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WILDFIELD VILLAGE
TRINITY FIELD

Draft Plan of Subdivision Application
Town of Caledon



Prepared For: Trinity Field Inc. c/o Trinison Management Corporation

October 2025

BA Group

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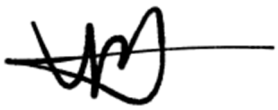
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2025-11-03	Draft Plan of Application	First Submission

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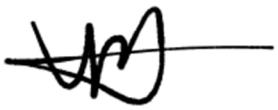
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1.0 INTRODUCTION

BA Group has been retained by Trinity Field Inc. c/o Trinison Management Corporation to provide transportation consulting services in support of a Draft Plan of Subdivision application to a parcel located in the Town of Caledon, Ontario. This parcel (the “site”) is legally described as Part of Lot 1, Concession 3 in the geographic Township of Albion, bounded by Mayfield Road to the south, The Gore Road to the east and other Wildfield Village Secondary Plan lands to the north and west.

The site location is illustrated in **Figure 1**. The existing site is mostly underdeveloped and is currently used for agricultural purposes.

1.1 Conceptual Development Plan

The current development proposal features the construction of the following housing types:

- Single Detached: 345 units
- Semi-Detached and Townhouses: 221 units
- Medium-Density Apartment Units: TBD (final unit count to be determined at Site Plan Approval)
- **Total Residential Units: 566 units** (final unit count to be determined at Site Plan Approval)

The draft plan of subdivision is illustrated in **Figure 3**. The preliminary draft plan and development statistics are attached in **Appendix A**.

1.2 Background

The site is located in the Wildfield Village Secondary Plan (“WVSP”) Area. The Official Plan Amendment (“OPA”) application (POPA 2024-0010) was first submitted on December 23, 2024. As part of this application, BA Group prepared a transportation report titled "Wildfield Community Transportation Study” dated November 2024.

The OPA application for the WVSP Area was resubmitted on May 30, 2025. As part of this application, BA Group prepared a transportation report titled "Wildfield Village Secondary Plan – Transportation Study” dated May 2025 (the “May 2025 BA Report”).

The OPA application has been subsequently endorsed by the Town Council on July 8, 2025. The site location relative to the approved community structure and land use plan is illustrated in **Figure 2**.

1.3 This Report

The purpose of this report is to provide a traffic review of the development proposal. The draft plan will be updated as the development progresses.



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Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 1 SITE LOCATION

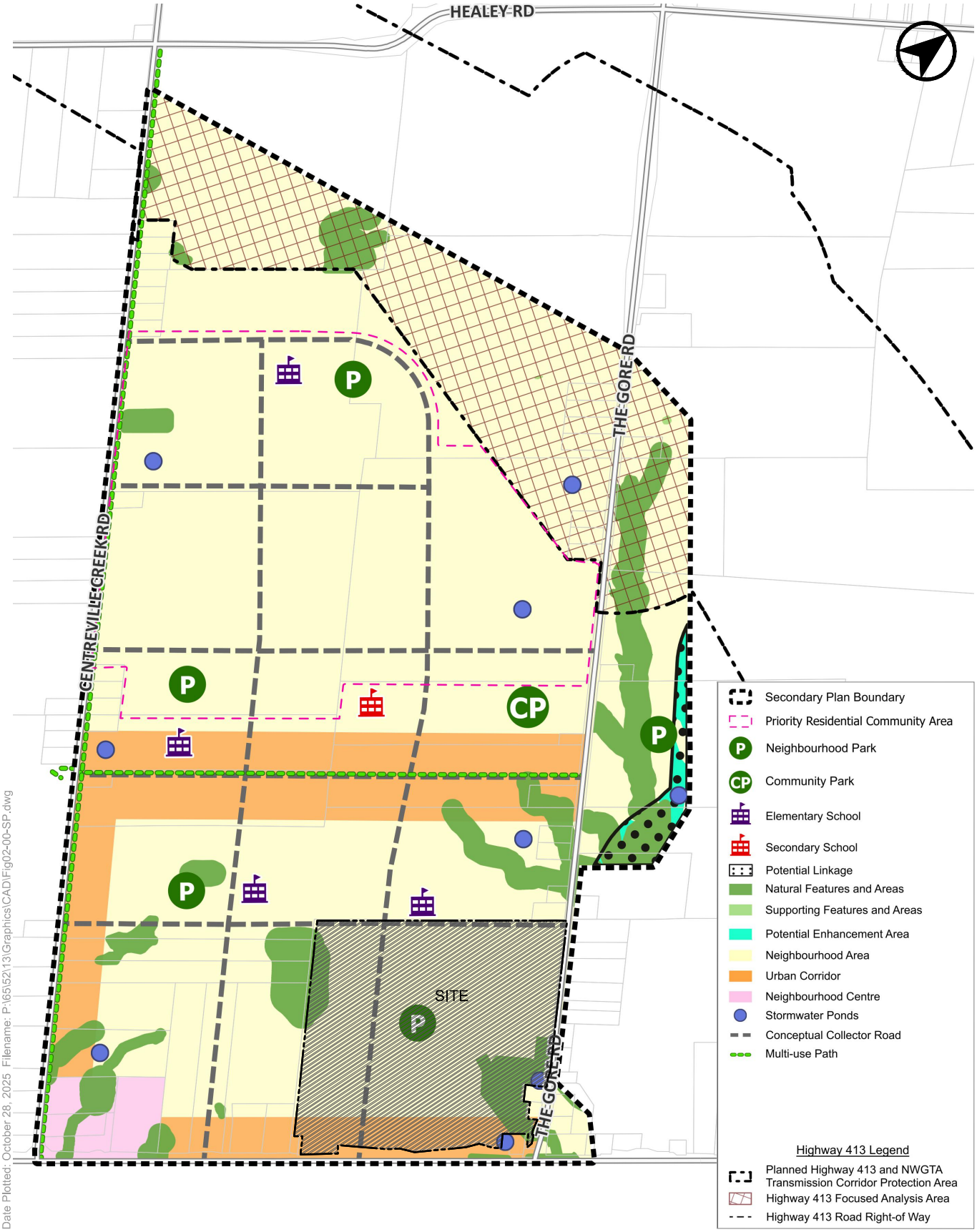


FIGURE 2 APPROVED WILDFIELD VILLAGE SECONDARY PLAN



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FIGURE 3 DRAFT PLAN OF SUBDIVISION

2.0 POLICY CONTEXT AND DESIGN PRINCIPLES

2.1 Wildfield Village Secondary Plan

2.1.1 Overview

The site is located in the Wildfield Village Secondary Plan Area. The WVSP established a detailed planning framework to facilitate the development of a complete community. The WVSP will govern the development and redevelopment of lands in the Secondary Plan Area to accommodate growth to 2051. The WVSP will create a well-connected, compact and complete community. The Secondary Plan Area will offer a range of housing opportunities, commercial and community uses and access to greenspace. Wildfield Village will be designed to achieve excellence in community design and will strive to integrate a high-quality public realm.

2.1.2 Community-Wide Transportation Study

Transportation infrastructure in the WVSP Area will be developed as multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle, and pedestrian movement and connectivity.

The WVSP stipulates that prior to the approval of the first Draft Plan of Subdivision, Draft Plan of Condominium or Site Plan Approval, a Community-Wide Transportation Study must be completed to the satisfaction of the Town, Region of Peel and Toronto Region Conservation Authority. Development within the Secondary Plan Area will implement the recommendations of the Town-approved Community-Wide Transportation Study.

The Community-Wide Transportation Study in support of the Secondary Plan is required to include the following:

1. transportation capacity analysis and modelling, identifying:
    a. internal road, intersection, and lane configurations and traffic controls required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan; and,
    b. external boundary road, intersection, and lane configurations and traffic control improvements required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan.
2. a Transportation Demand Management Plan;
3. a Transit Plan identifying proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
4. a Pedestrian and Cycling Plan, identifying cycling and pedestrian infrastructure and connectivity throughout the Secondary Plan, and along the Boundary Road network;
5. a Traffic Safety and Calming Plan; and,
6. an assessment of land requirements needed to accommodate the planned transportation infrastructure and improvements.

Notwithstanding the above, it is important to note that the proposed development density is consistent with the WVSP. The May 2025 report, submitted as part of the draft Secondary Plan application, includes:

a) preliminary transportation capacity analysis and modelling of both external and internal roads, intersections, lane configurations and traffic control improvements that support the full build-out of the Secondary Plan Area, assuming a 2051 planning horizon;
b) a preliminary transit plan that identifies potential transit routes and stops within 400 metres of the WVSP Area; and
c) a preliminary active transportation plan that identifies potential cycling and pedestrian infrastructure and connectivity throughout the WVSP Area and along boundary roads.

The transit plan, active transportation plan and transportation capacity analysis will be refined in the Community-Wide Transportation Study to be submitted at a later stage. The Community-Wide Transportation Study will also include a transportation demand management plan and an assessment of land dedication required to accommodate the planned transportation infrastructure and improvements.

2.1.3 New Collector Roads

The WVSP proposes a strong grid of new east-west and north-south collector roads linking the external arterial road network to the community, providing a high degree of access, permeability and connectivity throughout the community. The WVSP includes one north-south collector road along the site's northern boundary and one east-west collector road extending through the site, as illustrated in **Figure 1**.

2.2 Town of Caledon Multi-Modal Transportation Master Plan

The Town of Caledon's *Multi-Modal Transportation Master Plan* (MMTMP) was developed in conjunction with the Town of Caledon's new Official Plan (OP), *Future Caledon,* and provides direction on transportation improvements within Caledon to 2051.

2.2.1 Boundary Road Widening

The MMTMP recommends the widening of Mayfield Road from Dixie Road to The Gore Road from 2 to 6 lanes. The construction is expected to be completed by the end of 2028.

2.2.2 Active Transportation Plan

The MMTMP includes active transportation recommendations that were developed as part of the Caledon Active Transportation Master Plan process, as well as new road cross-sections which accommodate different types of cycling infrastructure.

2.3 Town of Caledon *Future Caledon* Official Plan

The Town of Caledon's new Official Plan (OP), *Future Caledon,* was adopted on March 6, 2024. It is still subject to approval by the Ministry of Municipal Affairs and Housing and is not yet in force and effect. Although not yet in force, the Town's OP represents the direction and vision of Council for growth in the Town. It replaces a majority of the in-force Town of Caledon Official Plan, which was first implemented in 1978. Future phases of the Official Plan Review process will continue to update the new OP until all aspects of the previous Official Plan are replaced.

2.3.1 Daylight Triangle Land Dedication

Future Caledon includes land dedication requirements at intersections for daylight triangles, as summarized in **Table 1**.

Table 1 Daylight Triangle Land Dedication Requirements

Intersection	Land Dedication
Local Road to Local Road	5m x 5m
Local Road to Collector Road	7.5m x 7.5m
Collector Road to Collector Road	10m x 10m
Local Road to Arterial Road	15m x 15m
Collector Road to Arterial Road	15m x 15m
Arterial Road to Arterial Road	15m x 15m
Any Town Road intersecting Regional Road	15m x 15m

Notwithstanding the above, *Future Caledon* permits the reduction of Town-wide Road Right-of-Way widths and daylight triangle requirements on a site-specific basis.

2.4 Town of Caledon Active Transportation Master Plan

The Town of Caledon's Active Transportation Master Plan (ATMP), dated June 2024, was developed to provide a framework to develop and manage a community that includes more active transportation in a cost-effective manner that will connect, integrate, enhance, and expand on our existing facilities.

2.4.1 Active Transportation Network

The active transportation network improvements identified in the ATMP are generally consistent with the MMTMP. In proximity to the site, the following active transportation infrastructures are recommended:

- Multi-use trail along the West Humber River south of Healey Road.

2.4.2 Pedestrian Facilities

Additionally, the ATMP recommends that pedestrian facilities (sidewalks or multi-use paths) be provided on:

- Both sides of urban arterial roads;
- Both sides of urban collector roads;
- At least one side of local roads; and
- Both sides of local roads for streets that serve a transit route or are located within 800 metres of a school, 400 metres of a community facility or 500 metres of parks.

2.4.3 Policy Recommendations

The ATMP provides recommendations on policies and best practices to target the Town's approaches to support active transportation. Key policy recommendations include:

- Sidewalks should be a minimum of 1.8 metres to 2 metres wide;
- All new and reconstructed urban arterial and collector roads should include protected intersections, linear cycling, and pedestrian facilities on both sides of the roadway and consider crossings that will service the multi-use trails system;
- A "protected intersection" type design shall be the preferred intersection and driveway treatment for pedestrians and cyclists in urban areas; and
- Adopt updated standard cross-sections outlined in MMTMP, subject to the context, for new development.

3.0 TRANSPORTATION CONTEXT

3.1 Area Street Network

3.1.1 Existing Street Network

A description of the existing area road network is provided in **Table 2**. The existing area road network is illustrated in **Figure 4**.

Table 2 Summary of Existing Area Street Network

Street Name		Cross-Section	Parking Regulation	Speed Limit	Description
Regional Arterial	**Mayfield Road**	2 lanes with auxiliary turn lanes at major intersections	No parking is permitted in the vicinity of the study area.	60 km/h	Mayfield Road is an Arterial Road operated by the Region of Peel, which extends generally in an east-west direction along the south boundary of Caledon and Brampton between Highway 50 in the east and Winston Churchill Boulevard in the west. East of Highway 50, Mayfield Road continues into Vaughan as Albion-Vaughan Road and west of Winston Churchill Boulevard, Mayfield Road continues into Halton Hills as Side Road 17.
	The Gore Road	2 lanes	No parking is permitted in the vicinity of the study area.	60 km/h	The Gore Road is an Arterial Road operated by the Region of Peel, which extends generally in a north-south direction between Highway 9 in the north and Highway 50 in the south.
Collector	**Martin Byrne Drive**	2 lanes	Parking is permitted on both sides of the roadway	50 km/h	Martin Byrne Drive is a Collector Road operated by the City of Brampton, which extends generally in a north-south direction between Mayfield Road in the north and Countryside Drive in the south.

3.1.2 Future Street Network

HIGHWAY 413

Highway 413 (GTA West Transportation Corridor) is a proposed highway and transit corridor running through York, Peel and Halton Regions. The proposed 52-kilometre highway is proposed to extend generally in an east-west direction from Highway 400 between Kirby Road and King-Vaughan Road in Vaughan to the area of the Highway 401 & Highway 407 interchange in Halton Hills. The Highway will also connect to Highway 410, Highway 427 and Highway 27. The Highway 413 Project is following Ontario's process for Individual Environmental Assessment under the Environmental Assessment Act. The preferred route for the Highway 413 project is shown in **Figure 5**.

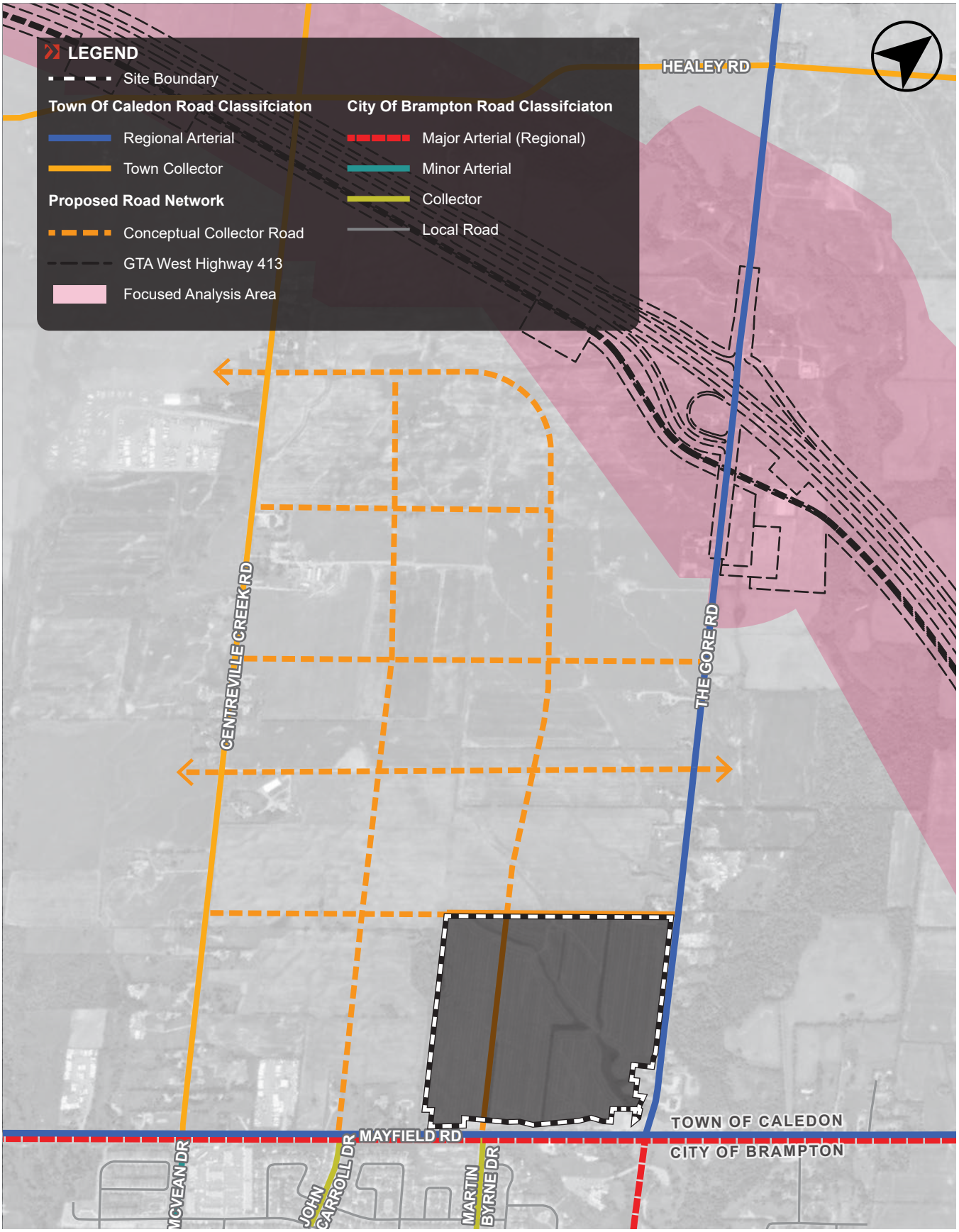
Relevant to the site, interchanges are proposed in proximity to the site on The Gore Road, just south of Healey Road.

ROAD NETWORK IMPROVEMENTS

The MMTMP recommends the widening of Mayfield Road from 2 to 4 lanes. The segment between Airport Road and The Gore Road is expected to be widened by the end of 2028, prior to the completion and full occupancy of the proposed development.

Currently, there is no plan to widen The Gore Road. The May 2025 BA Report considered the widening of The Gore Road between Mayfield Road and Healey Road from 2 lanes to 4 lanes. Notwithstanding the above, for this analysis, it was assumed that The Gore Road would be maintained as a 2-lane road, and auxiliary turn lanes would be introduced at intersections. The widening of Centreville Creek Road was not assumed to occur prior to the completion and full occupancy of the proposed development.

Existing and future lane configurations and traffic controls are illustrated in **Figure 6** and **Figure 7**, respectively.



