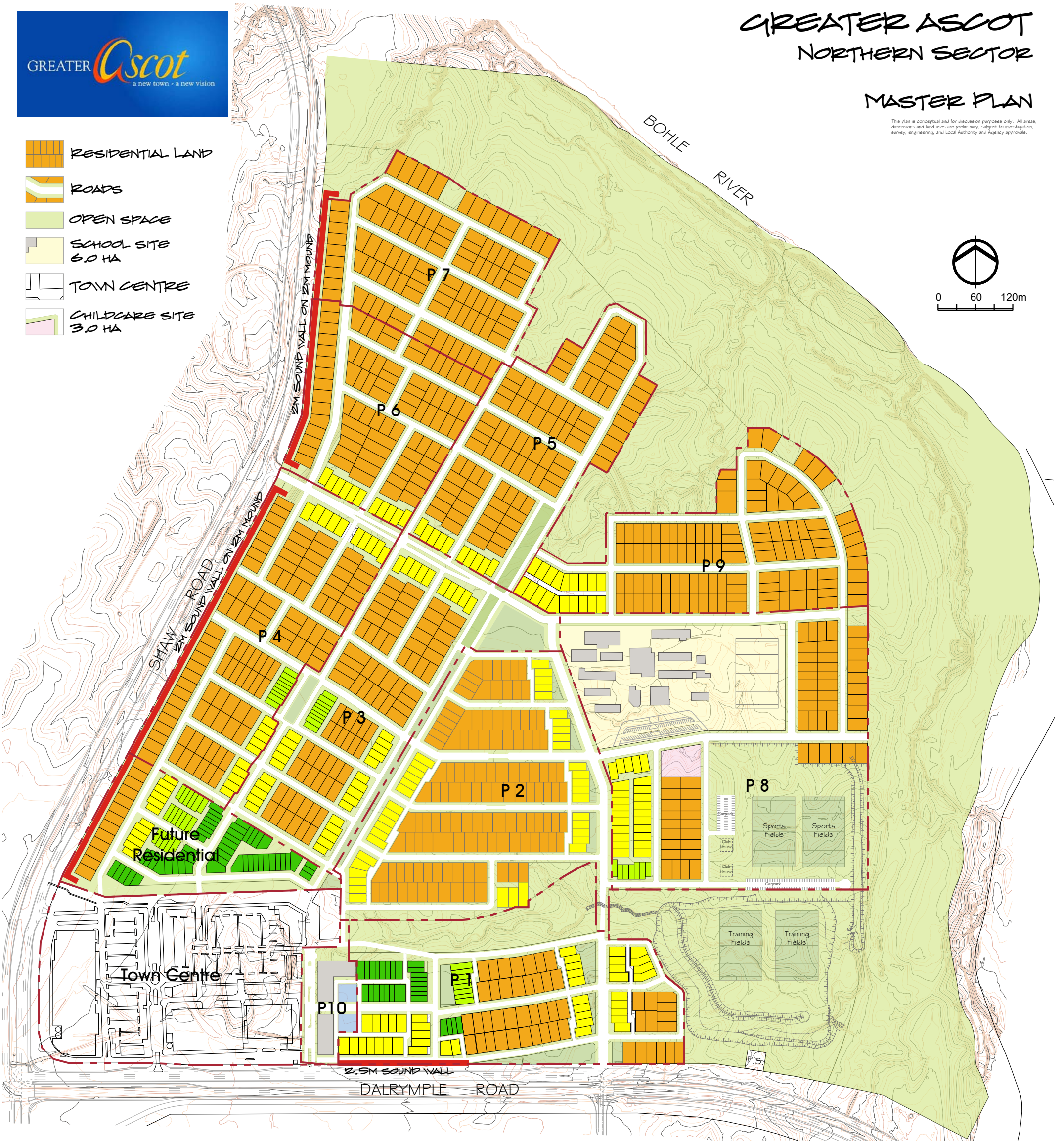
GREATER ASCOT
NORTHERN SECTOR

MASTER PLAN

This plan is conceptual and for discussion purposes only. All areas, dimensions and land uses are preliminary, subject to investigation, survey, engineering, and Local Authority and Agency approvals.

