      | 7.5   |      | 7.5   |      | 7.5  |      | 7.5   |      |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                     | 0.929 |      |      |      |       |      | 0.995 |      |      |      | 0.998 |      |
| Fit Protected           | 0.977 |      |      |      | 0.950 |      | 0.950 |      |      |      |       |      |
| Satd. Flow (prot)       | 0     | 1691 | 0    | 0    | 1770  | 0    | 1770  | 1853 | 0    | 1863 | 1859  | 0    |
| Fit Permitted           | 0.977 |      |      |      | 0.950 |      | 0.950 |      |      |      |       |      |
| Satd. Flow (perm)       | 0     | 1691 | 0    | 0    | 1770  | 0    | 1770  | 1853 | 0    | 1863 | 1859  | 0    |
| Link Speed (k/h)        | 50    |      |      |      | 50    |      | 50    |      |      |      | 50    |      |
| Link Distance (m)       | 140.9 |      |      |      | 150.8 |      | 218.3 |      |      |      | 129.5 |      |
| Travel Time (s)         | 10.1  |      |      |      | 10.9  |      | 15.7  |      |      |      | 9.3   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)         | 105   | 0    | 117  | 10   | 0     | 0    | 145   | 416  | 15   | 0    | 335   | 4    |
| Shared Lane Traffic (%) |       |      |      |      |       |      |       |      |      |      |       |      |
| Lane Group Flow (vph)   | 0     | 222  | 0    | 0    | 10    | 0    | 145   | 431  | 0    | 0    | 339   | 0    |
| Sign Control            | Stop  |      |      |      | Stop  |      | Free  |      |      |      | Free  |      |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 45.1%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

HCM 6th TWSC  
 16: Rose-Ville Garden Drive & Rose-Ville Garden Access/Block 1 Business Park (230538) Forest Glade EA Transportation Analysis

2045 Total PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 9.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      | ↔    |      |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 97   | 0    | 108  | 9    | 0    | 0    | 133  | 383  | 14   | 0    | 308  | 4    |
| Future Vol, veh/h        | 97   | 0    | 108  | 9    | 0    | 0    | 133  | 383  | 14   | 0    | 308  | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 15   | -    | -    | 15   | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 105  | 0    | 117  | 10   | 0    | 0    | 145  | 416  | 15   | 0    | 335  | 4    |

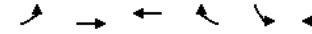
| Major/Minor          | Minor2 | Minor1 | Major1 | Major2 |       |       |       |   |   |       |   |   |
|----------------------|--------|--------|--------|--------|-------|-------|-------|---|---|-------|---|---|
| Conflicting Flow All | 1051   | 1058   | 337    | 1110   | 1053  | 424   | 339   | 0 | 0 | 431   | 0 | 0 |
| Stage 1              | 337    | 337    | -      | 714    | 714   | -     | -     | - | - | -     | - | - |
| Stage 2              | 714    | 721    | -      | 396    | 339   | -     | -     | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52   | 6.22   | 7.12   | 6.52  | 6.22  | 4.12  | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52   | -      | 6.12   | 5.52  | -     | -     | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52   | -      | 6.12   | 5.52  | -     | -     | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018  | 3.318  | 3.518  | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 205    | 225    | 705    | 187    | 226   | 630   | 1220  | - | - | 1129  | - | - |
| Stage 1              | 677    | 641    | -      | 422    | 435   | -     | -     | - | - | -     | - | - |
| Stage 2              | 422    | 432    | -      | 629    | 640   | -     | -     | - | - | -     | - | - |
| Platoon blocked, %   | -      | -      | -      | -      | -     | -     | -     | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 186    | 198    | 705    | 142    | 199   | 630   | 1220  | - | - | 1129  | - | - |
| Mov Cap-2 Maneuver   | 186    | 198    | -      | 142    | 199   | -     | -     | - | - | -     | - | - |
| Stage 1              | 596    | 641    | -      | 372    | 383   | -     | -     | - | - | -     | - | - |
| Stage 2              | 372    | 381    | -      | 524    | 640   | -     | -     | - | - | -     | - | - |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 43.5 | 32.2 | 2.1 | 0  |
| HCM LOS              | E    | D    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1220  | -   | -   | 304   | 142   | 1129 | -   | -   |
| HCM Lane V/C Ratio    | 0.118 | -   | -   | 0.733 | 0.069 | -    | -   | -   |
| HCM Control Delay (s) | 8.3   | -   | -   | 43.5  | 32.2  | 0    | -   | -   |
| HCM Lane LOS          | A     | -   | -   | E     | D     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | 5.4   | 0.2   | 0    | -   | -   |