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FIGURE 4 AREA STREET NETWORK



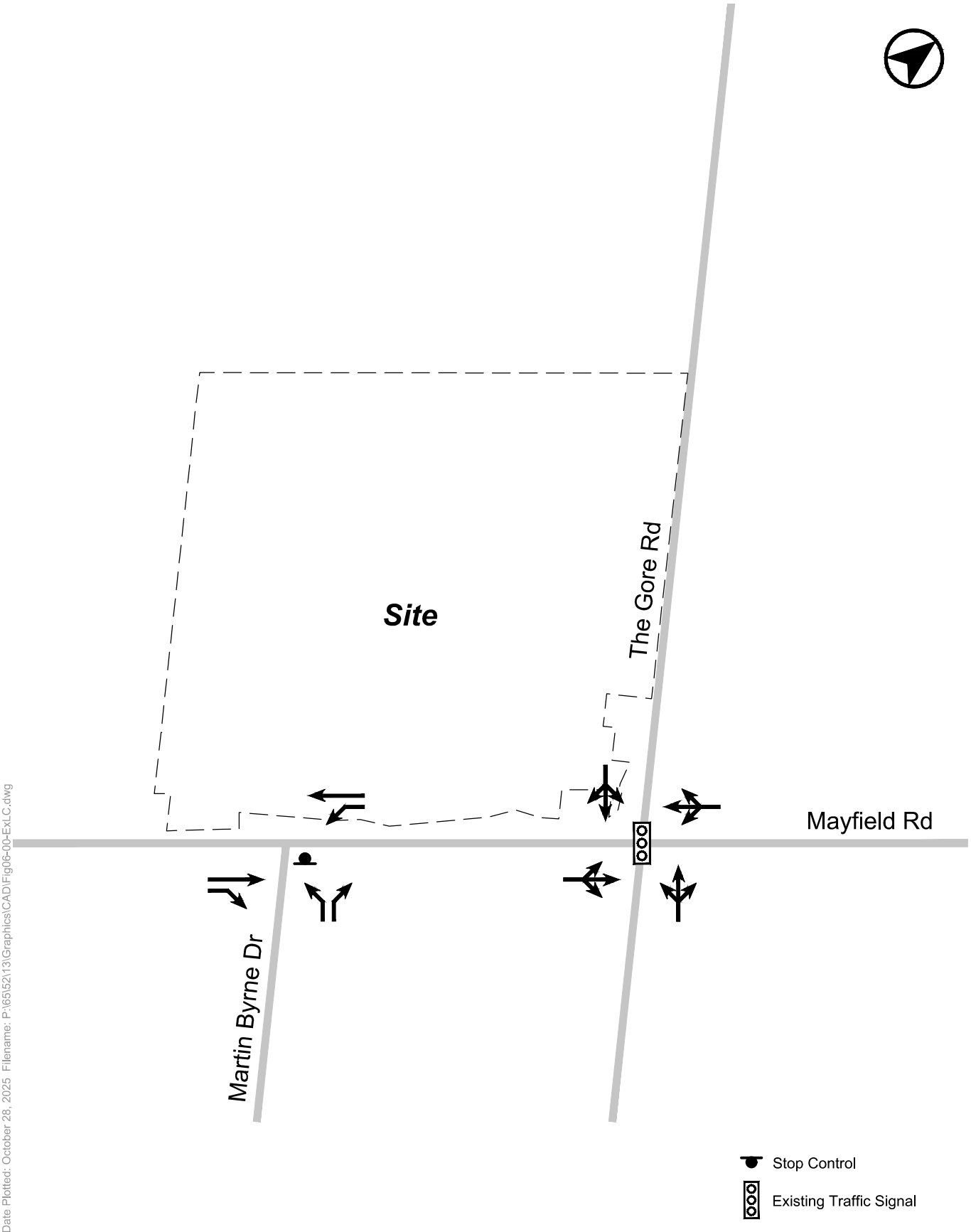
LEGEND

Site Location

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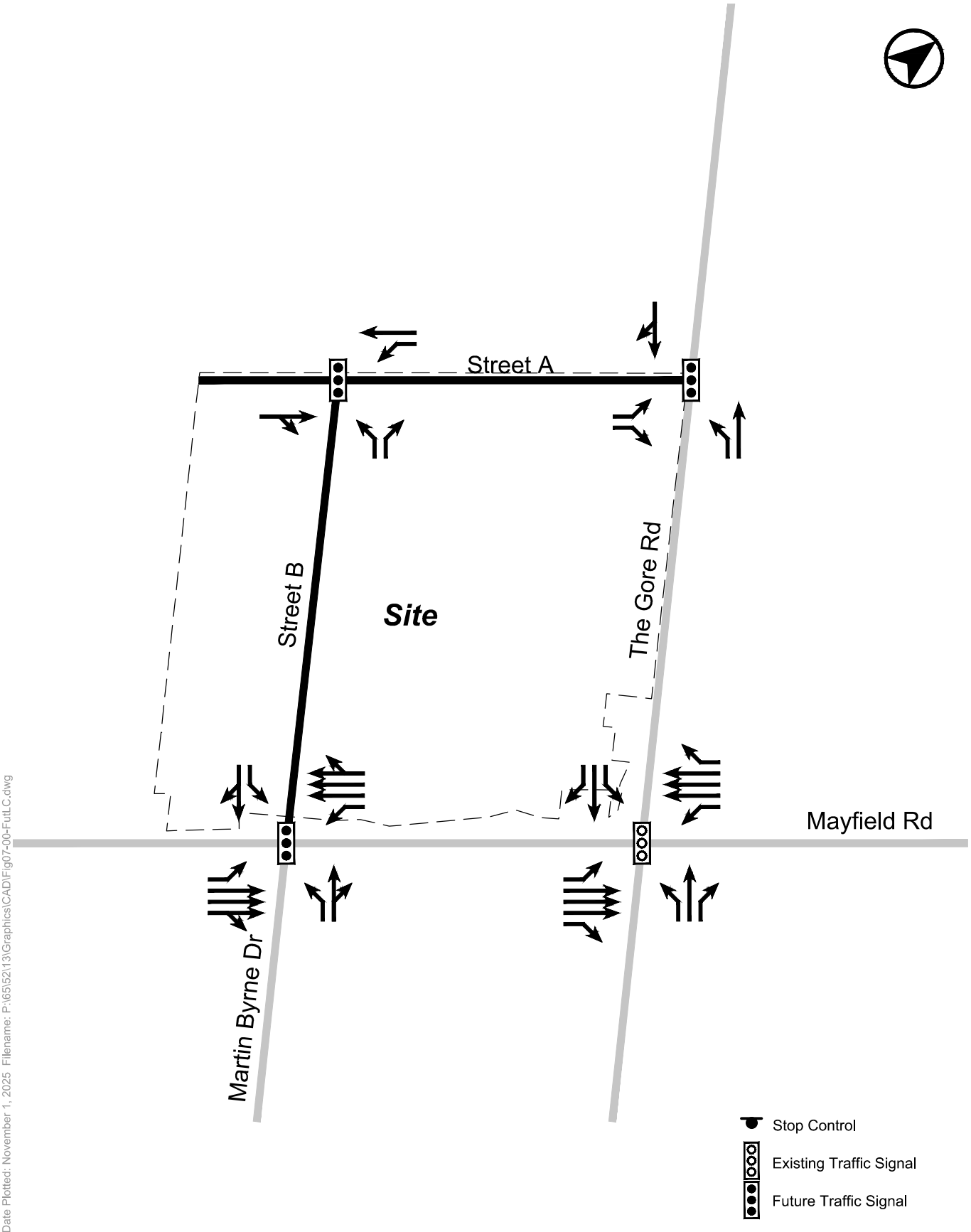
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FIGURE 5 HIGHWAY 413 (GTA WEST TRANSPORTATION CORRIDOR) PREFERRED ROUTE



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FIGURE 6 EXISTING STREET LANE CONFIGURATION AND TRAFFIC CONTROL



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FIGURE 7 FUTURE STREET LANE CONFIGURATION AND TRAFFIC CONTROL

4.0 PROPOSED TRANSPORTATION FEATURES

The transportation infrastructure proposed as part of this development is informed by current design guidelines and standards in the WVSP, MMTMP and ATMP. The design parameters for laneways, local roads, resident collector roads and the urban corridor (e.g. the new north-south collector road extending through the site) are summarized in **Table 3**. The design parameters for intersections are summarized in **Table 4**.

Table 3 Road Network Design Features

Design Feature	Public Laneway	Local Road	Resident Collector	Urban Corridor
Applicable Streets	Lanes 'A' to 'K'	Streets 'C' to 'S'	Street 'A'	Street 'B'
Right-of-Way	8.0 metres	18 metres	23.5 metres	26 metres
Pavement Width	6.0 metres	8.5 metres	11 metres	11 metres
Pedestrian Infrastructure	None	1.8-metre-wide sidewalks on both sides of the road	3.0-metre-wide multi-use paths on both sides of the road	1.8-metre-wide sidewalks on both sides of the road
Cycling Infrastructure	None	None		1.8-metre-wide cycle tracks on both sides of the road

Table 4 Intersection Design Features

Design Feature	Collector to Collector	Local to Collector	Local to Local
Applicable Intersections	Street 'A' & Street 'B'	All other intersections along Street 'A' and Street 'B'	All other intersections
Daylight Triangle	10m x 10m	7.5m x 7.5m	5m x 5m

The road network plan will be further refined as the Draft Plan of Subdivision application progresses. Based on discussions with the Town of Caledon's transportation staff, curb extensions and protected intersections are not proposed within the subdivision.

5.0 TRAVEL DEMAND ASSESSMENT

5.1 Analysis Scenarios and Horizons

The site is expected to be built out between 2028 and 2030. Therefore, traffic analyses have been completed for the following weekday morning and afternoon peak hour scenarios:

- **2025 Existing Traffic** – traffic volumes on the road network under existing conditions.
- **2035 Future Background Traffic** – traffic volumes in the future prior to the build-out of the site, which considers area growth.
- **2035 Future Total Traffic (5-year Post-Build-Out)** – traffic volumes in the future after the build-out of the site, inclusive of area background growth.

The analysis considers the interim condition that assesses the full build-out of the site prior to the full development of the remainder of the Wildfield Village Secondary Plan. The analysis assumes that Highway 413 would not open by the 2035 horizon.

5.2 Existing Traffic Volumes

Base existing traffic volumes were established for the weekday morning and afternoon peak hours (the busiest hour of traffic between 7:30-9:30 am and 4:00-6:00 pm, respectively) for intersections within the study area, based upon historical traffic count information collected by Spectrum Traffic Inc. on behalf of BA Group. The traffic count information adopted as the basis for the traffic operations analysis undertaken to assess the operational impacts of the proposed development is summarized in **Table 5**. Turning movement counts are attached in **Appendix B**.

Table 5 Existing Turning Movement Counts Summary

Intersection	Control Type	Date of Count	Source
Mayfield Road & The Gore Road	Signal	Tuesday, June 17, 2025	Spectrum Traffic Data Inc.
Mayfield Road & Martin Byrne Drive	TWSC	Wednesday, March 26, 2025	

The existing turning movement volumes were rounded to the nearest 5 vehicles and reviewed in detail to ensure general consistency in the traffic volumes on links between intersections. Where necessary and appropriate, minor volume adjustments were made to conservatively balance (i.e. balance eastwards) traffic volumes between intersections to provide a balanced and representative traffic volume base for the purposes of the traffic operations analyses.

Rounded and balanced existing traffic volumes during the weekday morning and afternoon peak hours are illustrated in **Figure 8**.

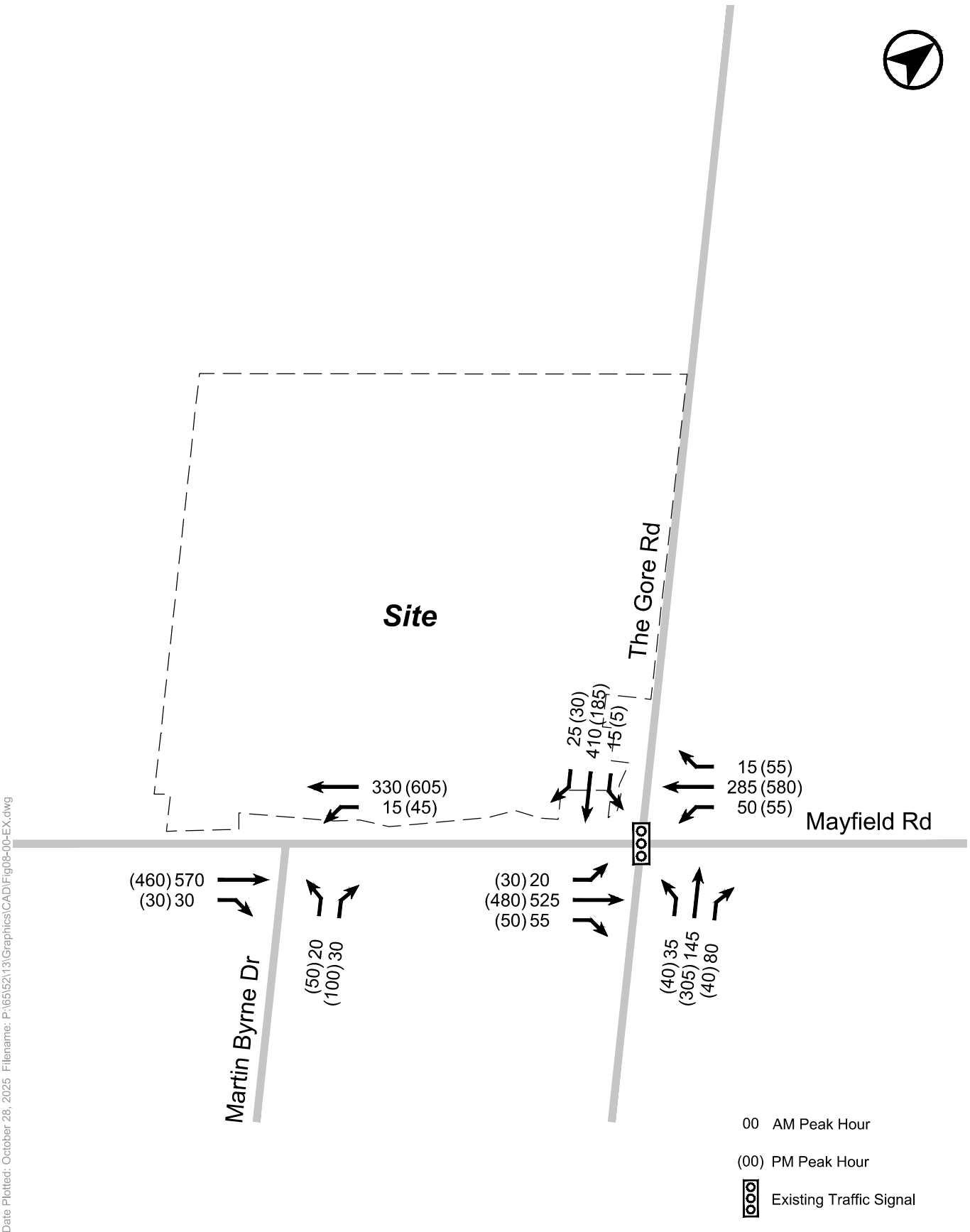


FIGURE 8 EXISTING TRAFFIC VOLUMES

5.2.1 Corridor Growth

Traffic volumes from the Region of Peel's 2031, 2041 and 2051 EMME models were reviewed for the intersection of Mayfield Road & The Gore Road to:

- Project traffic volume changes along these corridors from 2025 to 2051; and
- Determine appropriate allowances for future traffic growth.

Adopted corridor growth rates are summarized in **Table 6**. Projected trends are detailed in **Appendix C**.

Table 6 Adopted Corridor Growth Rates

Corridor	Direction	Growth Rate
Mayfield Road	Eastbound	3%
	Westbound	3%
The Gore Road	Northbound	3%
	Southbound	3%

Corridor growth traffic volumes are illustrated in **Figure 10**.

5.2.2 Background Developments

Allowances have been made to account for new traffic activity related to other developments in the vicinity of the site that are under construction, approved but not constructed, or in the City's approval process. A total of 10 development proposals have been considered, which represent approximately 2,369 residential units, 5,122 m^2 commercial GFA, 2,865 m^2 institutional GFA and 144,091 m^2 industrial GFA. Background developments included in this analysis are summarized in **Table 7**.

Traffic allowances associated with these developments were generally established based upon assignment information incorporated into traffic impact studies (TIS) prepared as part of the approval processes for these developments. Where no traffic volumes and distributions were available for a specific background development, trip generation rates and traffic distribution assumptions have been adopted consistent with this development application. Background development traffic volumes are shown in **Figure 9**.

This analysis does not consider the full build-out of the Wildfield Village Secondary Plan and its associated collector street network. A complete analysis of the secondary plan's full development will be undertaken in the Community-Wide Transportation Study.

Table 7 Background Developments Summary

Development	Development Statistics	Source	Date	Status
Town of Caledon Developments				
12561 & 12735 Centreville Creek Rd 12706 & 12494 The Gore Rd (Phase 1)	214 detached units 632 attached units 391 townhouse units	Paradigm	Jan 2025	DPOS Under Review
12519-12713 Humber Station Rd	144,091 m^2 industrial GFA 175 m^2 office GFA	LEA	Aug 2025	ZBA & DPOS Under Review
Trinison Wildfield - Cavallino Estates	195 townhouse units TBD apartment units	BA Group		DPOS Under Review
City of Brampton Developments				
6539 Mayfield Rd 11937 Goreway Drive	4,947 m^2 commercial GFA	NexTrans	Mar 2023	OPA & ZBA Under Review
6875 & 6889 Mayfield Rd	178 townhouse units	CGH	Jan 2024	OPA & ZBA Under Review
11499 The Gore Rd	2,865 sm school GFA	Candevcon	Feb 2023	OPA & ZBA Approved
10877 The Gore Rd	44 detached units 33 townhouse units	Candevcon	Oct 2023	ZBA & DPOS Under Review
10797 The Gore Rd	202 detached units	Candevcon	Nov 2022	ZBA & DPOS Draft Approved
Royalcliffe Homes Countryside	81 detached units 124 townhouse units	Candevcon	Jun 2023	ZBA & DPOS Under Review
CSCW 2084 Venture Inc., CL5R Inc., CSCW 740 Inc., & CS0006 Venture Inc.	182 detached units 75 townhouse units 16 apartment units	Candevcon	Feb 2024	ZBA & DPOS Under Review

5.2.3 Future Background Traffic Volumes

Future background traffic volumes, representing the sum of existing traffic volumes, corridor growth volumes and background development traffic volumes, are illustrated in **Figure 11**.

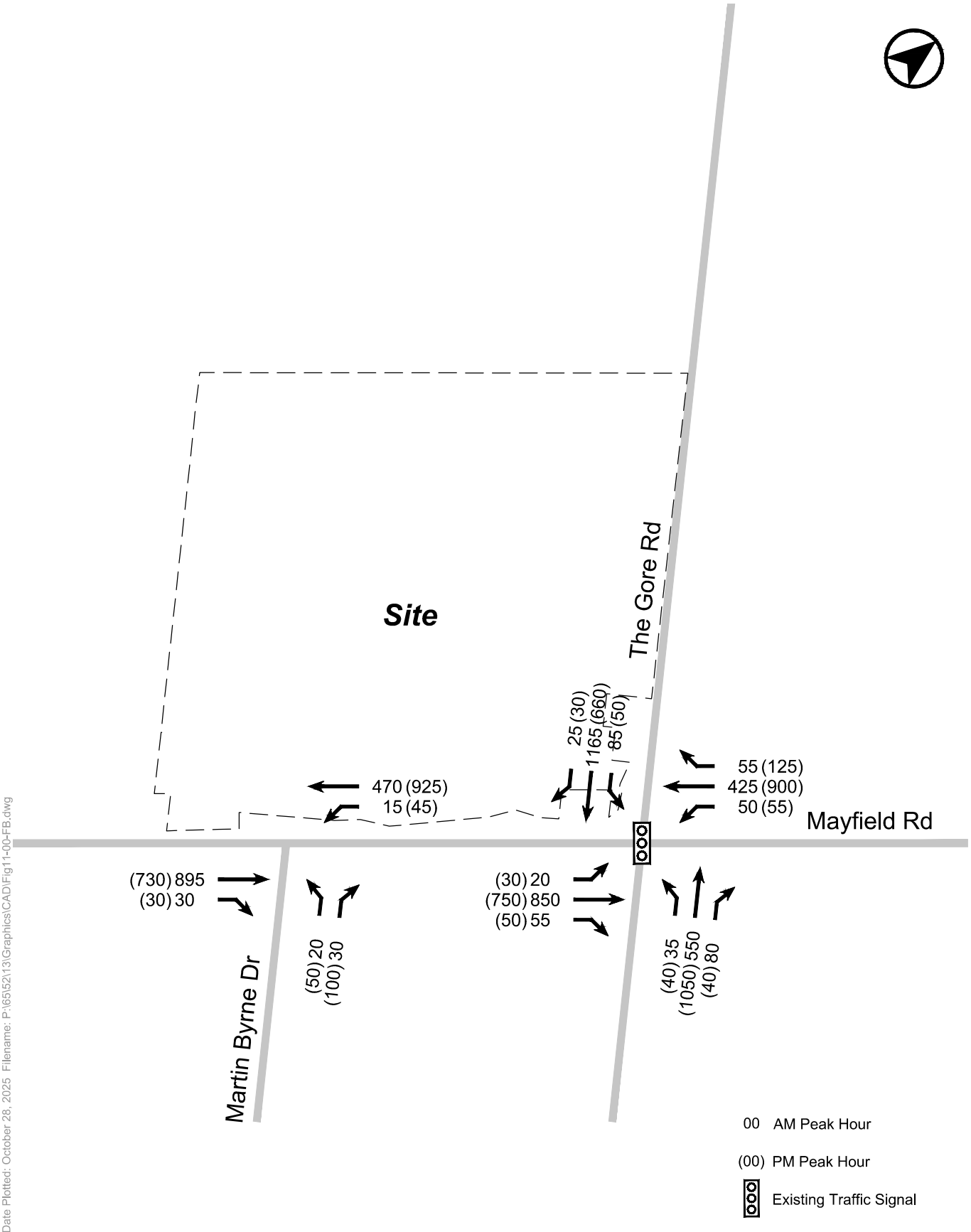


FIGURE 9 BACKGROUND DEVELOPMENTS TRAFFIC VOLUMES



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FIGURE 10 CORRIDOR GROWTH TRAFFIC VOLUMES



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FIGURE 11 FUTURE BACKGROUND TRAFFIC VOLUMES

5.2.4 New Site Traffic Volumes

5.2.4.1 Vehicle Trip Generation

Site vehicle trip generation for the proposed development was established based on a review of the ITE Trip Generation Manual (11th Edition).

Table 8 Site Vehicle Trip Generation

	Units	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
LUC210 – Single-Family Detached Housing (General Urban/Suburban)							
Adopted Trip Rate (Trips/Unit)	345 units	0.17	0.50	0.67	0.58	0.34	0.92
Site Vehicle Trips		**55**	**170**	**225**	**200**	**120**	**320**
LUC215 – Single-Family Attached Housing (General Urban/Suburban)							
Adopted Trip Rate (Trips/Unit)	221 units	0.12	0.37	0.49	0.34	0.24	0.58
Site Vehicle Trips		**25**	**80**	**105**	**75**	**55**	**130**
LUC221 – Multifamily Housing (Mid-Rise) (General Urban/Suburban)[1]							
Adopted Trip Rate (Trips/Unit)	268 units	0.09	0.31	0.40	0.24	0.15	0.39
Site Vehicle Trips		**25**	**80**	**105**	**65**	**40**	**105**
Total Site							
Total Site Vehicle Trips	**834 units**	**105**	**330**	**435**	**340**	**215**	**555**

Notes:
1. The height and the number of units within the mid-density blocks are advised by Bousfields. The site statistics for the mid-density blocks are preliminary and used for traffic analysis purposes only.

The proposed development is expected to generate approximately 435 and 555 two-way vehicle trips during the AM and PM peak hours, respectively.

5.2.4.2 Vehicle Trip Distribution

Site traffic has been assigned to the area road network based on a review of travel information provided by the 2022 Transportation for Tomorrow Survey (TTS) and existing road network traffic patterns and connectivity. The site traffic distribution is summarized in **Table 9**. Detailed output TTS data and distribution assumptions are included in **Appendix D**.

The site traffic assignment does not assume the full build-out of the collector road network within the Wildfield Village Secondary Plan. Both Street 'A' and Street 'B' are assumed to be terminated at the site boundary. Additionally, the site traffic assignment does not assume the completion and opening of Highway 413. Traffic assessment that considers the full build-out of the Wildfield Village Secondary Plan and the opening of Highway 413 will be provided in the Community-Wide Transportation Study.