GREATER Ascot
a new town - a new vision

- RESIDENTIAL LAND
- ROADS
- OPEN SPACE
- SCHOOL SITE 6.0 HA
- TOWN CENTRE
- CHILDCARE SITE 3.0 HA

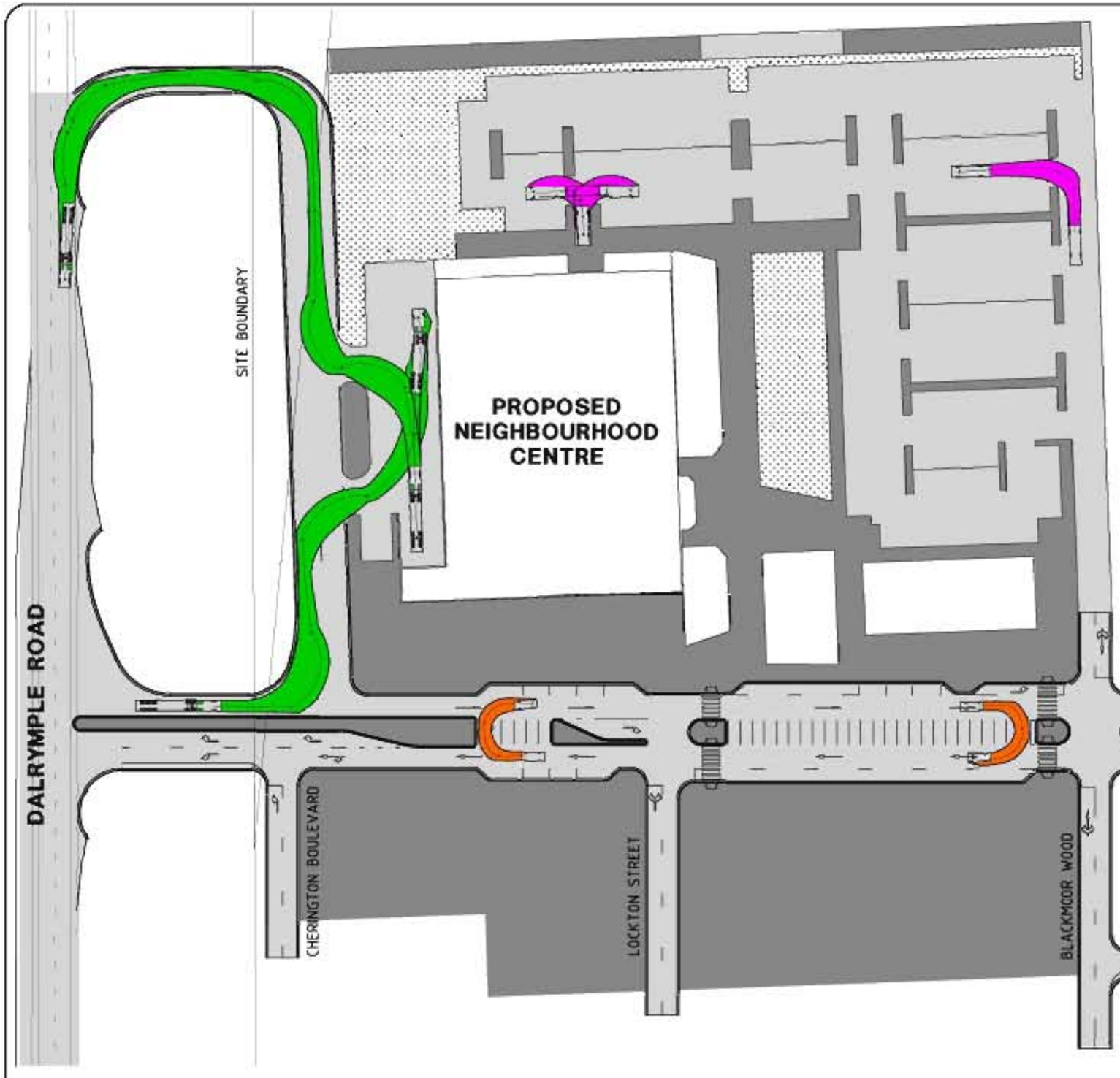


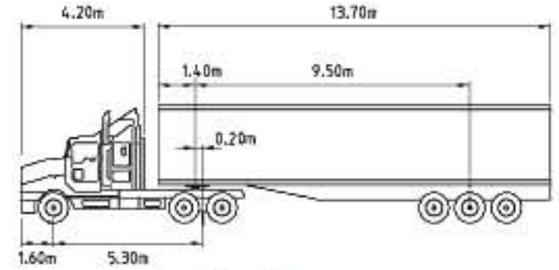
PRECINCT ANALYSIS	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4	PRECINCT 5	PRECINCT 6	PRECINCT 7	PRECINCT 8	PRECINCT 9	PRECINCT 10	TOWN CENTRE	FUTURE RESIDENTIAL	TOTAL
Precinct Area	12.51 ha	13.89 ha	11.24 ha	10.39 ha	8.88 ha	7.30 ha	8.57 ha	19.68 ha	9.75 ha	1.55 ha	12.00 ha	5.54 ha	121.3 ha
Area of Open Space	3.32 ha	11.73 ha	1.06 ha	7625m²	1079m²	4197m²	3717m²	5.08 ha	5256m²	--	2805m²	1128m²	23.79 ha
Lot Type													
T3-E	49	126	81	109	96	84	105	57	116	--	--	13	836
T4-D	43	41	37	20	10	11	--	25	19	--	--	12	216
T4-B-Single	28	--	--	--	--	--	--	--	--	--	--	50	78
T4-B-Double	8	--	9	9	--	--	--	7	8	--	--	17	50
Total Lots	128	167	127	138	106	95	105	89	135	--	--	92	1180
Average Lot Area	418m²	472m²	429m²	466m²	521m²	497m²	554m²	476m²	507m²	--	--	--	465m²
Length of New Road	2025m	2550m	2500m	1620m	2060m	1005m	1482m	2105m	1425m	360m	880m	--	17.9 Km
Town Centre Super Lot										7082m²	--	--	7082m²
Gross Lettable Area										2635m²	--	--	2635m²