Lanes, Volumes, Timings  
 17: Tecumseh Road & Block 1 Business Park

2045 Total PM Peak Hour  
 (230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT   | WBT   | WBR  | SBL   | SBR   |
|-------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations     |      | ↑↑↑   | ↑↑↑   |      |       | ↑     |
| Traffic Volume (vph)    | 0    | 2310  | 2202  | 3    | 0     | 58    |
| Future Volume (vph)     | 0    | 2310  | 2202  | 3    | 0     | 58    |
| Ideal Flow (vphpl)      | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00 | 0.91  | 0.91  | 0.91 | 1.00  | 1.00  |
| Fr                      |      |       |       |      |       | 0.865 |
| Fit Protected           |      |       |       |      |       |       |
| Satd. Flow (prot)       | 0    | 5085  | 5085  | 0    | 0     | 1611  |
| Fit Permitted           |      |       |       |      |       |       |
| Satd. Flow (perm)       | 0    | 5085  | 5085  | 0    | 0     | 1611  |
| Link Speed (k/h)        |      | 50    | 60    |      | 50    |       |
| Link Distance (m)       |      | 144.2 | 125.1 |      | 119.5 |       |
| Travel Time (s)         |      | 10.4  | 7.5   |      | 8.6   |       |
| Peak Hour Factor        | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 0    | 2511  | 2393  | 3    | 0     | 63    |
| Shared Lane Traffic (%) |      |       |       |      |       |       |
| Lane Group Flow (vph)   | 0    | 2511  | 2396  | 0    | 0     | 63    |
| Sign Control            |      | Free  | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 52.9%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |



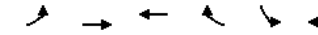
HCM 6th TWSC  
17: Tecumseh Road & Block 1 Business Park

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis

| Intersection             |        |        |        |       |      |      |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh         | 0.6    |        |        |       |      |      |
| Movement                 | EBL    | EBT    | WBT    | WBR   | SBL  | SBR  |
| Lane Configurations      | ↑↑↑↑   |        | ↑↑↑↑   |       |      | ↑    |
| Traffic Vol, veh/h       | 0      | 2310   | 2202   | 3     | 0    | 58   |
| Future Vol, veh/h        | 0      | 2310   | 2202   | 3     | 0    | 58   |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0    | 0    |
| Sign Control             | Free   | Free   | Free   | Free  | Stop | Stop |
| RT Channelized           | -      | None   | -      | None  | -    | None |
| Storage Length           | -      | -      | -      | -     | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0      | -     | 0    | -    |
| Grade, %                 | -      | 0      | 0      | -     | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92     | 92    | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2     | 2    | 2    |
| Mvmt Flow                | 0      | 2511   | 2393   | 3     | 0    | 63   |
| Major/Minor              | Major1 | Major2 | Minor2 |       |      |      |
| Conflicting Flow All     | -      | 0      | -      | 0     | -    | 1198 |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Critical Hdwy            | -      | -      | -      | -     | -    | 7.14 |
| Critical Hdwy Stg 1      | -      | -      | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -      | -     | -    | -    |
| Follow-up Hdwy           | -      | -      | -      | -     | -    | 3.92 |
| Pot Cap-1 Maneuver       | 0      | -      | -      | -     | 0    | 153  |
| Stage 1                  | 0      | -      | -      | -     | 0    | -    |
| Stage 2                  | 0      | -      | -      | -     | 0    | -    |
| Platoon blocked, %       | -      | -      | -      | -     | -    | -    |
| Mov Cap-1 Maneuver       | -      | -      | -      | -     | -    | 153  |
| Mov Cap-2 Maneuver       | -      | -      | -      | -     | -    | -    |
| Stage 1                  | -      | -      | -      | -     | -    | -    |
| Stage 2                  | -      | -      | -      | -     | -    | -    |
| Approach                 | EB     | WB     | SB     |       |      |      |
| HCM Control Delay, s     | 0      | 0      | 44.1   |       |      |      |
| HCM LOS                  |        |        | E      |       |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR    | SBLn1 |      |      |
| Capacity (veh/h)         | -      | -      | -      | 153   |      |      |
| HCM Lane V/C Ratio       | -      | -      | -      | 0.412 |      |      |
| HCM Control Delay (s)    | -      | -      | -      | 44.1  |      |      |
| HCM Lane LOS             | -      | -      | -      | E     |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -      | 1.8   |      |      |