Table 9 Site Traffic Distribution

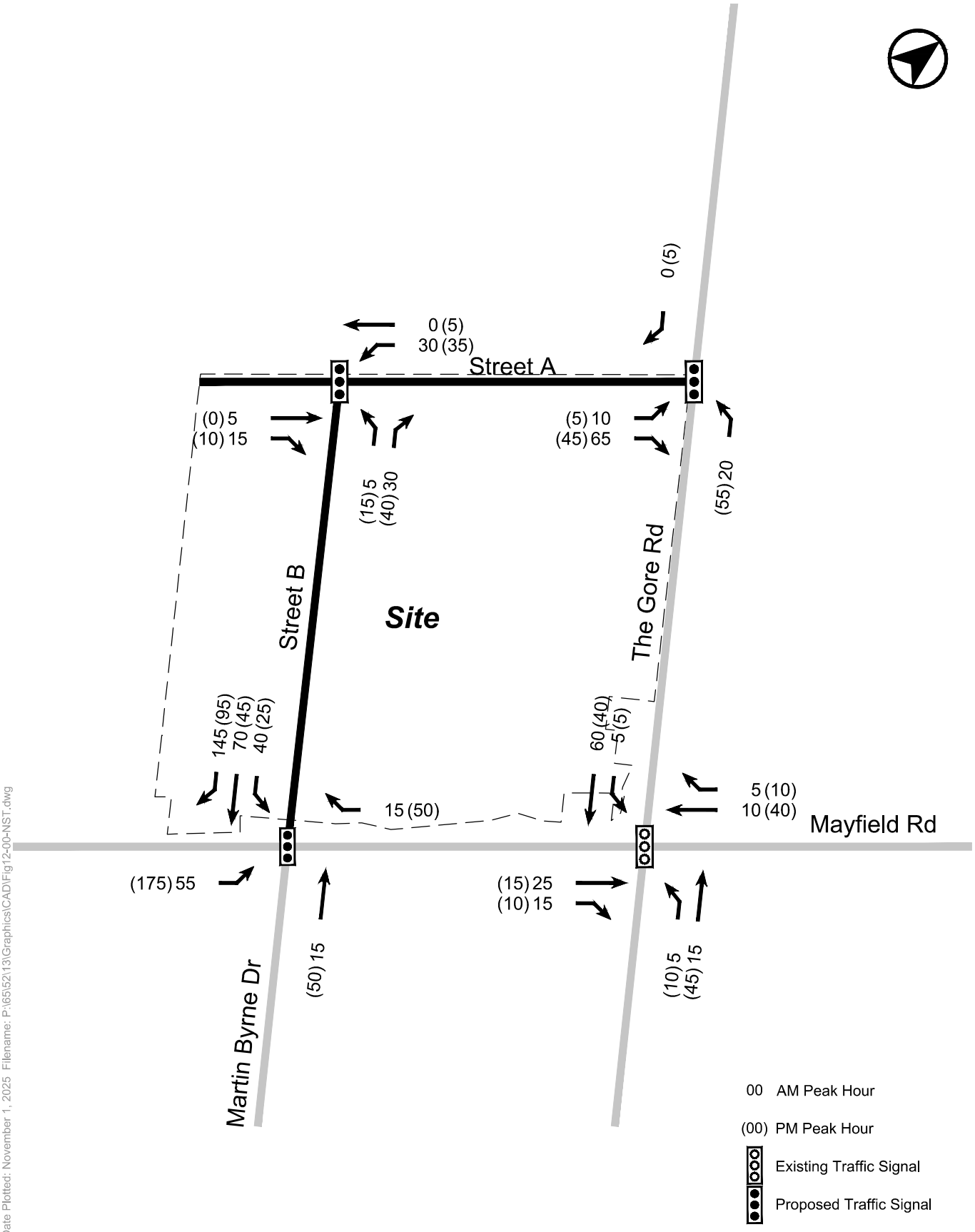
Corridor	Direction	Inbound[1]	Outbound[2]
Mayfield Road	East	2%	2%
	West	17%	23%
The Gore Road	North	14%	10%
	South	52%	44%
Martin Byrne Drive	South	15%	21%

Notes:
1. Based on the morning peak period residential outbound trips
2. Based on the afternoon peak period residential inbound trips
3. Based on trips to/from households in TTS Traffic Analysis Zones (TAZs) 3015, 3442, 3443 and 3469

New site traffic generated by the proposed development was assigned to the area road network based on the directional distribution summarized in **Table 9**. Projected new site traffic volumes during the AM and PM peak hours are illustrated in **Figure 12**.

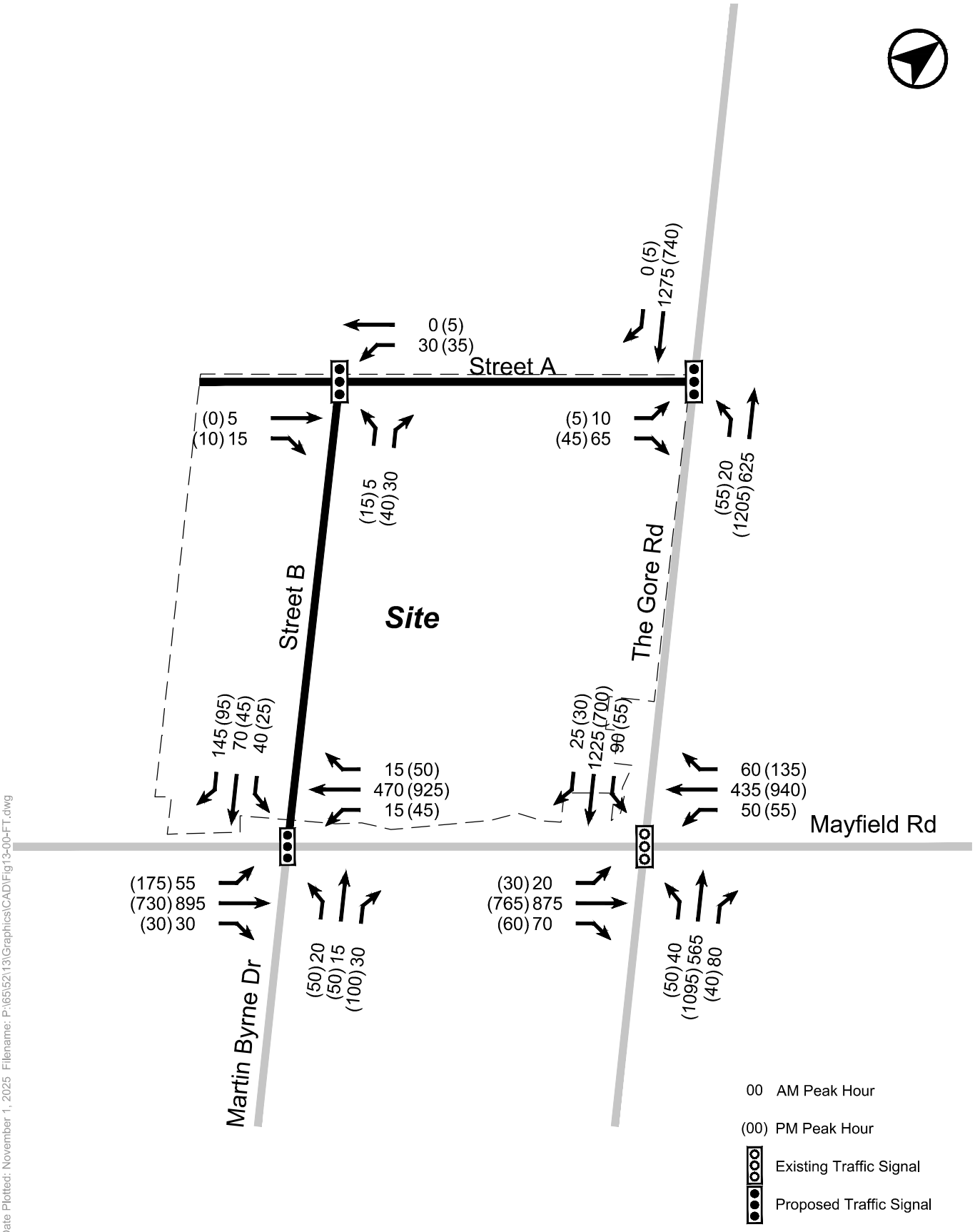
5.2.5 Future Total Traffic Volumes

Future total traffic volumes, determined by adding the future background volumes and the site traffic volumes, are illustrated in **Figure 13**.



Date Plotted: November 1, 2025 Filename: P:\65\52\13\Graphics\CAD\Fig12-00-NST.dwg

FIGURE 12 NEW SITE TRAFFIC VOLUMES



Date Plotted: November 1, 2025 Filename: P:\65\52\13\Graphics\CAD\Fig13-00-FT.dwg

FIGURE 13 FUTURE TOTAL TRAFFIC VOLUMES

6.0 TRAFFIC OPERATIONS ANALYSIS

6.1 Methodology

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures as follows.

SIGNALIZED INTERSECTIONS:

Analyses undertaken at intersections operating under traffic signal control have been undertaken using the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000 and in accordance with the City of Toronto's guidelines for analyses undertaken using Synchro 11.0 software. The product of the signalized intersection evaluation is an intersection performance index (volume to capacity ratio or v/c) and a level of service (LOS) designation. A v/c ratio of 1.00 indicates 'at or near capacity' conditions.

HCM level of service (LOS) criteria for signalized intersections are as follows:

- LOS A: Control Delay ≤ 10s
- LOS B: 10s < Control Delay ≤ 20s
- LOS C: 20s < Control Delay ≤ 35s
- LOS D: 35s < Control Delay ≤ 55s
- LOS E: 55s < Control Delay ≤ 80s
- LOS F: Control Delay > 80s

UNSIGNALIZED INTERSECTIONS:

Unsignalized intersection analyses have been carried out using standard capacity procedures for intersections operating under "Two-way" and "All-Way" STOP control and in accordance with the methodologies outlined in the Highway Capacity Manual (HCM) 2000.

The product of these analyses is a level of service (LOS) designation, ranging from LOS A to F, which provides a relative indication of the level of delay experienced by motorists completing a turning manoeuvre at an intersection. LOS A represents conditions under which motorists would experience little delay, and LOS F reflects conditions where more extended delays can be expected.

HCM level of service (LOS) criteria for unsignalized intersections are as follows:

- LOS A: Control Delay ≤ 10s
- LOS B: 10s < Control Delay ≤ 15s
- LOS C: 15s < Control Delay ≤ 25s
- LOS D: 25s < Control Delay ≤ 35s
- LOS E: 35s < Control Delay ≤ 50s
- LOS F: Control Delay > 50s

6.2 Model Parameters

Key analysis parameters were assumed based on requirements contained in the Region of Peel's *Regional Guidelines for Using Synchro* (December 2010), summarized as follows:

TRAFFIC SIGNAL TIMINGS

Existing traffic signal timing plans adopted as the basis for the traffic operations analyses were obtained from the Region of Peel and are provided in **Appendix E**. Signal timings were optimized while maintaining the existing cycle length during the analysis of future conditions. The signal timing parameters (e.g. amber and all-red times) for all new signals were assumed based on existing signals at adjacent intersections.

BASE SATURATION FLOW RATES

The Region of Peel's *Regional Guidelines for Using Synchro* (December 2010) specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for all movements. These default rates were adopted in the analysis.

HEAVY VEHICLE ASSUMPTIONS

Heavy and medium truck percentages incorporated into the analysis were based on information provided as part of intersection turning movement counts.

LOST TIME ADJUSTMENTS

The Region of Peel's *Regional Guidelines for Using Synchro* (December 2010) specifies a base lost time adjustment factor of 0.0 seconds (i.e. a total loss time per phase equal to the amber plus all-red time). This default value was adopted in the analysis.

PEAK HOUR FACTORS

The Region of Peel's *Regional Guidelines for Using Synchro* (December 2010) specifies that the peak hour factor should be 1.00 for all movements. This default value was adopted in the analysis.

LANE UTILIZATION FACTORS

The lane utilization factor takes into consideration the distribution of individual lane usage within each movement group. Synchro's default lane utilization factors were adopted for all movements in the study area.

6.3 Network Assumptions

The MMTMP recommends the widening of Mayfield Road from 2 to 4 lanes. The segment between Airport Road and The Gore Road is expected to be widened by the end of 2028, prior to the 2035 analysis horizon.

Currently, there is no plan to widen The Gore Road. The May 2025 BA Report considered the widening of The Gore Road between Mayfield Road and Healey Road from 2 lanes to 4 lanes. Notwithstanding the above, for this analysis, it was assumed that The Gore Road would be maintained as a 2-lane road, and auxiliary turn lanes would be introduced at intersections. The widening of Centreville Creek Road was not assumed to occur prior to the 2035 analysis horizon.

The street lane configuration will be further studied in the Community-Wide Transportation Study. Existing and future lane configurations and traffic controls are illustrated in **Figure 6** and **Figure 7**, respectively.

6.4 Signalized Intersections Analysis Results

Traffic operations analysis results and discussion for the area signalized intersections are summarized in **Table 10**. Detailed capacity analysis reports are provided in **Appendix F**. It is proposed to introduce new traffic signals at all new collector-to-collector and collector-to-arterial intersections. The cycle length, pedestrian walk time, flash don't walk time and minimum initial time were informed based on existing signals in the area.

Table 10 Signalized Intersection Capacity Analysis Results

Lane Group	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
Mayfield Road & The Gore Road						
EBL	0.84 (0.60)	D (B)	0.14 (0.50)	D (D)	0.14 (0.50)	C (D)
EBT			0.86 (0.71)	D (D)	0.86 (0.71)	D (D)
EBR			0.04 (0.03)	C (E)	0.05 (0.04)	C (D)
WBL	0.60 (0.73)	C (B)	0.85 (0.60)	F (D)	0.85 (0.60)	F (D)
WBT			0.46 (0.84)	D (D)	0.46 (0.85)	D (D)
WBR			0.04 (0.12)	D (D)	0.04 (0.14)	D (D)
NBL	0.35 (0.78)	C (D)	0.51 (0.10)	C (A)	0.70 (0.14)	E (A)
NBT			0.43 (0.83)	A (C)	0.45 (0.87)	A (C)
NBR			0.07 (0.03)	A (A)	0.07 (0.03)	A (A)
SBL	0.55 (0.43)	C (D)	0.17 (0.35)	A (B)	0.18 (0.53)	A (C)
SBT			0.91 (0.53)	C (B)	0.96 (0.56)	C (A)
SBR			0.02 (0.02)	A (A)	0.02 (0.02)	A (A)
Overall	**0.70 (0.74)**	**C (C)**	**0.89 (0.83)**	**C (C)**	**0.93 (0.87)**	**C (C)**
Mayfield Road & Martin Byrne Drive / Street 'B"						
EBL	The intersection is unsignalized under existing and future background.				0.08 (0.41)	A (A)
EBTR					0.26 (0.21)	A (A)
WBL					0.04 (0.08)	A (A)
WBTR					0.16 (0.26)	A (A)
NBL					0.32 (0.54)	D (E)
NBTR					0.09 (0.45)	D (D)
SBL					0.23 (0.28)	D (D)
SBTR					0.58 (0.37)	D (D)
Overall					**0.30 (0.43)**	**B (B)**

Lane Group	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
The Gore Road & Street 'A'						
EBL	The intersection does not exist under existing or future background.				0.07 (0.04)	D (E)
EBR					0.04 (0.03)	D (E)
NBL					0.11 (0.10)	A (A)
NBT					0.41 (0.78)	A (B)
SBTR					0.83 (0.48)	B (A)
Overall					**0.76 (0.72)**	**B (B)**
Street 'A' & Street 'B'						
EBTR	The intersection does not exist under existing or future background.				0.05 (0.01)	C (C)
WBL					0.24 (0.28)	C (C)
WBTR					0.00 (0.03)	A (C)
NBL					0.00 (0.01)	A (A)
NBTR					0.02 (0.03)	A (A)
Overall					**0.04 (0.05)**	**B (B)**

Notes:
1. 00 (00): Weekday AM Peak Hour (Weekday PM Peak Hour)

Based on the foregoing, all signalized intersections in the study area are expected to operate under acceptable conditions under the 2035 future total conditions.

6.5 Unsignalized Intersections Analysis Results

Traffic operations analysis results and discussion for the area unsignalized intersections are summarized in **Table 11**. Detailed capacity analysis reports are provided in **Appendix F**.

Table 11 Unsignalized Intersection Capacity Analysis Results

Lane Group	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Mayfield Road & Martin Byrne Drive / Street 'B'						
WBL	A (A)	9 (8)	B (A)	10 (9)	The intersection is signalized under future total.	
NBL	C (D)	18 (28)	D (E)	30 (43)		
NBR	B (B)	13 (12)	B (B)	11 (11)		

Notes:
1. 00 (00): Weekday AM Peak Hour (Weekday PM Peak Hour)
2. Control delays are calculated in seconds

Based on the foregoing, all unsignalized intersections in the study area are expected to operate under acceptable conditions under the 2035 future total conditions.

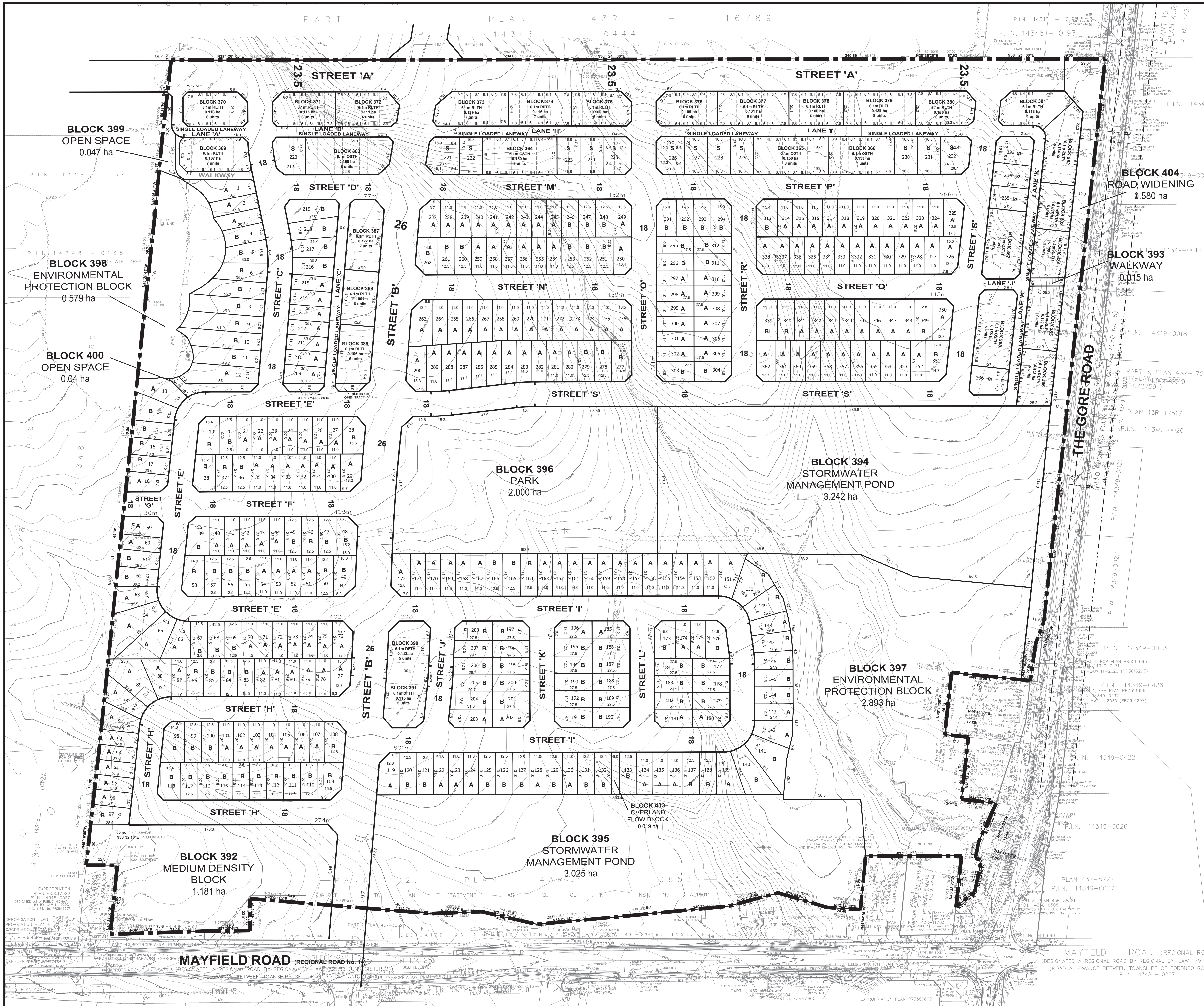
6.6 Overall Traffic Operations Summary

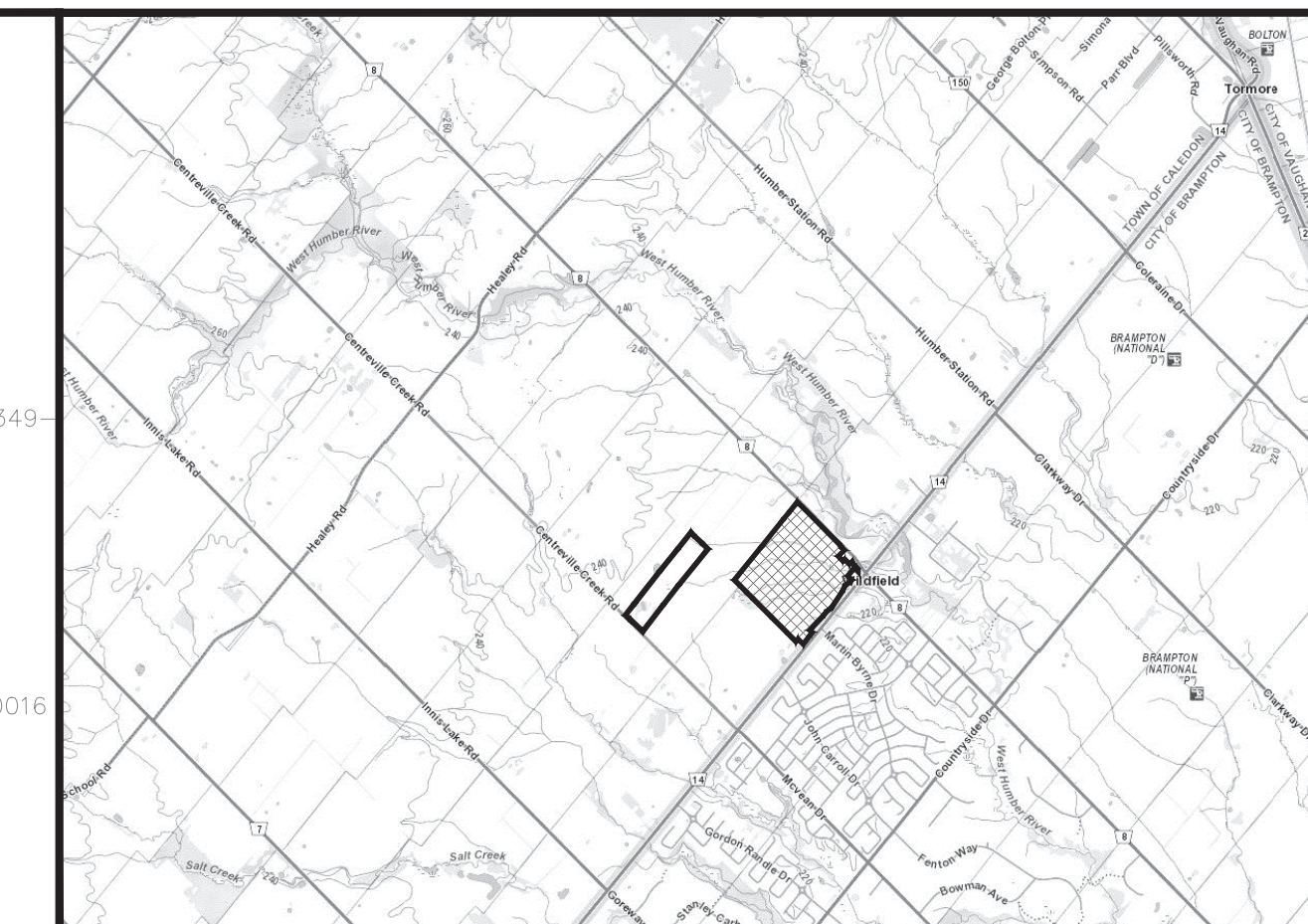
Based on the analysis conducted by BA Group, site traffic generated by the proposed development can be appropriately accommodated at all intersections in the study area. With improvements planned in the MMTMP and ATMP and proposed as part of the development of the site, all intersections in the study area are expected to operate acceptably under future total conditions. The following improvements are recommended in the May 2025 BA Report prepared for the approved Wildfield Village Secondary Plan. These improvements are continued to be recommended in this report:

- Introduce a new north-south collector road (i.e. Street 'B') that will align with the existing Martin Byrne Drive and form a four-way intersection at Mayfield Road;
- Introduce a new east-west collector road (i.e. Street 'A') along the northern boundary of the site that will form a T-intersection at The Gore Road;
- Implement dedicated left-turn lanes at all collector-to-collector and collector-to-arterial intersections; and
- Introduce new traffic signals at all collector-to-collector and collector-to-arterial intersections.

It is recommended that these improvements be studied and potentially implemented in conjunction with planned road widenings along Mayfield Road and any potential widening of The Gore Road to accommodate Highway 413 volumes.

Appendix A:
Draft Plan of Subdivision





KEYPLAN ▨ Subject Property ▧ Other Lands Owned by Applicant

LAND USE - AREA TABLE	24107-3A 27dp	Oct 6, 2025	
Single Family Residential	Lots	1-362	13.436 ha±
On-Street Townhouses	Blocks	363-368	0.893
Rear Lane Townhouses	Blocks	369-389	2.402
Double Frontage Townhouses	Blocks	390-391	0.227
Medium Density Block	Block	392	1.181
Walkway	Block	393	0.015
Stormwater Management Ponds	Blocks	394-395	6.267
Park	Block	396	2.000
Environmental Protection	Blocks	397-398	3.472
Open Space	Blocks	399-402	0.115
Overland Flow Block	Block	403	0.019
Road Widening	Block	404	0.580
Roads and Lanes			10.692
Total			**41.299 ha±**

ROADS		
26.0m Public R.O.W.	597	1.563
23.5m Public R.O.W.	653	1.537
18.0m Public R.O.W.	3,669	6.798
8.0m Public Lane	963	0.795
Total	**5,882**	**10.692 ha**

PRELIMINARY UNIT COUNT			
11.0m Single Detached	A	211	units
12.5m Single Detached	B	134	
8.4m Semi-Detached	S	34	
On-Street Townhouses		46	
Rear Lane Townhouses		131	
Double Frontage Townhouses		10	
Medium Density Apartment Units		TBD*	
Total		**566**	**units***

* Final Unit Count to be determined at the time of Site Plan application

LEGEND

▬ ▪ ▬ Subject Property

NOTES

All dimensions are in metres.
All area measurements are computer generated.
All elevations refer to Geodetic Datum.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

A, B, E, F, G, J, L - As Shown on Plan
C. Additional lands owned by the applicant as shown on the key plan.
D. Residential Singles, Residential Semis, On-Street Townhouses, Rear-Lane Townhouses, Double Frontage Townhouses, Medium Density Blocks, Walkway, Stormwater Management Ponds, Park, Environmental Protection Blocks, Open Space, Roads and Lanes.
H. Piped water to be provided.
I. Clay loam soil.
K. Sanitary & storm sewers to be provided.

SURVEYOR'S CERTIFICATE

I certify that: the boundaries of the lands to be subdivided and their relationship to the adjacent lands are correctly shown.

Shan Goonewardena, O.L.S. R-PE Surveying Ltd. Day Month Year

OWNER'S AUTHORIZATION

I/we, Trinity Field Inc.
being the registered owner(s) of the subject lands hereby authorize BOUSFIELDs INC. to prepare and submit a draft plan of subdivision for approval.

Mauro Baldassarra Day Month Year

DRAFT PLAN OF
PROPOSED SUBDIVISION
PART OF LOT 1
CONCESSION 3
(GEOGRAPHIC TOWNSHIP OF ALBION)
TOWN OF CALEDON

BOUSFIELDs INC.
3 Church Street, Suite 200
Toronto, Ontario M5E 1M2
P (416) 947-9744
F (416) 947-0781

Scale	Date	Drawing Number
1 : 1250	October 6, 2025	24107-3A 27dp

Appendix B:
Turning Movement Counts

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Turning Movement Count (2 . MAYFIELD RD & MARTIN BYRNE DR) CustID: 00140611

Start Time	E Approach MAYFIELD RD					S Approach MARTIN BYRNE DR					W Approach MAYFIELD RD					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
2025-06-17 07:30:00	89	8	0	0	97	7	2	0	1	9	2	149	0	0	151	257	
2025-06-17 07:45:00	78	2	0	0	80	7	3	0	0	10	7	157	0	0	164	254	
2025-06-17 08:00:00	91	6	0	0	97	9	6	0	0	15	14	128	0	0	142	254	
2025-06-17 08:15:00	64	3	0	0	67	10	12	0	2	22	5	136	0	0	141	230	995
2025-06-17 08:30:00	90	4	0	0	94	3	2	0	0	5	5	150	0	0	155	254	992
2025-06-17 08:45:00	86	1	0	0	87	9	1	0	1	10	7	157	0	0	164	261	999
2025-06-17 09:00:00	89	2	0	0	91	3	5	0	0	8	5	102	0	0	107	206	951
2025-06-17 09:15:00	84	6	0	0	90	3	2	0	0	5	7	112	0	0	119	214	935
BREAK																	
2025-06-17 16:00:00	144	10	0	0	154	11	8	0	0	19	9	121	0	0	130	303	
2025-06-17 16:15:00	149	13	0	0	162	13	9	0	0	22	5	114	0	0	119	303	
2025-06-17 16:30:00	124	9	0	0	133	12	6	0	0	18	6	113	0	0	119	270	
2025-06-17 16:45:00	116	9	0	0	125	16	4	0	0	20	10	99	0	0	109	254	1130
2025-06-17 17:00:00	155	13	0	0	168	30	11	0	0	41	5	118	0	0	123	332	1159
2025-06-17 17:15:00	138	13	0	0	151	21	13	0		35	8	126	0	0	134	320	1176
2025-06-17 17:30:00	164	7	0	0	171	23	15	0	1	38	8	106	0	0	114	323	1229
2025-06-17 17:45:00	150	10	0	0	160	25	11	0	0	36	9	112	0	0	121	317	1292
Grand Total	1811	116	0	0	1927	202	110	0	6	313	112	2000	0	0	2112	**4352**	-
Approach%	94%	6%	0%		-	64.5%	35.1%	0%		-	5.3%	94.7%	0%		-	**-**	-
Totals %	41.6%	2.7%	0%		44.3%	4.6%	2.5%	0%		7.2%	2.6%	46%	0%		48.5%	**-**	-
Heavy	487	3	0		-	12	5	0		-	5	436	0		-	**-**	-
Heavy %	26.9%	2.6%	0%		-	5.9%	4.5%	0%		-	4.5%	21.8%	0%		-	**-**	-
Bicycles	1	0	0		-	0	0	0		-	0	0	0		-	**-**	-
Bicycle %	0.1%	0%	0%		-	0%	0%	0%		-	0%	0%	0%		-	**-**	-

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Broken Clouds (17 °C)

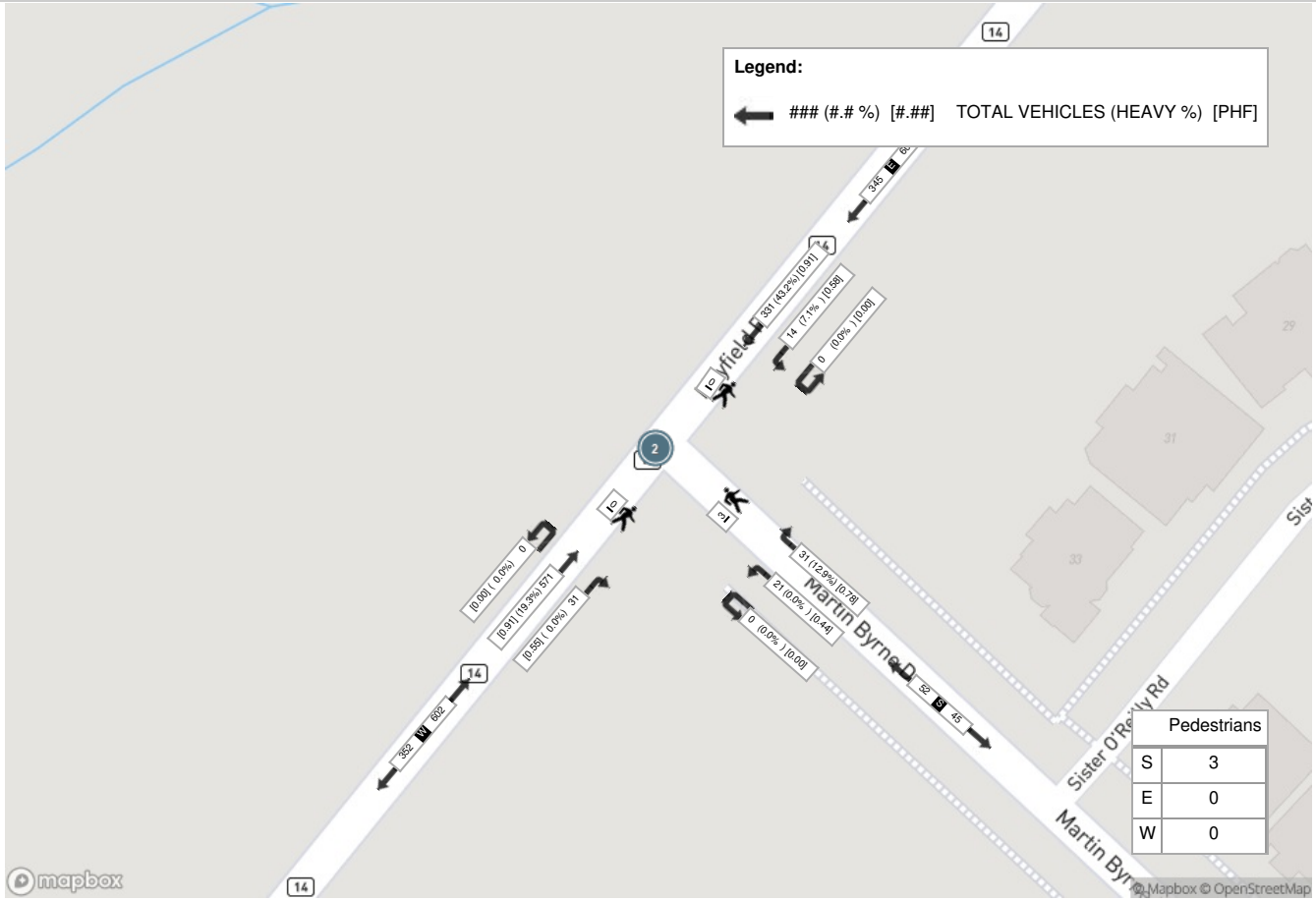
Start Time	E Approach MAYFIELD RD					S Approach MARTIN BYRNE DR					W Approach MAYFIELD RD					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
2025-06-17 08:00:00	91	6	0	0	97	9	6	0	0	15	14	128	0	0	142	254
2025-06-17 08:15:00	64	3	0	0	67	10	12	0	2	22	5	136	0	0	141	230
2025-06-17 08:30:00	90	4	0	0	94	3	2	0	0	5	5	150	0	0	155	254
2025-06-17 08:45:00	86	1	0	0	87	9	1	0	1	10	7	157	0	0	164	261
Grand Total	331	14	0	0	345	31	21	0	3	52	31	571	0	0	602	**999**
Approach%	95.9%	4.1%	0%		-	59.6%	40.4%	0%		-	5.1%	94.9%	0%		-	**-**
Totals %	33.1%	1.4%	0%		34.5%	3.1%	2.1%	0%		5.2%	3.1%	57.2%	0%		60.3%	**-**
PHF	0.91	0.58	0		0.89	0.78	0.44	0		0.59	0.55	0.91	0		0.92	0.96
Heavy	143	1	0		144	4	0	0		4	0	110	0		110	258
Heavy %	43.2%	7.1%	0%		41.7%	12.9%	0%	0%		7.7%	0%	19.3%	0%		18.3%	25.8%
Lights	188	13	0		201	27	21	0		48	31	461	0		492	741
Lights %	56.8%	92.9%	0%		58.3%	87.1%	100%	0%		92.3%	100%	80.7%	0%		81.7%	74.2%
Single-Unit Trucks	57	0	0		57	0	0	0		0	0	63	0		63	120
Single-Unit Trucks %	17.2%	0%	0%		16.5%	0%	0%	0%		0%	0%	11%	0%		10.5%	12%
Buses	6	1	0		7	4	0	0		4	0	5	0		5	16
Buses %	1.8%	7.1%	0%		2%	12.9%	0%	0%		7.7%	0%	0.9%	0%		0.8%	1.6%
Articulated Trucks	80	0	0		80	0	0	0		0	0	42	0		42	122
Articulated Trucks %	24.2%	0%	0%		23.2%	0%	0%	0%		0%	0%	7.4%	0%		7%	12.2%
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	0%		-	-	-	100%		-	-	-	0%		**-**
Bicycles on Road	0	0	0		-	0	0	0		-	0	0	0		-	**-**
Bicycles on Road%	0%	0%	0%			0%	0%	0%			0%	0%	0%			**-**

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (26 °C)

Start Time	E Approach MAYFIELD RD					S Approach MARTIN BYRNE DR					W Approach MAYFIELD RD					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
2025-06-17 17:00:00	155	13	0	0	168	30	11	0	0	41	5	118	0	0	123	332
2025-06-17 17:15:00	138	13	0	0	151	21	13	0		35	8	126	0	0	134	320
2025-06-17 17:30:00	164	7	0	0	171	23	15	0	1	38	8	106	0	0	114	323
2025-06-17 17:45:00	150	10	0	0	160	25	11	0	0	36	9	112	0	0	121	317
Grand Total	607	43	0	0	650	99	50	0	2	150	30	462	0	0	492	**1292**
Approach%	93.4%	6.6%	0%		-	66%	33.3%	0%		-	6.1%	93.9%	0%		-	**-**
Totals %	47%	3.3%	0%		50.3%	7.7%	3.9%	0%		11.6%	2.3%	35.8%	0%		38.1%	**-**
PHF	0.93	0.83	0		0.95	0.83	0.83	0		0.91	0.83	0.92	0		0.92	0.97
Heavy	114	0	0		114	4	3	0		8	1	94	0		95	217
Heavy %	18.8%	0%	0%		17.5%	4%	6%	0%		5.3%	3.3%	20.3%	0%		19.3%	16.8%
Lights	493	43	0		536	95	47	0		142	29	368	0		397	1075
Lights %	81.2%	100%	0%		82.5%	96%	94%	0%		94.7%	96.7%	79.7%	0%		80.7%	83.2%
Single-Unit Trucks	51	0	0		51	1	3	0		5	0	48	0		48	104
Single-Unit Trucks %	8.4%	0%	0%		7.8%	1%	6%	0%		3.3%	0%	10.4%	0%		9.8%	8%
Buses	1	0	0		1	2	0	0		2	0	1	0		1	4
Buses %	0.2%	0%	0%		0.2%	2%	0%	0%		1.3%	0%	0.2%	0%		0.2%	0.3%
Articulated Trucks	62	0	0		62	1	0	0		1	1	45	0		46	109
Articulated Trucks %	10.2%	0%	0%		9.5%	1%	0%	0%		0.7%	3.3%	9.7%	0%		9.3%	8.4%
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	0%		-	-	-	100%		-	-	-	0%		**-**
Bicycles on Road	0	0	0		-	0	0	0		-	0	0	0		-	**-**
Bicycles on Road%	0%	0%	0%			0%	0%	0%			0%	0%	0%			**-**

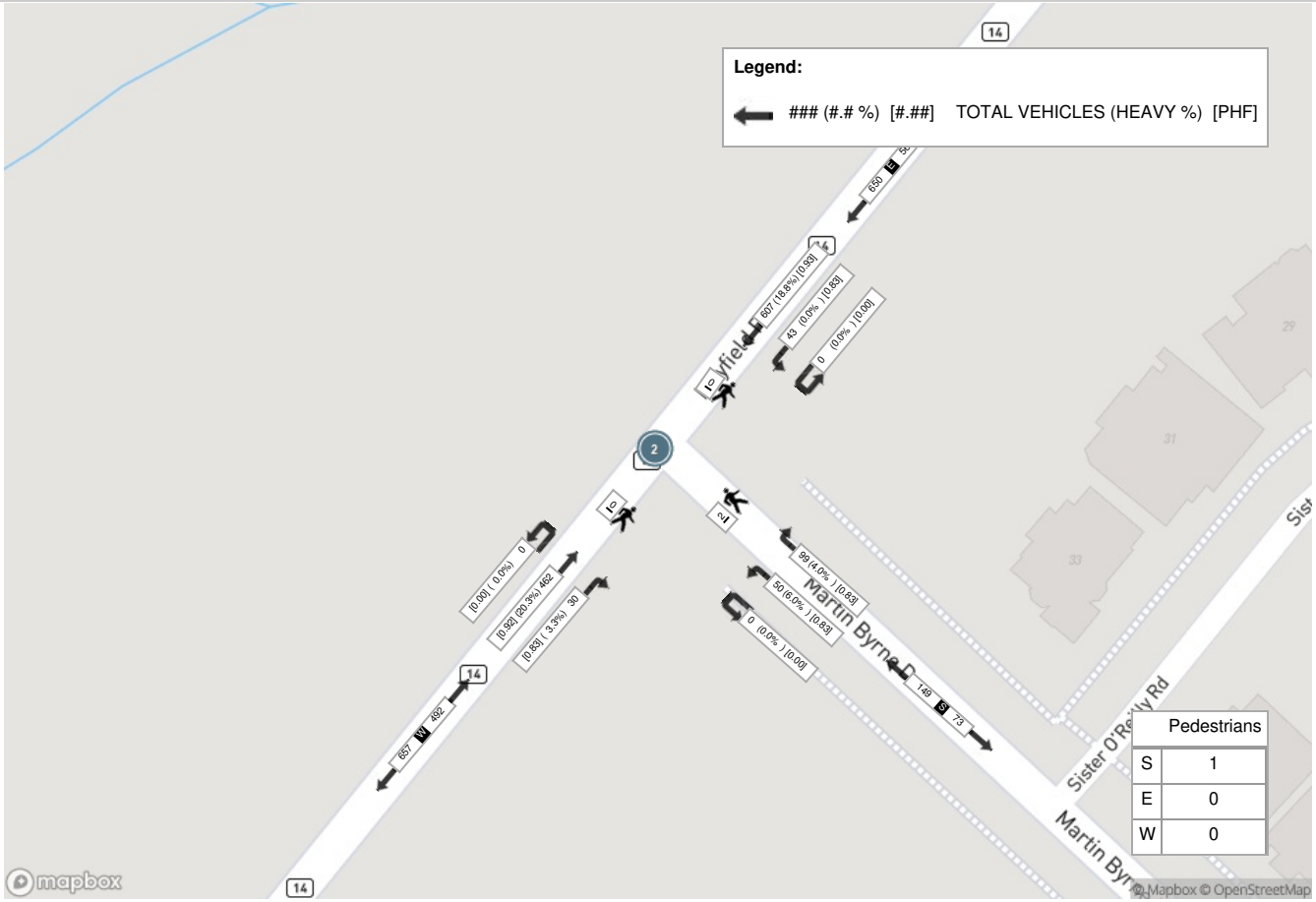
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Broken Clouds (17 °C)



BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (26 °C)



Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & THE GORE RD
Date: Wed, Mar 26, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Turning Movement Count (2 . MAYFIELD RD & THE GORE RD) CustID: 00809689