Lanes, Volumes, Timings  
18: Tecumseh Road & Block 7 Commercial

2045 Total PM Peak Hour  
(230538) Forest Glade EA Transportation Analysis



| Lane Group              | EBL  | EBT  | WBT   | WBR  | SBL   | SBR   |
|-------------------------|------|------|-------|------|-------|-------|
| Lane Configurations     |      | ↑↑↑↑ | ↑↑↑↑  |      |       | ↑     |
| Traffic Volume (vph)    | 0    | 2170 | 1953  | 31   | 0     | 61    |
| Future Volume (vph)     | 0    | 2170 | 1953  | 31   | 0     | 61    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  |
| Lane Util. Factor       | 1.00 | 0.91 | 0.91  | 0.91 | 1.00  | 1.00  |
| Frt                     |      |      | 0.998 |      |       | 0.865 |
| Fit Protected           |      |      |       |      |       |       |
| Satd. Flow (prot)       | 0    | 5085 | 5075  | 0    | 0     | 1611  |
| Fit Permitted           |      |      |       |      |       |       |
| Satd. Flow (perm)       | 0    | 5085 | 5075  | 0    | 0     | 1611  |
| Link Speed (k/h)        |      | 60   | 50    |      | 50    |       |
| Link Distance (m)       |      | 62.4 | 105.6 |      | 122.2 |       |
| Travel Time (s)         |      | 3.7  | 7.6   |      | 8.8   |       |
| Peak Hour Factor        | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)         | 0    | 2359 | 2123  | 34   | 0     | 66    |
| Shared Lane Traffic (%) |      |      |       |      |       |       |
| Lane Group Flow (vph)   | 0    | 2359 | 2157  | 0    | 0     | 66    |
| Sign Control            |      | Free | Free  |      | Stop  |       |

| Intersection Summary              |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 48.9%        |
| ICU Level of Service A            |              |
| Analysis Period (min)             | 15           |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↑↑↑  | ↑↑↑  |      |      | ↑    |
| Traffic Vol, veh/h       | 0    | 2170 | 1953 | 31   | 0    | 61   |
| Future Vol, veh/h        | 0    | 2170 | 1953 | 31   | 0    | 61   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 2359 | 2123 | 34   | 0    | 66   |

| Major/Minor          | Major1 | Major2 | Minor2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | -      | 0      | - 0 - 1079 |
| Stage 1              | -      | -      | - - -      |
| Stage 2              | -      | -      | - - -      |
| Critical Hdwy        | -      | -      | - - 7.14   |
| Critical Hdwy Stg 1  | -      | -      | - - -      |
| Critical Hdwy Stg 2  | -      | -      | - - -      |
| Follow-up Hdwy       | -      | -      | - - 3.92   |
| Pot Cap-1 Maneuver   | 0      | -      | - 0 184    |
| Stage 1              | 0      | -      | - 0 -      |
| Stage 2              | 0      | -      | - 0 -      |
| Platoon blocked, %   | -      | -      | - - -      |
| Mov Cap-1 Maneuver   | -      | -      | - - 184    |
| Mov Cap-2 Maneuver   | -      | -      | - - -      |
| Stage 1              | -      | -      | - - -      |
| Stage 2              | -      | -      | - - -      |

| Approach             | EB | WB | SB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 35.2 |
| HCM LOS              |    |    | E    |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | -   | 184   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.36  |
| HCM Control Delay (s) | -   | -   | -   | 35.2  |
| HCM Lane LOS          | -   | -   | -   | E     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 1.5   |