Start Time	N Approach GORE RD						E Approach MAYFIELD RD						S Approach GORE RD						W Approach MAYFIELD RD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-03-26 07:30:00	4	108	4	0	0	116	3	58	13	0	0	74	14	27	1	0	0	42	11	125	9	0	0	145	377	
2025-03-26 07:45:00	8	119	1	0	0	128	3	56	17	0	0	76	28	37	8	0	0	73	7	145	4	0	0	156	433	
2025-03-26 08:00:00	8	106	2	0	0	116	5	73	11	0	0	89	15	34	7	0	0	56	14	107	4	0	0	125	386	
2025-03-26 08:15:00	8	96	10	0	0	114	1	65	13	0	0	79	24	39	13	0	0	76	16	115	7	0	0	138	407	1603
2025-03-26 08:30:00	2	87	3	0	0	92	4	72	11	0	0	87	15	34	8	0	0	57	18	144	4	0	0	166	402	1628
2025-03-26 08:45:00	3	59	3	0	0	65	1	75	12	0	0	88	24	34	7	0	0	65	15	116	5	0	0	136	354	1549
2025-03-26 09:00:00	5	66	2	0	0	73	2	46	7	0	0	55	25	36	14	0	0	75	11	81	2	0	0	94	297	1460
2025-03-26 09:15:00	6	73	5	0	0	84	1	64	6	0	0	71	16	29	7	0	0	52	8	108	5	0	0	121	328	1381
BREAK																										
2025-03-26 16:00:00	4	55	4	0	0	63	9	126	15	0	0	150	4	68	10	0	0	82	8	85	9	0	0	102	397	
2025-03-26 16:15:00	12	53	0	0	0	65	10	139	11	0	0	160	8	88	9	0	0	105	9	85	7	0	0	101	431	
2025-03-26 16:30:00	3	34	0	0	0	37	9	130	11	0	0	150	14	58	12	0	0	84	16	102	11	0	0	129	400	
2025-03-26 16:45:00	8	50	1	0	0	59	10	111	16	0	0	137	11	69	14	0	0	94	11	99	9	0	0	119	409	1637
2025-03-26 17:00:00	5	31	1	0	0	37	15	125	16	0	0	156	8	76	2	0	0	86	14	94	4	0	0	112	391	1631
2025-03-26 17:15:00	11	58	1	0	0	70	18	127	10	0	0	155	13	92	8	0	0	113	13	100	8	0	0	121	459	1659
2025-03-26 17:30:00	4	45	1	0	0	50	12	142	15	0	0	169	7	70	16	0	0	93	10	93	8	0	0	111	423	1682
2025-03-26 17:45:00	8	46	0	0	0	54	10	128	16	0	0	154	9	75	15	0	0	99	7	83	7	0	0	97	404	1677
Grand Total	99	1086	38	0	0	1223	113	1537	200	0	0	1850	235	866	151	0	0	1252	188	1682	103	0	0	1973	**6298**	-
Approach%	8.1%	88.8%	3.1%	0%		-	6.1%	83.1%	10.8%	0%		-	18.8%	69.2%	12.1%	0%		-	9.5%	85.3%	5.2%	0%		-	-	-
Totals %	1.6%	17.2%	0.6%	0%		19.4%	1.8%	24.4%	3.2%	0%		29.4%	3.7%	13.8%	2.4%	0%		19.9%	3%	26.7%	1.6%	0%		31.3%	-	-
Heavy	8	24	4	0		-	11	331	10	0		-	10	15	12	0		-	12	332	8	0		-	-	-
Heavy %	8.1%	2.2%	10.5%	0%		-	9.7%	21.5%	5%	0%		-	4.3%	1.7%	7.9%	0%		-	6.4%	19.7%	7.8%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-

Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & THE GORE RD
Date: Wed, Mar 26, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 07:45 AM - 08:45 AM **Weather: Broken Clouds (-2 °C)**

Start Time	N Approach GORE RD						E Approach MAYFIELD RD						S Approach GORE RD						W Approach MAYFIELD RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-03-26 07:45:00	8	119	1	0	0	128	3	56	17	0	0	76	28	37	8	0	0	73	7	145	4	0	0	156	433
2025-03-26 08:00:00	8	106	2	0	0	116	5	73	11	0	0	89	15	34	7	0	0	56	14	107	4	0	0	125	386
2025-03-26 08:15:00	8	96	10	0	0	114	1	65	13	0	0	79	24	39	13	0	0	76	16	115	7	0	0	138	407
2025-03-26 08:30:00	2	87	3	0	0	92	4	72	11	0	0	87	15	34	8	0	0	57	18	144	4	0	0	166	402
Grand Total	26	408	16	0	0	450	13	266	52	0	0	331	82	144	36	0	0	262	55	511	19	0	0	585	**1628**
Approach%	5.8%	90.7%	3.6%	0%		-	3.9%	80.4%	15.7%	0%		-	31.3%	55%	13.7%	0%		-	9.4%	87.4%	3.2%	0%		-	**-**
Totals %	1.6%	25.1%	1%	0%		27.6%	0.8%	16.3%	3.2%	0%		20.3%	5%	8.8%	2.2%	0%		16.1%	3.4%	31.4%	1.2%	0%		35.9%	**-**
PHF	0.81	0.86	0.4	0		0.88	0.65	0.91	0.76	0		0.93	0.73	0.92	0.69	0		0.86	0.76	0.88	0.68	0		0.88	0.94
Heavy	2	4	0	0		6	3	77	3	0		83	2	3	4	0		9	7	95	4	0		106	204
Heavy %	7.7%	1%	0%	0%		1.3%	23.1%	28.9%	5.8%	0%		25.1%	2.4%	2.1%	11.1%	0%		3.4%	12.7%	18.6%	21.1%	0%		18.1%	12.5%
Lights	24	404	16	0		444	10	189	49	0		248	80	141	32	0		253	48	416	15	0		479	1424
Lights %	92.3%	99%	100%	0%		98.7%	76.9%	71.1%	94.2%	0%		74.9%	97.6%	97.9%	88.9%	0%		96.6%	87.3%	81.4%	78.9%	0%		81.9%	87.5%
Single-Unit Trucks	2	3	0	0		5	1	26	2	0		29	1	2	0	0		3	1	32	2	0		35	72
Single-Unit Trucks %	7.7%	0.7%	0%	0%		1.1%	7.7%	9.8%	3.8%	0%		8.8%	1.2%	1.4%	0%	0%		1.1%	1.8%	6.3%	10.5%	0%		6%	4.4%
Buses	0	1	0	0		1	2	4	1	0		7	1	1	4	0		6	6	5	2	0		13	27
Buses %	0%	0.2%	0%	0%		0.2%	15.4%	1.5%	1.9%	0%		2.1%	1.2%	0.7%	11.1%	0%		2.3%	10.9%	1%	10.5%	0%		2.2%	1.7%
Articulated Trucks	0	0	0	0		0	0	47	0	0		47	0	0	0	0		0	0	58	0	0		58	105
Articulated Trucks %	0%	0%	0%	0%		0%	0%	17.7%	0%	0%		14.2%	0%	0%	0%	0%		0%	0%	11.4%	0%	0%		9.9%	6.4%

Spectrum

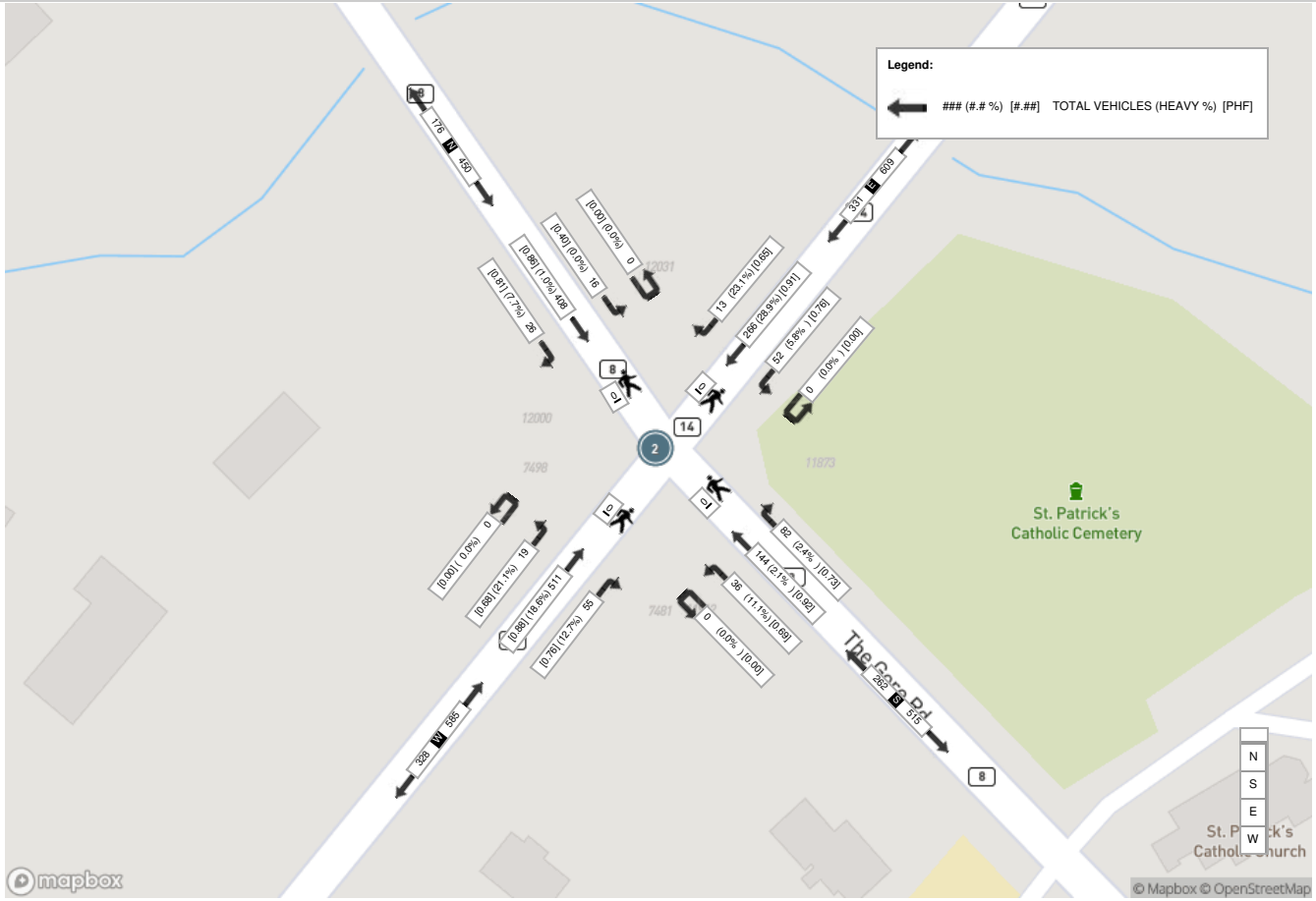
Turning Movement Count
Location Name: MAYFIELD RD & THE GORE RD
Date: Wed, Mar 26, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

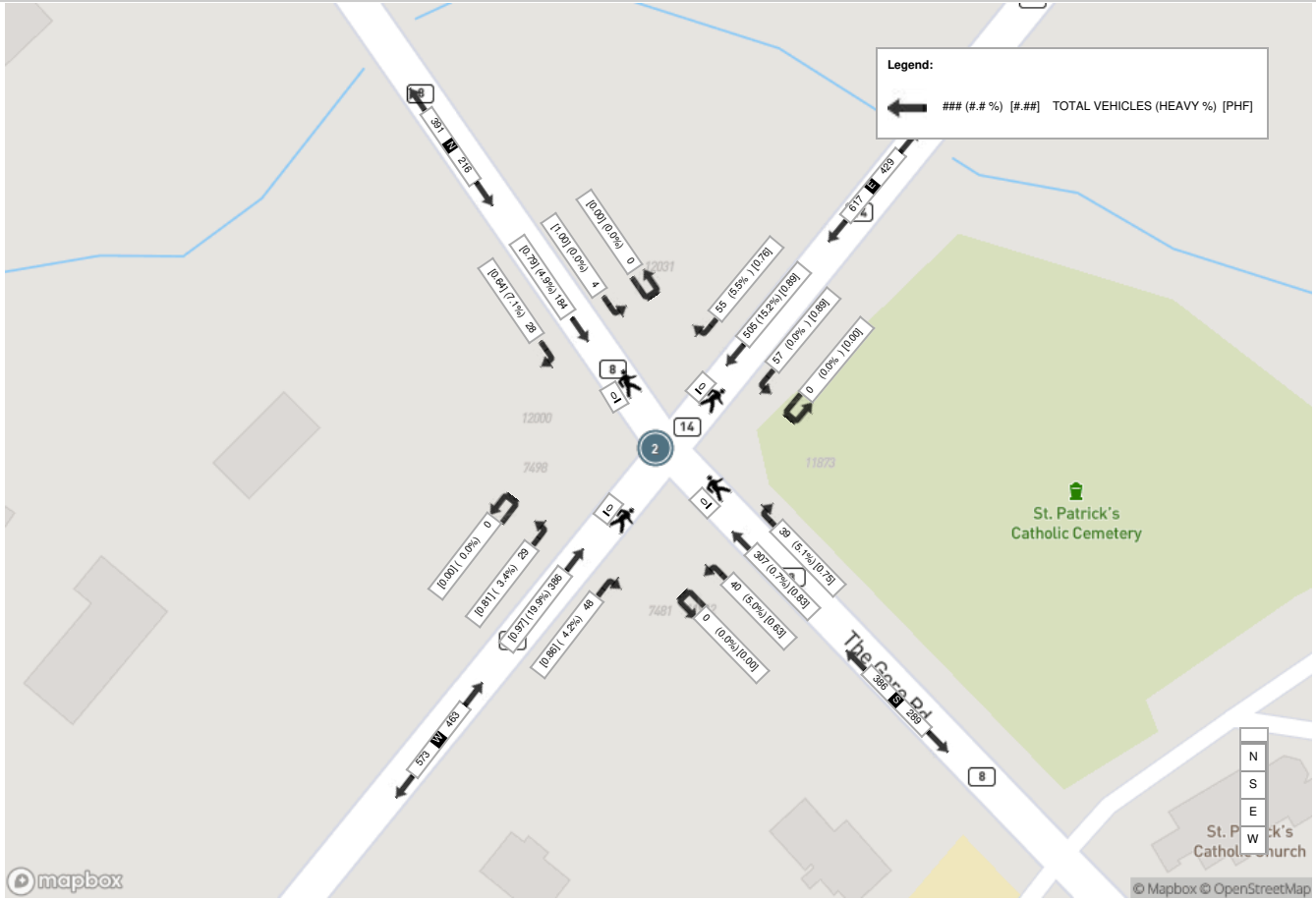
Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (2 °C)

Start Time	N Approach GORE RD						E Approach MAYFIELD RD						S Approach GORE RD						W Approach MAYFIELD RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-03-26 16:45:00	8	50	1	0	0	59	10	111	16	0	0	137	11	69	14	0	0	94	11	99	9	0	0	119	409
2025-03-26 17:00:00	5	31	1	0	0	37	15	125	16	0	0	156	8	76	2	0	0	86	14	94	4	0	0	112	391
2025-03-26 17:15:00	11	58	1	0	0	70	18	127	10	0	0	155	13	92	8	0	0	113	13	100	8	0	0	121	459
2025-03-26 17:30:00	4	45	1	0	0	50	12	142	15	0	0	169	7	70	16	0	0	93	10	93	8	0	0	111	423
Grand Total	28	184	4	0	0	216	55	505	57	0	0	617	39	307	40	0	0	386	48	386	29	0	0	463	**1682**
Approach%	13%	85.2%	1.9%	0%		-	8.9%	81.8%	9.2%	0%		-	10.1%	79.5%	10.4%	0%		-	10.4%	83.4%	6.3%	0%		-	**-**
Totals %	1.7%	10.9%	0.2%	0%		12.8%	3.3%	30%	3.4%	0%		36.7%	2.3%	18.3%	2.4%	0%		22.9%	2.9%	22.9%	1.7%	0%		27.5%	**-**
PHF	0.64	0.79	1	0		0.77	0.76	0.89	0.89	0		0.91	0.75	0.83	0.63	0		0.85	0.86	0.97	0.81	0		0.96	0.92
Heavy	2	9	0	0		11	3	77	0	0		80	2	2	2	0		6	2	77	1	0		80	177
Heavy %	7.1%	4.9%	0%	0%		5.1%	5.5%	15.2%	0%	0%		13%	5.1%	0.7%	5%	0%		1.6%	4.2%	19.9%	3.4%	0%		17.3%	10.5%
Lights	26	175	4	0		205	52	428	57	0		537	37	305	38	0		380	46	309	28	0		383	1505
Lights %	92.9%	95.1%	100%	0%		94.9%	94.5%	84.8%	100%	0%		87%	94.9%	99.3%	95%	0%		98.4%	95.8%	80.1%	96.6%	0%		82.7%	89.5%
Single-Unit Trucks	1	8	0	0		9	3	36	0	0		39	0	2	2	0		4	1	34	1	0		36	88
Single-Unit Trucks %	3.6%	4.3%	0%	0%		4.2%	5.5%	7.1%	0%	0%		6.3%	0%	0.7%	5%	0%		1%	2.1%	8.8%	3.4%	0%		7.8%	5.2%
Buses	0	1	0	0		1	0	1	0	0		1	1	0	0	0		1	1	0	0	0		1	4
Buses %	0%	0.5%	0%	0%		0.5%	0%	0.2%	0%	0%		0.2%	2.6%	0%	0%	0%		0.3%	2.1%	0%	0%	0%		0.2%	0.2%
Articulated Trucks	1	0	0	0		1	0	40	0	0		40	1	0	0	0		1	0	43	0	0		43	85
Articulated Trucks %	3.6%	0%	0%	0%		0.5%	0%	7.9%	0%	0%		6.5%	2.6%	0%	0%	0%		0.3%	0%	11.1%	0%	0%		9.3%	5.1%

Peak Hour: 07:45 AM - 08:45 AM **Weather: Broken Clouds (-2 °C)**



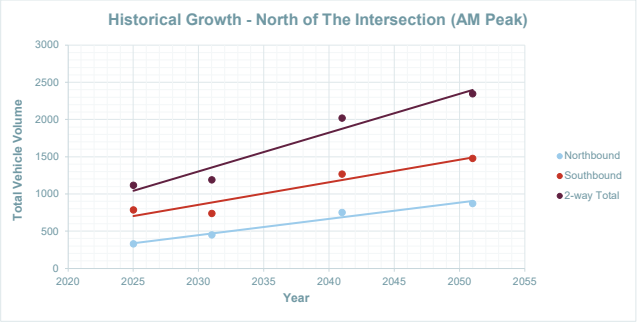
Peak Hour: 04:45 PM - 05:45 PM **Weather: Overcast Clouds (2 °C)**



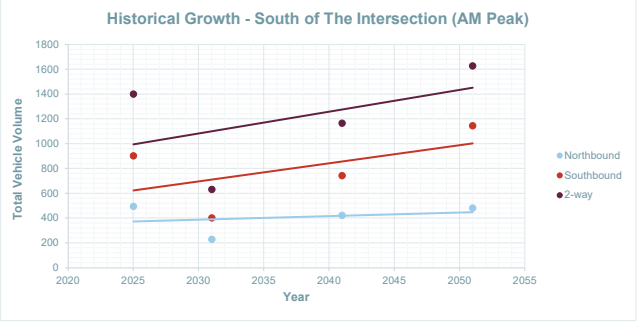
Appendix C:
Corridor Growth

Project: Wildfield
Project ID: 8155-03
Intersection: Mayfield Rd & The Gore Rd
Peak Hour: AM Peak Period

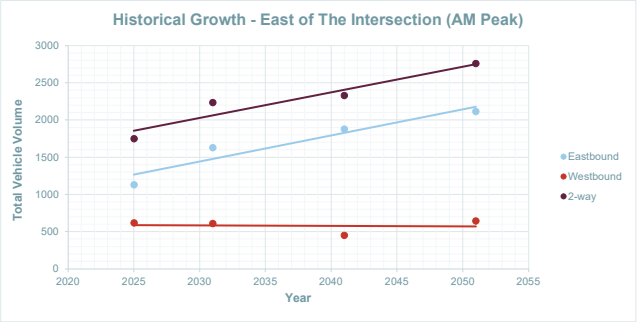
Count Information Date	Year	North of Mayfield Rd & The Gore Rd		
		Northbound	Southbound	2-way
2051-01-01	2051	871	1479	2350
2041-01-01	2041	752	1269	2021
2031-01-01	2031	453	740	1193
2025-03-26	2025	330	788	1118
Base	2025	330	788	1118
Slope		21.74	30.32	52.07
Growth		**6.59%**	**3.85%**	**4.66%**



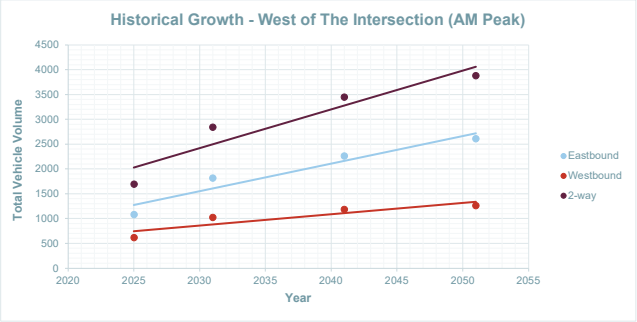
Count Information Date	Year	South of Mayfield Rd & The Gore Rd		
		Northbound	Southbound	2-way
2051-01-01	2051	482	1146	1628
2041-01-01	2041	424	743	1167
2031-01-01	2031	230	403	633
2025-03-26	2025	496	904	1400
Base	2025	496	904	1400
Slope		2.84	14.67	17.51
Growth		**0.57%**	**1.62%**	**1.25%**



Count Information Date	Year	East of Mayfield Rd & The Gore Rd		
		Eastbound	Westbound	2-way
2051-01-01	2051	2115	646	2761
2041-01-01	2041	1879	453	2332
2031-01-01	2031	1628	609	2237
2025-03-26	2025	1132	619	1751
Base	2025	1132	619	1751
Slope		35.14	-0.58	34.56
Growth		**3.10%**	**-0.09%**	**1.97%**



Count Information Date	Year	West of Mayfield Rd & The Gore Rd		
		Eastbound	Westbound	2-way
2051-01-01	2051	2614	1266	3880
2041-01-01	2041	2265	1186	3451
2031-01-01	2031	1820	1023	2843
2025-03-26	2025	1081	618	1699
Base	2025	1081	618	1699
Slope		55.52	22.74	78.26
Growth		**5.14%**	**3.68%**	**4.61%**



Appendix D:
Transportation Tomorrow Survey Data

Trinity Field

6552-13

Residential Vehicular Site Traffic Distribution (AM Peak Hour)
Outbound
BA Group - EFS
2025-10-29

Thu Oct 16 2025 16:34:05 GMT-0400 (Eastern Daylight Time) - Run Time: 3192ms

Cross Tabulation Query Form - Trip - 2022

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 600-859
and
Trip Purpose of Origin - purp_orig In H,
and
Primary travel mode of trip - mode_prime In D, M, P, T, U,
and
2006 GTA zone of origin - gta06_orig In 3015,3442,3443,3469

Trip 2022
Table:

	3015	3442	3443	3469	Total
PD 1 of Toronto	0	52	66	0	118
PD 3 of Toronto	0	34	0	0	34
PD 4 of Toronto	0	8	0	31	39
PD 7 of Toronto	0	9	0	0	9
PD 9 of Toronto	5	43	32	37	117
PD 10 of Toronto	0	83	66	16	165
PD 12 of Toronto	0	0	0	28	28
PD 13 of Toronto	0	0	0	7	7
Ajax	0	21	0	0	21
Richmond Hill	0	0	0	81	81
Markham	0	0	71	0	71
Vaughan	0	74	89	64	227
Caledon	17	526	50	161	754
Brampton	32	883	2239	385	3539
3005	0	436	0	0	436
3012	0	0	0	161	161
3017	0	26	0	0	26
3191	0	54	50	0	104
3196	0	9	0	0	9
3197	17	0	0	0	17
3332	0	0	92	0	92
3339	0	56	0	0	56
3340	0	0	30	0	30
3341	0	0	23	0	23
3343	0	0	0	59	59
3352	0	61	0	0	61
3364	0	0	0	28	28
3368	0	0	0	37	37
3372	0	50	0	86	136
3378	0	0	0	41	41
3380	0	47	142	0	189
3383	0	19	0	0	19
3419	0	25	32	0	57
3420	0	34	117	28	179
3421	0	21	92	0	113
3422	0	62	0	0	62
3439	32	0	0	0	32
3442	0	367	0	27	394
3443	0	0	1601	0	1601
3471	0	54	0	0	54
3496	0	0	110	0	110
3505	0	45	0	0	45
3508	0	43	0	7	50
3515	0	0	0	28	28
3517	0	0	0	43	43
Mississauga	0	114	288	0	402
Milton	0	21	0	0	21
Oakville	0	40	0	37	77
External	0	0	0	23	23

Thu Oct 16 2025 16:33:28 GMT-0400 (Eastern Daylight Time) - Run Time: 3203ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 600-859
and
Trip Purpose of Origin - purp_orig In H,
and
Primary travel mode of trip - mode_prime In D, M, P, T, U,
and
2006 GTA zone of origin - gta06_orig In 3015,3442,3443,3469
and
Planning district of destination - pd_dest In 34, 35,

Trip 2022
Table:

	3015	3442	3443	3469	Total
3005	0	436	0	0	436
3012	0	0	0	161	161
3017	0	26	0	0	26
3191	0	54	50	0	104
3196	0	9	0	0	9
3197	17	0	0	0	17
3332	0	0	92	0	92
3339	0	56	0	0	56
3340	0	0	30	0	30
3341	0	0	23	0	23
3343	0	0	0	59	59
3352	0	61	0	0	61
3364	0	0	0	28	28
3368	0	0	0	37	37
3372	0	50	0	86	136
3378	0	0	0	41	41
3380	0	47	142	0	189
3383	0	19	0	0	19
3419	0	25	32	0	57
3420	0	34	117	28	179
3421	0	21	92	0	113
3422	0	62	0	0	62
3439	32	0	0	0	32
3442	0	367	0	27	394
3443	0	0	1601	0	1601
3471	0	54	0	0	54
3496	0	0	110	0	110
3505	0	45	0	0	45
3508	0	43	0	7	50
3515	0	0	0	28	28
3517	0	0	0	43	43

Trinity Field

6552-13

Residential Vehicular Site Traffic Distribution (PM Peak Hour)
Inbound
BA Group - EFS
2025-10-29

Thu Oct 16 2025 16:39:21 GMT-0400 (Eastern Daylight Time) - Run Time: 3000ms

Cross Tabulation Query Form - Trip - 2022

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip Purpose of Destination - purp_dest In H,
and
Primary travel mode of trip - mode_prime In D, M, P, T, U,
and
2006 GTA zone of destination - gta06_dest In 3015,3442,3443,3469

Trip 2022
Table:

	3015	3442	3443	3469	Total
PD 1 of Toronto	0	17	66	0	83
PD 3 of Toronto	0	34	0	0	34
PD 7 of Toronto	0	9	0	0	9
PD 9 of Toronto	5	101	0	37	143
PD 10 of Toronto	0	0	0	16	16
PD 13 of Toronto	0	25	0	7	32
Ajax	0	21	0	0	21
Aurora	0	0	0	69	69
Markham	0	0	116	0	116
Vaughan	5	91	195	357	648
Caledon	37	526	112	54	729
Brampton	32	857	1302	408	2599
3002	0	0	32	0	32
3004	0	0	55	0	55
3005	0	436	0	0	436
3012	0	0	0	54	54
3016	28	0	0	0	28
3017	0	26	0	0	26
3191	0	54	0	0	54
3193	9	0	25	0	34
3196	0	9	0	0	9
3326	0	0	92	0	92
3331	0	35	0	0	35
3332	0	0	92	0	92
3334	0	0	0	75	75
3335	0	0	45	0	45
3337	0	11	0	0	11
3340	0	0	30	0	30
3341	0	0	23	0	23
3343	0	0	0	133	133
3352	0	54	0	0	54
3364	0	0	0	28	28
3368	0	0	0	66	66
3372	0	50	0	0	50
3378	0	64	0	0	64
3380	0	47	142	0	189
3418	0	83	0	0	83
3419	0	31	0	0	31
3420	0	34	117	0	151
3421	0	21	0	0	21
3422	0	62	0	0	62
3424	0	0	0	7	7
3439	32	0	0	0	32
3440	0	54	0	0	54
3442	0	311	0	0	311
3443	0	0	624	0	624
3508	0	0	0	28	28
3515	0	0	0	28	28
3517	0	0	0	43	43
3519	0	0	136	0	136
Mississauga	0	506	269	82	857
Milton	0	21	0	0	21
Oakville	0	0	0	37	37
Guelph	9	0	0	0	9
Orangeville	0	14	0	0	14
External	0	0	0	23	23

Thu Oct 16 2025 16:40:07 GMT-0400 (Eastern Daylight Time) - Run Time: 3044ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip Purpose of Destination - purp_dest In H,
and
Primary travel mode of trip - mode_prime In D, M, P, T, U,
and
2006 GTA zone of destination - gta06_dest In 3015,3442,3443,3469
and
Planning district of origin - pd_orig In 34, 35,

Trip 2022
Table:

	3015	3442	3443	3469	Total
3002	0	0	32	0	32
3004	0	0	55	0	55
3005	0	436	0	0	436
3012	0	0	0	54	54
3016	28	0	0	0	28
3017	0	26	0	0	26
3191	0	54	0	0	54
3193	9	0	25	0	34
3196	0	9	0	0	9
3326	0	0	92	0	92
3331	0	35	0	0	35
3332	0	0	92	0	92
3334	0	0	0	75	75
3335	0	0	45	0	45
3337	0	11	0	0	11
3340	0	0	30	0	30
3341	0	0	23	0	23
3343	0	0	0	133	133
3352	0	54	0	0	54
3364	0	0	0	28	28
3368	0	0	0	66	66
3372	0	50	0	0	50
3378	0	64	0	0	64
3380	0	47	142	0	189
3418	0	83	0	0	83
3419	0	31	0	0	31
3420	0	34	117	0	151
3421	0	21	0	0	21
3422	0	62	0	0	62
3424	0	0	0	7	7
3439	32	0	0	0	32
3440	0	54	0	0	54
3442	0	311	0	0	311
3443	0	0	624	0	624
3508	0	0	0	28	28
3515	0	0	0	28	28
3517	0	0	0	43	43
3519	0	0	136	0	136

Trinity Field

6552-13

Residential Vehicular Site Traffic Distribution (AM Peak Hour)

Outbound

BA Group - EFS

2025-10-29

			Traffic Volume Allocation					
			NORTH	SOUTH	SOUTH	EAST	WEST	TOTAL
Zone	Trips	%	The Gore Rd	The Gore Rd	Martin Byrne Dr	Mayfield Rd	Mayfield Rd	
PD 1 of Toronto	118	2%		50%		50%		100%
PD 3 of Toronto	34	1%		50%		50%		100%
PD 4 of Toronto	39	1%		50%		50%		100%
PD 7 of Toronto	9	0%		50%		50%		100%
PD 9 of Toronto	117	2%		50%		50%		100%
PD 10 of Toronto	165	3%		50%		50%		100%
PD 12 of Toronto	28	0%		50%		50%		100%
PD 13 of Toronto	7	0%		50%		50%		100%
Ajax	21	0%		50%		50%		100%
Richmond Hill	81	1%		50%		50%		100%
Markham	71	1%		50%		50%		100%
Vaughan	227	4%		50%		50%		100%
3005	436	8%					100%	100%
3012	161	3%					100%	100%
3017	26	0%	50%			50%		100%
3191	104	2%	50%			50%		100%
3196	9	0%	80%				20%	100%
3197	17	0%	100%					100%
3332	92	2%		20%	40%		40%	100%
3339	56	1%		20%	40%		40%	100%
3340	30	1%		20%	40%		40%	100%
3341	23	0%		20%	40%		40%	100%
3343	59	1%		20%	40%		40%	100%
3352	61	1%		20%	40%		40%	100%
3364	28	0%		20%	40%		40%	100%
3368	37	1%		20%	40%		40%	100%
3372	136	2%		20%	40%		40%	100%
3378	41	1%		20%	40%		40%	100%
3380	189	3%		20%	40%		40%	100%
3383	19	0%		20%	40%		40%	100%
3419	57	1%		20%	40%		40%	100%
3420	179	3%		20%	40%		40%	100%
3421	113	2%		20%	40%		40%	100%
3422	62	1%		20%	40%		40%	100%
3439	32	1%					100%	100%
3442	394	7%					100%	100%
3443	1601	28%		30%	40%		30%	100%
3471	54	1%		100%				100%
3496	110	2%		20%	40%		40%	100%
3505	45	1%		20%	40%		40%	100%
3508	50	1%		30%	40%		30%	100%
3515	28	0%		30%	40%		30%	100%
3517	43	1%		30%	40%		30%	100%
Mississauga	402	7%		10%		10%	80%	100%
Milton	21	0%					100%	100%
Oakville	77	1%					100%	100%
External	23	0%					100%	100%
TOTAL TRIPS	5732	100%						

	Route Split Totals					
	NORTH	SOUTH	SOUTH	EAST	WEST	TOTAL
	The Gore Rd	The Gore Rd	Martin Byrne Dr	Mayfield Rd	Mayfield Rd	
PD 1 of Toronto	0.00%	1.03%	0.00%	1.03%	0.00%	2.1%
PD 3 of Toronto	0.00%	0.30%	0.00%	0.30%	0.00%	0.6%
PD 4 of Toronto	0.00%	0.34%	0.00%	0.34%	0.00%	0.7%
PD 7 of Toronto	0.00%	0.08%	0.00%	0.08%	0.00%	0.2%
PD 9 of Toronto	0.00%	1.02%	0.00%	1.02%	0.00%	2.0%
PD 10 of Toronto	0.00%	1.44%	0.00%	1.44%	0.00%	2.9%
PD 12 of Toronto	0.00%	0.24%	0.00%	0.24%	0.00%	0.5%
PD 13 of Toronto	0.00%	0.06%	0.00%	0.06%	0.00%	0.1%
Ajax	0.00%	0.18%	0.00%	0.18%	0.00%	0.4%
Richmond Hill	0.00%	0.71%	0.00%	0.71%	0.00%	1.4%
Markham	0.00%	0.62%	0.00%	0.62%	0.00%	1.2%
Vaughan	0.00%	1.98%	0.00%	1.98%	0.00%	4.0%
3005	0.00%	0.00%	0.00%	0.00%	7.61%	7.6%
3012	0.00%	0.00%	0.00%	0.00%	2.81%	2.8%
3017	0.23%	0.00%	0.00%	0.23%	0.00%	0.5%
3191	0.91%	0.00%	0.00%	0.91%	0.00%	1.8%
3196	0.13%	0.00%	0.00%	0.00%	0.03%	0.2%
3197	0.30%	0.00%	0.00%	0.00%	0.00%	0.3%
3332	0.00%	0.32%	0.64%	0.00%	0.64%	1.6%
3339	0.00%	0.20%	0.39%	0.00%	0.39%	1.0%
3340	0.00%	0.10%	0.21%	0.00%	0.21%	0.5%
3341	0.00%	0.08%	0.16%	0.00%	0.16%	0.4%
3343	0.00%	0.21%	0.41%	0.00%	0.41%	1.0%
3352	0.00%	0.21%	0.43%	0.00%	0.43%	1.1%
3364	0.00%	0.10%	0.20%	0.00%	0.20%	0.5%
3368	0.00%	0.13%	0.26%	0.00%	0.26%	0.6%
3372	0.00%	0.47%	0.95%	0.00%	0.95%	2.4%
3378	0.00%	0.14%	0.29%	0.00%	0.29%	0.7%
3380	0.00%	0.66%	1.32%	0.00%	1.32%	3.3%
3383	0.00%	0.07%	0.13%	0.00%	0.13%	0.3%
3419	0.00%	0.20%	0.40%	0.00%	0.40%	1.0%
3420	0.00%	0.62%	1.25%	0.00%	1.25%	3.1%
3421	0.00%	0.39%	0.79%	0.00%	0.79%	2.0%
3422	0.00%	0.22%	0.43%	0.00%	0.43%	1.1%
3439	0.00%	0.00%	0.00%	0.00%	0.56%	0.6%
3442	0.00%	0.00%	0.00%	0.00%	6.87%	6.9%
3443	0.00%	8.38%	11.17%	0.00%	8.38%	27.9%
3471	0.00%	0.94%	0.00%	0.00%	0.00%	0.9%
3496	0.00%	0.38%	0.77%	0.00%	0.77%	1.9%
3505	0.00%	0.16%	0.31%	0.00%	0.31%	0.8%
3508	0.00%	0.26%	0.35%	0.00%	0.26%	0.9%
3515	0.00%	0.15%	0.20%	0.00%	0.15%	0.5%
3517	0.00%	0.23%	0.30%	0.00%	0.23%	0.8%
Mississauga	0.00%	0.70%	0.00%	0.70%	5.61%	7.0%
Milton	0.00%	0.00%	0.00%	0.00%	0.37%	0.4%
Oakville	0.00%	0.00%	0.00%	0.00%	1.34%	1.3%
External	0.00%	0.00%	0.00%	0.00%	0.40%	0.4%
1.6%	**23.3%**	**21.3%**	**9.8%**	**43.9%**	100.0%	

Assumed Split	**2%**	**23%**	**21%**	**10%**	**44%**	**100%**

Trinity Field

6552-13

Residential Vehicular Site Traffic Distribution (PM Peak Hour)

Inbound

BA Group - EFS

2025-10-29

			Traffic Volume Allocation					
			NORTH	SOUTH	SOUTH	EAST	WEST	TOTAL
Zone	Trips	%	The Gore Rd	The Gore Rd	Martin Byrne Dr	Mayfield Rd	Mayfield Rd	
PD 1 of Toronto	83	2%		50%		50%		100%
PD 3 of Toronto	34	1%		50%		50%		100%
PD 7 of Toronto	9	0%		50%		50%		100%
PD 9 of Toronto	143	3%		50%		50%		100%
PD 10 of Toronto	16	0%		50%		50%		100%
PD 13 of Toronto	32	1%		50%		50%		100%
Ajax	21	0%		50%		50%		100%
Aurora	69	1%		50%		50%		100%
Markham	116	2%		50%		50%		100%
Vaughan	648	12%		50%		50%		100%
3002	32	1%	80%			20%		100%
3004	55	1%					100%	100%
3005	436	8%					100%	100%
3012	54	1%					100%	100%
3016	28	1%	50%			50%		100%
3017	26	0%	50%			50%		100%
3191	54	1%	50%			50%		100%
3193	34	1%	80%			20%		100%
3196	9	0%	80%				20%	100%
3326	92	2%			40%		60%	100%
3331	35	1%			40%		60%	100%
3332	92	2%			40%		60%	100%
3334	75	1%			40%		60%	100%
3335	45	1%			40%		60%	100%
3337	11	0%		50%		50%		100%
3340	30	1%			40%		60%	100%
3341	23	0%			40%		60%	100%
3343	133	2%			40%		60%	100%
3352	54	1%			40%		60%	100%
3364	28	1%			40%		60%	100%
3368	66	1%			40%		60%	100%
3372	50	1%			40%		60%	100%
3378	64	1%			40%		60%	100%
3380	189	3%			40%		60%	100%
3418	83	2%			40%		60%	100%
3419	31	1%			40%		60%	100%
3420	151	3%			40%		60%	100%
3421	21	0%			40%		60%	100%
3422	62	1%			40%		60%	100%
3424	7	0%			40%		60%	100%
3439	32	1%					100%	100%
3440	54	1%					100%	100%
3442	311	6%					100%	100%
3443	624	11%		30%	40%		30%	100%
3508	28	1%			40%		60%	100%
3515	28	1%			40%		60%	100%
3517	43	1%		50%			50%	100%
3519	136	2%		50%			50%	100%
Mississauga	857	16%		10%		10%	80%	100%
Milton	21	0%					100%	100%
Oakville	37	1%					100%	100%
Guelph	9	0%					100%	100%
Orangeville	14	0%					100%	100%
External	23	0%					100%	100%
TOTAL TRIPS	5458	100%						

	Route Split Totals					
	NORTH	SOUTH	SOUTH	EAST	WEST	TOTAL
	The Gore Rd	The Gore Rd	Martin Byrne Dr	Mayfield Rd	Mayfield Rd	
PD 1 of Toronto	0.00%	0.76%	0.00%	0.76%	0.00%	1.5%
PD 3 of Toronto	0.00%	0.31%	0.00%	0.31%	0.00%	0.6%
PD 7 of Toronto	0.00%	0.08%	0.00%	0.08%	0.00%	0.2%
PD 9 of Toronto	0.00%	1.31%	0.00%	1.31%	0.00%	2.6%
PD 10 of Toronto	0.00%	0.15%	0.00%	0.15%	0.00%	0.3%
PD 13 of Toronto	0.00%	0.29%	0.00%	0.29%	0.00%	0.6%
Ajax	0.00%	0.19%	0.00%	0.19%	0.00%	0.4%
Aurora	0.00%	0.63%	0.00%	0.63%	0.00%	1.3%
Markham	0.00%	1.06%	0.00%	1.06%	0.00%	2.1%
Vaughan	0.00%	5.94%	0.00%	5.94%	0.00%	11.9%
3002	0.47%	0.00%	0.00%	0.12%	0.00%	0.6%
3004	0.00%	0.00%	0.00%	0.00%	1.01%	1.0%
3005	0.00%	0.00%	0.00%	0.00%	7.99%	8.0%
3012	0.00%	0.00%	0.00%	0.00%	0.99%	1.0%
3016	0.26%	0.00%	0.00%	0.26%	0.00%	0.5%
3017	0.24%	0.00%	0.00%	0.24%	0.00%	0.5%
3191	0.49%	0.00%	0.00%	0.49%	0.00%	1.0%
3193	0.50%	0.00%	0.00%	0.12%	0.00%	0.6%
3196	0.13%	0.00%	0.00%	0.00%	0.03%	0.2%
3326	0.00%	0.00%	0.67%	0.00%	1.01%	1.7%
3331	0.00%	0.00%	0.26%	0.00%	0.38%	0.6%
3332	0.00%	0.00%	0.67%	0.00%	1.01%	1.7%
3334	0.00%	0.00%	0.55%	0.00%	0.82%	1.4%
3335	0.00%	0.00%	0.33%	0.00%	0.49%	0.8%
3337	0.00%	0.10%	0.00%	0.10%	0.00%	0.2%
3340	0.00%	0.00%	0.22%	0.00%	0.33%	0.5%
3341	0.00%	0.00%	0.17%	0.00%	0.25%	0.4%
3343	0.00%	0.00%	0.97%	0.00%	1.46%	2.4%
3352	0.00%	0.00%	0.40%	0.00%	0.59%	1.0%
3364	0.00%	0.00%	0.21%	0.00%	0.31%	0.5%
3368	0.00%	0.00%	0.48%	0.00%	0.73%	1.2%
3372	0.00%	0.00%	0.37%	0.00%	0.55%	0.9%
3378	0.00%	0.00%	0.47%	0.00%	0.70%	1.2%
3380	0.00%	0.00%	1.39%	0.00%	2.08%	3.5%
3418	0.00%	0.00%	0.61%	0.00%	0.91%	1.5%
3419	0.00%	0.00%	0.23%	0.00%	0.34%	0.6%
3420	0.00%	0.00%	1.11%	0.00%	1.66%	2.8%
3421	0.00%	0.00%	0.15%	0.00%	0.23%	0.4%
3422	0.00%	0.00%	0.45%	0.00%	0.68%	1.1%
3424	0.00%	0.00%	0.05%	0.00%	0.08%	0.1%
3439	0.00%	0.00%	0.00%	0.00%	0.59%	0.6%
3440	0.00%	0.00%	0.00%	0.00%	0.99%	1.0%
3442	0.00%	0.00%	0.00%	0.00%	5.70%	5.7%
3443	0.00%	3.43%	4.57%	0.00%	3.43%	11.4%
3508	0.00%	0.00%	0.21%	0.00%	0.31%	0.5%
3515	0.00%	0.00%	0.21%	0.00%	0.31%	0.5%
3517	0.00%	0.39%	0.00%	0.00%	0.39%	0.8%
3519	0.00%	1.25%	0.00%	0.00%	1.25%	2.5%
Mississauga	0.00%	1.57%	0.00%	1.57%	12.56%	15.7%
Milton	0.00%	0.00%	0.00%	0.00%	0.38%	0.4%
Oakville	0.00%	0.00%	0.00%	0.00%	0.68%	0.7%
Guelph	0.00%	0.00%	0.00%	0.00%	0.16%	0.2%
Orangeville	0.00%	0.00%	0.00%	0.00%	0.26%	0.3%
External	0.00%	0.00%	0.00%	0.00%	0.42%	0.4%
2.1%	**17.5%**	**14.7%**	**13.6%**	**52.1%**	100.0%
Assumed Split	**2%**	**17%**	**15%**	**14%**	**52%**	100%

Appendix E:
Signal Timing Plans

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 18, 2025**		**Prepared Date**	**June 18, 2025**
Database Rev	**MaxView**		**Completed By**	**NM**
Timing Card / Field rev	**-**		**Checked By**	**NST**

Location — **Mayfield Road and The Gore Road**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Mayfield Road - E/W	12	12	15	4	2	72	60	80
2	The Gore Road - N/S	12	12	11	4	2	48	40	40
3	Not in use	-	-	-	-	-	-	-	-
4	Not in use	-	-	-	-	-	-	-	-
5	Not in use	-	-	-	-	-	-	-	-
6	Not in use	-	-	-	-	-	-	-	-
7	Not in use	-	-	-	-	-	-	-	-
8	Not in use	-	-	-	-	-	-	-	-

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
6:30-9:00	AM	120	90
9:00-15:00 19:30-00:00	OFF	100	96
15:00-19:30	PM	120	94

Appendix F:
Synchro Analysis Worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	570	30	15	330	20	30
Future Volume (Veh/h)	570	30	15	330	20	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	570	30	15	330	20	30
Pedestrians					5	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			605		935	575
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		935	575
tC, single (s)			4.2		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.4
p0 queue free %			98		93	94
cM capacity (veh/h)			945		291	495

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	570	30	15	330	20	30
Volume Left	0	0	15	0	20	0
Volume Right	0	30	0	0	0	30
cSH	1700	1700	945	1700	291	495
Volume to Capacity	0.34	0.02	0.02	0.19	0.07	0.06
Queue Length 95th (m)	0.0	0.0	0.4	0.0	1.8	1.5
Control Delay (s)	0.0	0.0	8.9	0.0	18.3	12.7
Lane LOS			A		C	B
Approach Delay (s)	0.0		0.4		15.0	
Approach LOS					B	

Intersection Summary				
Average Delay		0.9		
Intersection Capacity Utilization		40.0%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	525	50	285	35	145	15	410
Future Volume (vph)	20	525	50	285	35	145	15	410
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0
Total Split (s)	48.0	48.0	48.0	48.0	72.0	72.0	72.0	72.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	42.0	42.0	42.0	42.0	66.0	66.0	66.0	66.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		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	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actual Cycle Length: 120
Offset: 90 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	600	350	260	450
v/c Ratio	0.84	0.60	0.36	0.55
Control Delay	41.7	30.7	20.5	27.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.7	30.7	20.5	27.1
Queue Length 50th (m)	132.0	65.6	35.4	77.1
Queue Length 95th (m)	#203.5	100.3	56.4	109.4
Internal Link Dist (m)	454.1	424.6	596.8	3117.3
Turn Bay Length (m)				
Base Capacity (vph)	715	579	888	1010
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.84	0.60	0.29	0.45

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	525	55	50	285	15	35	145	80	15	410	25
Future Volume (vph)	20	525	55	50	285	15	35	145	80	15	410	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.96			0.99	
Flt Protected		1.00			0.99			0.99			1.00	
Satd. Flow (prot)		1581			1495			1753			1857	
Flt Permitted		0.98			0.84			0.90			0.99	
Satd. Flow (perm)		1554			1261			1592			1834	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	525	55	50	285	15	35	145	80	15	410	25
RTOR Reduction (vph)	0	3	0	0	1	0	0	17	0	0	2	0
Lane Group Flow (vph)	0	597	0	0	349	0	0	243	0	0	448	0
Heavy Vehicles (%)	21%	19%	13%	6%	29%	23%	11%	2%	2%	0%	1%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		55.1			55.1			52.9			52.9	
Effective Green, g (s)		55.1			55.1			52.9			52.9	
Actuated g/C Ratio		0.46			0.46			0.44			0.44	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		713			579			701			808	
v/s Ratio Prot												
v/s Ratio Perm		c0.38			0.28			0.15			c0.24	
v/c Ratio		0.84			0.60			0.35			0.55	
Uniform Delay, d1		28.5			24.3			22.1			24.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.5			1.8			1.4			2.7	
Delay (s)		37.0			26.0			23.5			27.6	
Level of Service		D			C			C			C	
Approach Delay (s)		37.0			26.0			23.5			27.6	
Approach LOS		D			C			C			C	

Intersection Summary

HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	460	30	45	605	50	100
Future Volume (Veh/h)	460	30	45	605	50	100
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	460	30	45	605	50	100
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			490		1155	460
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			490		1155	460
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			96		76	83
cM capacity (veh/h)			1084		205	597

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	460	30	45	605	50	100
Volume Left	0	0	45	0	50	0
Volume Right	0	30	0	0	0	100
cSH	1700	1700	1084	1700	205	597
Volume to Capacity	0.27	0.02	0.04	0.36	0.24	0.17
Queue Length 95th (m)	0.0	0.0	1.0	0.0	7.4	4.8
Control Delay (s)	0.0	0.0	8.5	0.0	28.2	12.2
Lane LOS			A		D	B
Approach Delay (s)	0.0		0.6		17.5	
Approach LOS					C	

Intersection Summary					
Average Delay			2.3		
Intersection Capacity Utilization			41.8%	ICU Level of Service	A
Analysis Period (min)			15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	480	55	580	40	305	5	185
Future Volume (vph)	30	480	55	580	40	305	5	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0
Total Split (s)	40.0	40.0	40.0	40.0	80.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	34.0	34.0	34.0	34.0	74.0	74.0	74.0	74.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		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	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 94 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	560	690	385	220
v/c Ratio	0.60	0.73	0.78	0.44
Control Delay	21.0	23.9	49.1	34.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.0	23.9	49.1	34.5
Queue Length 50th (m)	98.6	107.6	87.2	42.8
Queue Length 95th (m)	167.0	#226.5	105.7	56.4
Internal Link Dist (m)	454.1	424.6	596.8	3117.3
Turn Bay Length (m)				
Base Capacity (vph)	930	944	1070	1088
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.60	0.73	0.36	0.20

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	480	50	55	580	55	40	305	40	5	185	30
Future Volume (vph)	30	480	50	55	580	55	40	305	40	5	185	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.99			0.98	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1591			1657			1830			1772	
Flt Permitted		0.94			0.92			0.94			0.99	
Satd. Flow (perm)		1504			1527			1730			1756	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	480	50	55	580	55	40	305	40	5	185	30
RTOR Reduction (vph)	0	2	0	0	2	0	0	6	0	0	9	0
Lane Group Flow (vph)	0	558	0	0	688	0	0	379	0	0	211	0
Heavy Vehicles (%)	3%	20%	4%	0%	15%	5%	5%	1%	5%	0%	5%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		74.1			74.1			33.9			33.9	
Effective Green, g (s)		74.1			74.1			33.9			33.9	
Actuated g/C Ratio		0.62			0.62			0.28			0.28	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		928			942			488			496	
v/s Ratio Prot												
v/s Ratio Perm		0.37			c0.45			c0.22			0.12	
v/c Ratio		0.60			0.73			0.78			0.43	
Uniform Delay, d1		14.0			16.0			39.6			35.1	
Progression Factor		1.11			1.00			1.00			1.00	
Incremental Delay, d2		1.1			2.9			11.5			2.7	
Delay (s)		16.6			18.9			51.0			37.8	
Level of Service		B			B			D			D	
Approach Delay (s)		16.6			18.9			51.0			37.8	
Approach LOS		B			B			D			D	

Intersection Summary

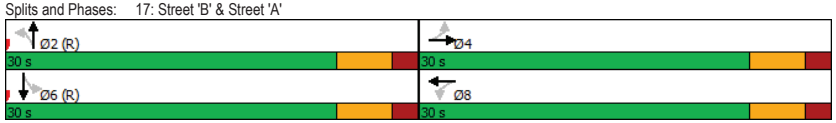
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.74				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	99.9%	ICU Level of Service	F		
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	30.0
Total Split (%)	50%	50%	50%	50%
Maximum Green (s)	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	C-Min	None
Walk Time (s)	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 6 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Street 'B' & Street 'A'



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (m)
Queue Length 95th (m)
Internal Link Dist (m)
Turn Bay Length (m)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	SBT	Ø4
Lane Configurations			
Traffic Volume (vph)	625	1275	
Future Volume (vph)	625	1275	
Turn Type	NA	NA	
Protected Phases	2	6	4
Permitted Phases			
Detector Phase	2	6	
Switch Phase			
Minimum Initial (s)	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0
Total Split (s)	91.0	91.0	29.0
Total Split (%)	75.8%	75.8%	24%
Maximum Green (s)	85.0	85.0	23.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None
Walk Time (s)	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 44 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 18: The Gore Road & Street 'A'



Lane Group	NBT	SBT
Lane Group Flow (vph)	625	1275
v/c Ratio	0.33	0.68
Control Delay	0.5	2.0
Queue Delay	0.0	0.0
Total Delay	0.5	2.0
Queue Length 50th (m)	0.9	0.0
Queue Length 95th (m)	0.0	0.0
Internal Link Dist (m)	618.0	378.8
Turn Bay Length (m)		
Base Capacity (vph)	1879	1879
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.33	0.68

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	625	1275	0
Future Volume (vph)	0	0	0	625	1275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1879	1879	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1879	1879	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	625	1275	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	625	1275	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)				120.0	120.0	
Effective Green, g (s)				120.0	120.0	
Actuated g/C Ratio				1.00	1.00	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				1879	1879	
v/s Ratio Prot				0.33	c0.68	
v/s Ratio Perm						
v/c Ratio				0.33	0.68	
Uniform Delay, d1				0.0	0.0	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.4	2.0	
Delay (s)				0.4	2.0	
Level of Service				A	A	
Approach Delay (s)	0.0			0.4	2.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM 2000 Control Delay	1.5	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	895	30	15	470	0	20	0	30	0	0	0
Future Volume (Veh/h)	0	895	30	15	470	0	20	0	30	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	895	30	15	470	0	20	0	30	0	0	0
Pedestrians								5				
Lane Width (m)								3.5				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	470			930			1102	1415	318	828	1430	157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470			930			1102	1415	318	828	1430	157
tC, single (s)	4.1			4.2			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			98			88	100	95	100	100	100
cM capacity (veh/h)	1102			698			165	135	643	249	132	867

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	0	358	358	209	15	188	188	94	20	30	0	0
Volume Left	0	0	0	0	15	0	0	0	20	0	0	0
Volume Right	0	0	0	30	0	0	0	0	0	30	0	0
cSH	1700	1700	1700	1700	698	1700	1700	1700	165	643	1700	1700
Volume to Capacity	0.00	0.21	0.21	0.12	0.02	0.11	0.11	0.06	0.12	0.05	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	3.2	1.2	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	10.3	0.0	0.0	0.0	29.8	10.9	0.0	0.0
Lane LOS					B				D	B	A	A
Approach Delay (s)	0.0				0.3				18.5		0.0	
Approach LOS									C		A	

Intersection Summary					
Average Delay		0.7			
Intersection Capacity Utilization		28.0%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
Future Volume (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	87.0	87.0	87.0	87.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	72.5%	72.5%	72.5%	72.5%	72.5%	72.5%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	81.0	81.0	81.0	81.0	81.0	81.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 90 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
v/c Ratio	0.14	0.86	0.16	0.86	0.46	0.15	0.51	0.43	0.07	0.17	0.91	0.02
Control Delay	40.1	54.9	10.9	129.2	42.5	10.7	41.9	9.9	4.7	7.8	25.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	54.9	10.9	129.2	42.5	10.7	41.9	9.9	4.7	7.8	25.3	2.2
Queue Length 50th (m)	4.0	73.8	0.0	11.8	33.3	0.0	4.0	57.3	4.0	7.0	225.1	0.0
Queue Length 95th (m)	11.4	90.6	11.1	#37.2	44.5	11.0	#23.4	79.5	9.4	m11.0	#356.8	m0.7
Internal Link Dist (m)		460.3			424.6			596.8			618.0	
Turn Bay Length (m)	75.0		60.0	60.0		50.0	50.0		50.0	50.0		50.0
Base Capacity (vph)	154	1039	360	61	978	384	68	1274	1081	514	1287	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.82	0.15	0.82	0.43	0.14	0.51	0.43	0.07	0.17	0.91	0.02

Intersection Summary

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
Future Volume (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1487	4621	1413	1684	4347	1521	1608	1860	1566	1785	1879	1479
Flt Permitted	0.44	1.00	1.00	0.16	1.00	1.00	0.06	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	687	4621	1413	275	4347	1521	100	1860	1566	750	1879	1479
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	850	55	50	425	55	35	550	80	85	1165	25
RTOR Reduction (vph)	0	0	43	0	0	43	0	0	9	0	0	8
Lane Group Flow (vph)	20	850	12	50	425	12	35	550	71	85	1165	17
Heavy Vehicles (%)	20%	11%	13%	6%	18%	5%	11%	1%	2%	0%	0%	8%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	25.8	25.8	25.8	25.8	25.8	25.8	82.2	82.2	82.2	82.2	82.2	82.2
Effective Green, g (s)	25.8	25.8	25.8	25.8	25.8	25.8	82.2	82.2	82.2	82.2	82.2	82.2
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.69	0.69	0.69	0.69	0.69	0.69
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	147	993	303	59	934	327	68	1274	1072	513	1287	1013
v/s Ratio Prot		c0.18			0.10			0.30			c0.62	
v/s Ratio Perm	0.03		0.01	0.18		0.01	0.35		0.05	0.11		0.01
v/c Ratio	0.14	0.86	0.04	0.85	0.46	0.04	0.51	0.43	0.07	0.17	0.91	0.02
Uniform Delay, d1	38.1	45.3	37.3	45.2	41.0	37.3	9.2	8.5	6.2	6.7	15.7	6.0
Progression 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
Incremental Delay, d2	0.4	7.4	0.1	64.8	0.4	0.0	25.2	1.1	0.1	0.5	8.1	0.0
Delay (s)	38.5	52.7	37.3	110.1	41.3	37.3	34.4	9.5	6.4	7.2	23.8	6.0
Level of Service	D	D	D	F	D	D	C	A	A	A	C	A
Approach Delay (s)		51.4			47.4			10.4			22.4	
Approach LOS		D			D			B			C	

Intersection Summary

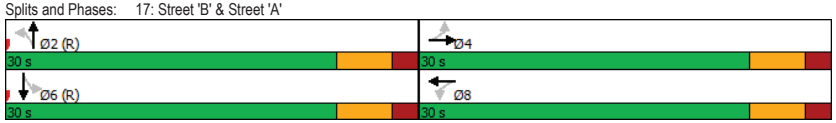
HCM 2000 Control Delay	31.9	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.89				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	112.1%	ICU Level of Service	H		
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	30.0
Total Split (%)	50%	50%	50%	50%
Maximum Green (s)	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Min	None	C-Min	None
Walk Time (s)	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Street 'B' & Street 'A'



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (m)
Queue Length 95th (m)
Internal Link Dist (m)
Turn Bay Length (m)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	SBT	Ø4
Lane Configurations			
Traffic Volume (vph)	1205	740	
Future Volume (vph)	1205	740	
Turn Type	NA	NA	
Protected Phases	2	6	4
Permitted Phases			
Detector Phase	2	6	
Switch Phase			
Minimum Initial (s)	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0
Total Split (s)	91.0	91.0	29.0
Total Split (%)	75.8%	75.8%	24%
Maximum Green (s)	85.0	85.0	23.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None
Walk Time (s)	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 106 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: The Gore Road & Street 'A'



Lane Group	NBT	SBT
Lane Group Flow (vph)	1205	740
v/c Ratio	0.64	0.39
Control Delay	2.3	0.6
Queue Delay	0.0	0.0
Total Delay	2.3	0.6
Queue Length 50th (m)	12.1	0.0
Queue Length 95th (m)	0.0	0.0
Internal Link Dist (m)	618.0	378.8
Turn Bay Length (m)		
Base Capacity (vph)	1879	1879
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.64	0.39

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1205	740	0
Future Volume (vph)	0	0	0	1205	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				1.00	1.00	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				1879	1879	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				1879	1879	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	1205	740	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1205	740	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)				120.0	120.0	
Effective Green, g (s)				120.0	120.0	
Actuated g/C Ratio				1.00	1.00	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				1879	1879	
v/s Ratio Prot				c0.64	0.39	
v/s Ratio Perm						
v/c Ratio				0.64	0.39	
Uniform Delay, d1				0.0	0.0	
Progression Factor				1.00	1.00	
Incremental Delay, d2				1.1	0.6	
Delay (s)				1.1	0.6	
Level of Service				A	A	
Approach Delay (s)	0.0			1.1	0.6	
Approach LOS	A			A	A	

Intersection Summary					
HCM 2000 Control Delay	0.9	HCM 2000 Level of Service	A		
HCM 2000 Volume to Capacity ratio	0.71				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	68.4%	ICU Level of Service	C		
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	730	30	45	925	0	50	0	100	0	0	0
Future Volume (Veh/h)	0	730	30	45	925	0	50	0	100	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	730	30	45	925	0	50	0	100	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	925			760			1143	1760	258	1358	1775	308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	925			760			1143	1760	258	1358	1775	308
tC, single (s)	4.1			4.1			7.6	6.5	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			65	100	86	100	100	100
cM capacity (veh/h)	747			861			144	81	735	91	79	694

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	0	292	292	176	45	370	370	185	50	100	0	0
Volume Left	0	0	0	0	45	0	0	0	50	0	0	0
Volume Right	0	0	0	30	0	0	0	0	0	100	0	0
cSH	1700	1700	1700	1700	861	1700	1700	1700	144	735	1700	1700
Volume to Capacity	0.00	0.17	0.17	0.10	0.05	0.22	0.22	0.11	0.35	0.14	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	11.4	3.8	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	9.4	0.0	0.0	0.0	42.7	10.7	0.0	0.0
Lane LOS					A				E	B	A	A
Approach Delay (s)	0.0				0.4				21.3		0.0	
Approach LOS									C		A	

Intersection Summary					
Average Delay		1.9			
Intersection Capacity Utilization		37.4%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
Future Volume (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0	28.0	80.0	80.0	80.0	80.0	80.0	80.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0

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

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
v/c Ratio	0.50	0.71	0.13	0.60	0.84	0.29	0.10	0.83	0.04	0.35	0.53	0.03
Control Delay	69.6	46.7	10.8	69.3	52.4	11.4	8.0	22.4	3.5	16.9	12.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	46.7	10.8	69.3	52.4	11.4	8.0	22.4	3.5	16.9	12.0	2.8
Queue Length 50th (m)	6.4	61.5	0.0	12.0	76.6	3.4	3.4	187.3	1.0	5.2	80.6	0.3
Queue Length 95th (m)	#20.5	77.8	10.5	#32.3	95.0	19.6	7.7	256.2	4.7	15.2	106.7	3.4
Internal Link Dist (m)		460.3			424.6			596.8			618.0	
Turn Bay Length (m)	75.0		60.0	60.0		50.0	50.0		50.0	50.0		50.0
Base Capacity (vph)	63	1099	400	95	1109	450	396	1267	1035	143	1255	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.68	0.13	0.58	0.81	0.28	0.10	0.83	0.04	0.35	0.53	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
Future Volume (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1733	4663	1536	1785	4706	1566	1700	1879	1521	1785	1860	1493
Flt Permitted	0.15	1.00	1.00	0.22	1.00	1.00	0.33	1.00	1.00	0.11	1.00	1.00
Satd. Flow (perm)	267	4663	1536	406	4706	1566	587	1879	1521	212	1860	1493
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	750	50	55	900	125	40	1050	40	50	660	30
RTOR Reduction (vph)	0	0	39	0	0	83	0	0	9	0	0	9
Lane Group Flow (vph)	30	750	11	55	900	42	40	1050	31	50	660	21
Heavy Vehicles (%)	3%	10%	4%	0%	9%	2%	5%	0%	5%	0%	1%	7%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	27.3	27.3	27.3	27.3	27.3	27.3	80.7	80.7	80.7	80.7	80.7	80.7
Effective Green, g (s)	27.3	27.3	27.3	27.3	27.3	27.3	80.7	80.7	80.7	80.7	80.7	80.7
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.67	0.67	0.67	0.67	0.67	0.67
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	60	1060	349	92	1070	356	394	1263	1022	142	1250	1004
v/s Ratio Prot		0.16			c0.19			c0.56			0.35	
v/s Ratio Perm	0.11		0.01	0.14		0.03	0.07		0.02	0.24		0.01
v/c Ratio	0.50	0.71	0.03	0.60	0.84	0.12	0.10	0.83	0.03	0.35	0.53	0.02
Uniform Delay, d1	40.4	42.7	36.1	41.4	44.3	36.8	6.9	14.6	6.6	8.4	10.0	6.5
Progression 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
Incremental Delay, d2	6.4	2.2	0.0	10.0	6.1	0.2	0.5	6.5	0.1	6.3	1.5	0.0
Delay (s)	46.8	44.9	36.1	51.5	50.4	37.0	7.4	21.1	6.6	14.7	11.5	6.6
Level of Service	D	D	D	D	D	D	A	C	A	B	B	A
Approach Delay (s)		44.4			48.9			20.1			11.5	
Approach LOS		D			D			C			B	

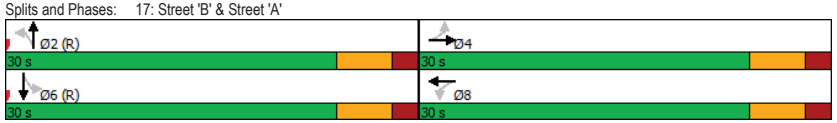
Intersection Summary				
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	97.7%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	WBL	NBL	NBT	Ø6
Lane Configurations					
Traffic Volume (vph)	5	30	5	0	
Future Volume (vph)	5	30	5	0	
Turn Type	NA	Perm	Perm	NA	
Protected Phases	4			2	6
Permitted Phases		8	2		
Detector Phase	4	8	2	2	
Switch Phase					
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0
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	
Total Lost Time (s)	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
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 6 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Street 'B' & Street 'A'



Lane Group	EBT	WBL	NBL	NBT
Lane Group Flow (vph)	20	30	5	30
v/c Ratio	0.06	0.10	0.00	0.02
Control Delay	12.5	18.2	7.0	0.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.5	18.2	7.0	0.0
Queue Length 50th (m)	0.5	3.7	0.0	0.0
Queue Length 95th (m)	5.2	8.0	1.6	0.0
Internal Link Dist (m)	394.8			624.7
Turn Bay Length (m)		50.0	50.0	
Base Capacity (vph)	675	626	1194	1513
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.00	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	15	30	0	0	5	0	30	0	0	0
Future Volume (vph)	0	5	15	30	0	0	5	0	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0			6.0	6.0				
Lane Util. Factor		1.00		1.00			1.00	1.00				
Frt		0.89		1.00			1.00	0.85				
Flt Protected		1.00		0.95			0.95	1.00				
Satd. Flow (prot)		1668		1785			1785	1597				
Flt Permitted		1.00		0.83			0.76	1.00				
Satd. Flow (perm)		1668		1566			1423	1597				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	5	15	30	0	0	5	0	30	0	0	0
RTOR Reduction (vph)	0	14	0	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	6	0	30	0	0	5	22	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm			Perm	NA		Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.8		4.8			43.2	43.2				
Effective Green, g (s)		4.8		4.8			43.2	43.2				
Actuated g/C Ratio		0.08		0.08			0.72	0.72				
Clearance Time (s)		6.0		6.0			6.0	6.0				
Vehicle Extension (s)		3.0		3.0			3.0	3.0				
Lane Grp Cap (vph)		133		125			1024	1149				
v/s Ratio Prot		0.00						c0.01				
v/s Ratio Perm				c0.02			0.00					
v/c Ratio		0.05		0.24			0.00	0.02				
Uniform Delay, d1		25.5		25.9			2.4	2.4				
Progression Factor		1.00		0.89			1.69	1.00				
Incremental Delay, d2		0.1		1.0			0.0	0.0				
Delay (s)		25.6		24.0			4.0	2.4				
Level of Service		C		C			A	A				
Approach Delay (s)		25.6			24.0			2.6			0.0	
Approach LOS		C			C			A			A	

Intersection Summary				
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.04			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	10	65	20	625	1275
Future Volume (vph)	10	65	20	625	1275
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0
Total Split (s)	29.0	29.0	91.0	91.0	91.0
Total Split (%)	24.2%	24.2%	75.8%	75.8%	75.8%
Maximum Green (s)	23.0	23.0	85.0	85.0	85.0
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
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 44 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 18: The Gore Road & Street 'A'



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	10	65	20	625	1275
v/c Ratio	0.06	0.30	0.10	0.40	0.81
Control Delay	50.7	16.7	5.5	6.7	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	16.7	5.5	6.7	12.2
Queue Length 50th (m)	2.4	0.9	1.2	85.3	159.4
Queue Length 95th (m)	8.1	14.6	m4.7	122.0	244.8
Internal Link Dist (m)	471.7			618.0	378.8
Turn Bay Length (m)	50.0		50.0		
Base Capacity (vph)	342	358	193	1578	1578
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	0.03	0.18	0.10	0.40	0.81

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	65	20	625	1275	0
Future Volume (vph)	10	65	20	625	1275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1785	1597	1785	1879	1879	
Flt Permitted	0.95	1.00	0.12	1.00	1.00	
Satd. Flow (perm)	1785	1597	230	1879	1879	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	65	20	625	1275	0
RTOR Reduction (vph)	0	60	0	0	0	0
Lane Group Flow (vph)	10	5	20	625	1275	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	9.6	9.6	98.4	98.4	98.4	
Effective Green, g (s)	9.6	9.6	98.4	98.4	98.4	
Actuated g/C Ratio	0.08	0.08	0.82	0.82	0.82	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	142	127	188	1540	1540	
v/s Ratio Prot	c0.01			0.33	c0.68	
v/s Ratio Perm		0.00	0.09			
v/c Ratio	0.07	0.04	0.11	0.41	0.83	
Uniform Delay, d1	51.1	51.0	2.1	2.9	6.1	
Progression Factor	1.02	1.07	1.55	1.84	1.00	
Incremental Delay, d2	0.2	0.1	1.1	0.7	5.3	
Delay (s)	52.2	54.7	4.4	6.1	11.3	
Level of Service	D	D	A	A	B	
Approach Delay (s)	54.4			6.1	11.3	
Approach LOS	D			A	B	

Intersection Summary				
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	87.1%	ICU Level of Service	E	
Analysis Period (min)	15			

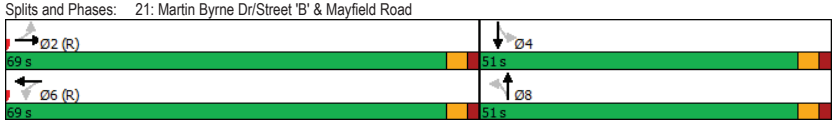
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	55	895	15	470	20	15	40	70
Future Volume (vph)	55	895	15	470	20	15	40	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%
Maximum Green (s)	64.0	64.0	64.0	64.0	46.0	46.0	46.0	46.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 21: Martin Byrne Dr/Street 'B' & Mayfield Road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	925	15	485	20	45	40	215
v/c Ratio	0.08	0.26	0.04	0.16	0.32	0.20	0.23	0.70
Control Delay	3.9	3.8	1.1	1.3	59.6	23.2	46.5	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	3.8	1.1	1.3	59.6	23.2	46.5	36.9
Queue Length 50th (m)	2.4	16.8	0.2	2.7	4.6	3.4	8.7	24.6
Queue Length 95th (m)	7.3	29.8	m0.3	2.1	12.4	13.9	17.5	44.2
Internal Link Dist (m)		392.0		460.3		204.7		624.7
Turn Bay Length (m)	50.0		55.0		20.0		50.0	
Base Capacity (vph)	689	3599	405	3115	185	612	524	709
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	0.08	0.26	0.04	0.16	0.11	0.07	0.08	0.30

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	895	30	15	470	15	20	15	30	40	70	145
Future Volume (vph)	55	895	30	15	470	15	20	15	30	40	70	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.90		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	4569		1662	3956		1785	1550		1785	1689	
Flt Permitted	0.47	1.00		0.29	1.00		0.26	1.00		0.73	1.00	
Satd. Flow (perm)	875	4569		514	3956		485	1550		1367	1689	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	895	30	15	470	15	20	15	30	40	70	145
RTOR Reduction (vph)	0	1	0	0	1	0	0	26	0	0	88	0
Lane Group Flow (vph)	55	924	0	15	484	0	20	19	0	40	127	0
Confl. Peds. (#/hr)			5	5								
Heavy Vehicles (%)	0%	12%	0%	7%	30%	0%	0%	0%	13%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	94.5	94.5		94.5	94.5		15.5	15.5		15.5	15.5	
Effective Green, g (s)	94.5	94.5		94.5	94.5		15.5	15.5		15.5	15.5	
Actuated g/C Ratio	0.79	0.79		0.79	0.79		0.13	0.13		0.13	0.13	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	689	3598		404	3115		62	200		176	218	
v/s Ratio Prot		c0.20			0.12			0.01			c0.08	
v/s Ratio Perm	0.06			0.03			0.04			0.03		
v/c Ratio	0.08	0.26		0.04	0.16		0.32	0.09		0.23	0.58	
Uniform Delay, d1	2.9	3.4		2.8	3.1		47.5	46.1		46.9	49.2	
Progression Factor	1.00	1.00		0.26	0.35		1.00	1.00		0.96	0.94	
Incremental Delay, d2	0.2	0.2		0.2	0.1		3.0	0.2		0.7	3.9	
Delay (s)	3.1	3.6		0.9	1.2		50.5	46.3		45.6	50.1	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s)		3.5			1.2			47.6			49.4	
Approach LOS		A			A			D			D	

Intersection Summary				
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.30			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	58.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
Future Volume (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	87.0	87.0	87.0	87.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	72.5%	72.5%	72.5%	72.5%	72.5%	72.5%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	81.0	81.0	81.0	81.0	81.0	81.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 90 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
v/c Ratio	0.14	0.86	0.19	0.86	0.46	0.16	0.70	0.45	0.07	0.18	0.96	0.02
Control Delay	36.4	50.9	7.6	129.3	42.2	10.3	76.8	10.3	4.7	3.9	26.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	50.9	7.6	129.3	42.2	10.3	76.8	10.3	4.7	3.9	26.8	0.5
Queue Length 50th (m)	3.1	77.1	0.0	11.9	34.2	0.0	5.6	59.6	4.0	3.6	261.1	0.0
Queue Length 95th (m)	8.8	94.2	7.7	#37.5	45.6	11.5	#16.1	82.5	9.4	m4.5	#386.8	m0.3
Internal Link Dist (m)		460.3			424.6			596.8			618.0	
Turn Bay Length (m)	75.0		60.0	60.0		50.0	50.0		50.0	50.0		50.0
Base Capacity (vph)	152	1039	380	60	978	388	57	1266	1074	496	1279	1015
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.84	0.18	0.83	0.44	0.15	0.70	0.45	0.07	0.18	0.96	0.02

Intersection Summary

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
Future Volume (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1487	4621	1452	1684	4347	1521	1623	1860	1566	1785	1879	1479
Flt Permitted	0.43	1.00	1.00	0.15	1.00	1.00	0.05	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	677	4621	1452	270	4347	1521	84	1860	1566	730	1879	1479
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	875	70	50	435	60	40	565	80	90	1225	25
RTOR Reduction (vph)	0	0	55	0	0	47	0	0	9	0	0	8
Lane Group Flow (vph)	20	875	15	50	435	13	40	565	71	90	1225	17
Heavy Vehicles (%)	20%	11%	10%	6%	18%	5%	10%	1%	2%	0%	0%	8%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	26.3	26.3	26.3	26.3	26.3	26.3	81.7	81.7	81.7	81.7	81.7	81.7
Effective Green, g (s)	26.3	26.3	26.3	26.3	26.3	26.3	81.7	81.7	81.7	81.7	81.7	81.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	148	1012	318	59	952	333	57	1266	1066	497	1279	1006
v/s Ratio Prot		c0.19			0.10			0.30			c0.65	
v/s Ratio Perm	0.03		0.01	0.19		0.01	0.48		0.05	0.12		0.01
v/c Ratio	0.14	0.86	0.05	0.85	0.46	0.04	0.70	0.45	0.07	0.18	0.96	0.02
Uniform Delay, d1	37.7	45.1	37.0	44.9	40.7	36.9	11.7	8.8	6.4	7.0	17.6	6.2
Progression Factor	0.91	0.91	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.76	0.21
Incremental Delay, d2	0.4	7.7	0.1	64.8	0.3	0.0	53.2	1.1	0.1	0.5	11.9	0.0
Delay (s)	34.6	48.8	27.3	109.8	41.0	37.0	64.9	9.9	6.5	3.7	25.1	1.3
Level of Service	C	D	C	F	D	D	E	A	A	A	C	A
Approach Delay (s)		47.0			46.9			12.7			23.3	
Approach LOS		D			D			B			C	

Intersection Summary

HCM 2000 Control Delay	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	116.7%	ICU Level of Service	H
Analysis Period (min)	15		

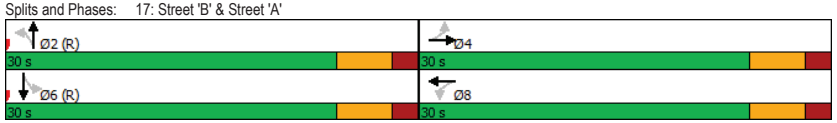
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø6
Lane Configurations						
Traffic Volume (vph)	0	35	5	15	0	
Future Volume (vph)	0	35	5	15	0	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		8		2	6
Permitted Phases		8		2		
Detector Phase	4	8	8	2	2	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	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	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Street 'B' & Street 'A'



Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	10	35	5	15	40
v/c Ratio	0.01	0.11	0.01	0.01	0.03
Control Delay	0.0	19.7	17.4	3.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	19.7	17.4	3.9	0.0
Queue Length 50th (m)	0.0	6.1	0.8	0.0	0.0
Queue Length 95th (m)	0.0	m7.2	m1.6	m1.9	0.0
Internal Link Dist (m)	394.8		471.7		624.7
Turn Bay Length (m)		50.0		50.0	
Base Capacity (vph)	1293	626	751	1194	1516
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	0.01	0.06	0.01	0.01	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	35	5	0	15	0	40	0	0	0
Future Volume (vph)	0	0	10	35	5	0	15	0	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0				
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00				
Frt		0.85		1.00	1.00		1.00	0.85				
Flt Protected		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)		1597		1785	1879		1785	1597				
Flt Permitted		1.00		0.83	1.00		0.76	1.00				
Satd. Flow (perm)		1597		1566	1879		1423	1597				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	10	35	5	0	15	0	40	0	0	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	1	0	35	5	0	15	29	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.8		4.8	4.8		43.2	43.2				
Effective Green, g (s)		4.8		4.8	4.8		43.2	43.2				
Actuated g/C Ratio		0.08		0.08	0.08		0.72	0.72				
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0				
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)		127		125	150		1024	1149				
v/s Ratio Prot		0.00			0.00			c0.02				
v/s Ratio Perm				c0.02			0.01					
v/c Ratio		0.01		0.28	0.03		0.01	0.03				
Uniform Delay, d1		25.4		26.0	25.5		2.4	2.4				
Progression Factor		1.00		0.95	0.89		1.00	1.00				
Incremental Delay, d2		0.0		1.2	0.1		0.0	0.0				
Delay (s)		25.4		25.9	22.9		2.4	2.4				
Level of Service		C		C	C		A	A				
Approach Delay (s)		25.4			25.6			2.4			0.0	
Approach LOS		C			C			A			A	

Intersection Summary				
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.05			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	5	45	55	1205	740
Future Volume (vph)	5	45	55	1205	740
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0
Total Split (s)	29.0	29.0	91.0	91.0	91.0
Total Split (%)	24.2%	24.2%	75.8%	75.8%	75.8%
Maximum Green (s)	23.0	23.0	85.0	85.0	85.0
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
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 106 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: The Gore Road & Street 'A'



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	5	45	55	1205	745
v/c Ratio	0.03	0.23	0.10	0.76	0.47
Control Delay	57.8	21.9	4.5	18.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	21.9	4.5	18.1	4.6
Queue Length 50th (m)	1.2	0.5	4.0	295.7	49.4
Queue Length 95th (m)	5.7	12.5	m4.4	254.8	68.0
Internal Link Dist (m)	471.7			618.0	378.8
Turn Bay Length (m)	50.0		50.0		
Base Capacity (vph)	342	342	547	1578	1576
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	0.01	0.13	0.10	0.76	0.47

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	45	55	1205	740	5
Future Volume (vph)	5	45	55	1205	740	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1785	1597	1785	1879	1877	
Flt Permitted	0.95	1.00	0.35	1.00	1.00	
Satd. Flow (perm)	1785	1597	651	1879	1877	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	5	45	55	1205	740	5
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	5	4	55	1205	745	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	9.6	9.6	98.4	98.4	98.4	
Effective Green, g (s)	9.6	9.6	98.4	98.4	98.4	
Actuated g/C Ratio	0.08	0.08	0.82	0.82	0.82	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	142	127	533	1540	1539	
v/s Ratio Prot	c0.00			c0.64	0.40	
v/s Ratio Perm		0.00	0.08			
v/c Ratio	0.04	0.03	0.10	0.78	0.48	
Uniform Delay, d1	50.9	50.9	2.1	5.4	3.2	
Progression Factor	1.17	1.33	1.58	2.42	1.00	
Incremental Delay, d2	0.1	0.1	0.2	2.4	1.1	
Delay (s)	59.9	68.0	3.6	15.5	4.3	
Level of Service	E	E	A	B	A	
Approach Delay (s)	67.2			15.0	4.3	
Approach LOS	E			B	A	

Intersection Summary				
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	83.4%	ICU Level of Service	E	
Analysis Period (min)	15			

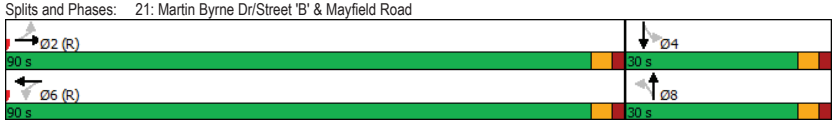
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	730	45	925	50	50	25	45
Future Volume (vph)	175	730	45	925	50	50	25	45
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0
Total Split (s)	90.0	90.0	90.0	90.0	30.0	30.0	30.0	30.0
Total Split (%)	75.0%	75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	85.0	85.0	85.0	85.0	25.0	25.0	25.0	25.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 54 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 21: Martin Byrne Dr/Street 'B' & Mayfield Road



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	175	760	45	975	50	150	25	140
v/c Ratio	0.42	0.21	0.08	0.27	0.54	0.60	0.28	0.54
Control Delay	7.2	3.0	0.5	1.8	71.3	35.5	55.6	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	3.0	0.5	1.8	71.3	35.5	55.6	28.8
Queue Length 50th (m)	9.4	11.6	0.1	0.8	12.1	17.6	6.1	15.1
Queue Length 95th (m)	25.7	19.4	m0.2	0.8	25.2	38.4	15.3	35.3
Internal Link Dist (m)		392.0		460.3		204.7		624.7
Turn Bay Length (m)	50.0		55.0		20.0		50.0	
Base Capacity (vph)	421	3646	531	3679	173	401	168	414
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	0.21	0.08	0.27	0.29	0.37	0.15	0.34

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	730	30	45	925	50	50	50	100	25	45	95
Future Volume (vph)	175	730	30	45	925	50	50	50	100	25	45	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.90		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	4528		1785	4570		1684	1640		1785	1688	
Flt Permitted	0.28	1.00		0.35	1.00		0.47	1.00		0.43	1.00	
Satd. Flow (perm)	525	4528		661	4570		831	1640		808	1688	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	175	730	30	45	925	50	50	50	100	25	45	95
RTOR Reduction (vph)	0	2	0	0	3	0	0	68	0	0	71	0
Lane Group Flow (vph)	175	758	0	45	972	0	50	82	0	25	69	0
Heavy Vehicles (%)	0%	13%	3%	0%	12%	0%	6%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	96.6	96.6		96.6	96.6		13.4	13.4		13.4	13.4	
Effective Green, g (s)	96.6	96.6		96.6	96.6		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.80	0.80		0.80	0.80		0.11	0.11		0.11	0.11	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	422	3645		532	3678		92	183		90	188	
v/s Ratio Prot		0.17			0.21			0.05			0.04	
v/s Ratio Perm	c0.33			0.07			c0.06			0.03		
v/c Ratio	0.41	0.21		0.08	0.26		0.54	0.45		0.28	0.37	
Uniform Delay, d1	3.4	2.7		2.4	2.9		50.4	49.9		48.9	49.4	
Progression Factor	1.00	1.00		0.10	0.56		1.00	1.00		0.99	0.92	
Incremental Delay, d2	3.0	0.1		0.2	0.1		6.4	1.8		1.7	1.2	
Delay (s)	6.4	2.9		0.4	1.7		56.8	51.6		50.0	46.7	
Level of Service	A	A		A	A		E	D		D	D	
Approach Delay (s)		3.5			1.7			52.9			47.2	
Approach LOS		A			A			D			D	

Intersection Summary				
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.43			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
Future Volume (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0	28.0	80.0	80.0	80.0	80.0	80.0	80.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0

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

Splits and Phases: 22: The Gore Road & Mayfield Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
v/c Ratio	0.50	0.71	0.15	0.60	0.85	0.30	0.14	0.87	0.04	0.53	0.56	0.03
Control Delay	72.2	47.6	13.4	69.2	52.6	12.0	8.7	25.8	3.5	28.1	9.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	47.6	13.4	69.2	52.6	12.0	8.7	25.8	3.5	28.1	9.8	2.4
Queue Length 50th (m)	6.7	65.0	0.0	11.9	79.7	4.5	4.5	212.6	1.1	4.5	90.9	0.1
Queue Length 95th (m)	#21.4	80.8	12.1	#32.8	99.5	21.5	9.6	#286.4	4.7	#30.0	74.7	m2.5
Internal Link Dist (m)		460.3			424.6			596.8			618.0	
Turn Bay Length (m)	75.0		60.0	60.0		50.0	50.0		50.0	50.0		50.0
Base Capacity (vph)	61	1110	414	94	1130	457	367	1263	1031	105	1250	1012
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.69	0.14	0.59	0.83	0.30	0.14	0.87	0.04	0.52	0.56	0.03

Intersection Summary

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
Future Volume (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1733	4663	1551	1785	4749	1566	1716	1879	1521	1785	1860	1493
Flt Permitted	0.14	1.00	1.00	0.21	1.00	1.00	0.30	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	262	4663	1551	399	4749	1566	546	1879	1521	156	1860	1493
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	765	60	55	940	135	50	1095	40	55	700	30
RTOR Reduction (vph)	0	0	46	0	0	85	0	0	9	0	0	9
Lane Group Flow (vph)	30	765	14	55	940	50	50	1095	31	55	700	21
Heavy Vehicles (%)	3%	10%	3%	0%	8%	2%	4%	0%	5%	0%	1%	7%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	27.9	27.9	27.9	27.9	27.9	27.9	80.1	80.1	80.1	80.1	80.1	80.1
Effective Green, g (s)	27.9	27.9	27.9	27.9	27.9	27.9	80.1	80.1	80.1	80.1	80.1	80.1
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.67	0.67	0.67	0.67	0.67	0.67
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	60	1084	360	92	1104	364	364	1254	1015	104	1241	996
v/s Ratio Prot		0.16			c0.20			c0.58			0.38	
v/s Ratio Perm	0.11		0.01	0.14		0.03	0.09		0.02	0.35		0.01
v/c Ratio	0.50	0.71	0.04	0.60	0.85	0.14	0.14	0.87	0.03	0.53	0.56	0.02
Uniform Delay, d1	40.0	42.3	35.7	41.0	44.1	36.5	7.3	15.9	6.8	10.3	10.6	6.7
Progression Factor	1.06	1.03	1.38	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.73	0.87
Incremental Delay, d2	6.3	2.1	0.0	10.0	6.5	0.2	0.8	8.6	0.1	16.4	1.7	0.0
Delay (s)	48.7	45.7	49.2	51.1	50.5	36.7	8.1	24.5	6.8	24.2	9.4	5.9
Level of Service	D	D	D	D	D	D	A	C	A	C	A	A
Approach Delay (s)		46.1			48.9			23.2			10.3	
Approach LOS		D			D			C			B	

Intersection Summary

HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group