Total %										37 %	--	--	

brazier motti
1300 267 878
www.braziermotti.com.au
surveying | town planning | project management | mapping and GIS

Date: 8th May 2012
Scale: 1:6000 @ A3
1:3000 @ A1
Drawn: AL
Job No: 26700/007-02
Plan No: 26700/067 G

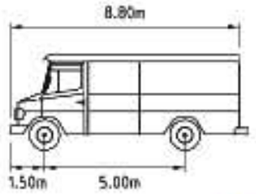
APPENDIX B
SWEPT PATH ANALYSIS





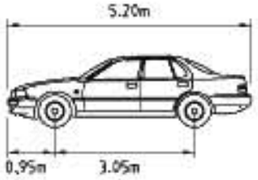
S ARTICULATED 19m

Tractor Width	: 2.50m	Lock to Lock Time	: 6.00m
Trailer Width	: 2.50m	Steering Angle	: 27.70m
Tractor Track	: 2.50m	Articulating Angle	: 70.0
Trailer Track	: 2.50m		



SERVICE VEHICLE

Width	: 2.50m
Track	: 2.50m
Lock to Lock Time	: 6.00m
Steering Angle	: 38.7



CAR IB99 VEHICLE)

Width	: 1.94m
Track	: 1.84m
Lock to Lock Time	: 6.00m
Steering Angle	: 33.5

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

REV.	DATE	REVISIONS
1	19/07/12	PRELIMINARY ISSUE

JAS-ANZ ISO 9001

REAL PROPERTY DESCRIPTION:

DRAWN: C.PELLICAN	DATUM:
DESIGNED:	
CHECKED:	
PROJECT MANAGER: P.BRADY	PROJECT DIRECTOR: P.BRADY RPEQ 7112

UDP Consulting Engineers
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TOWNSVILLE QLD 4810
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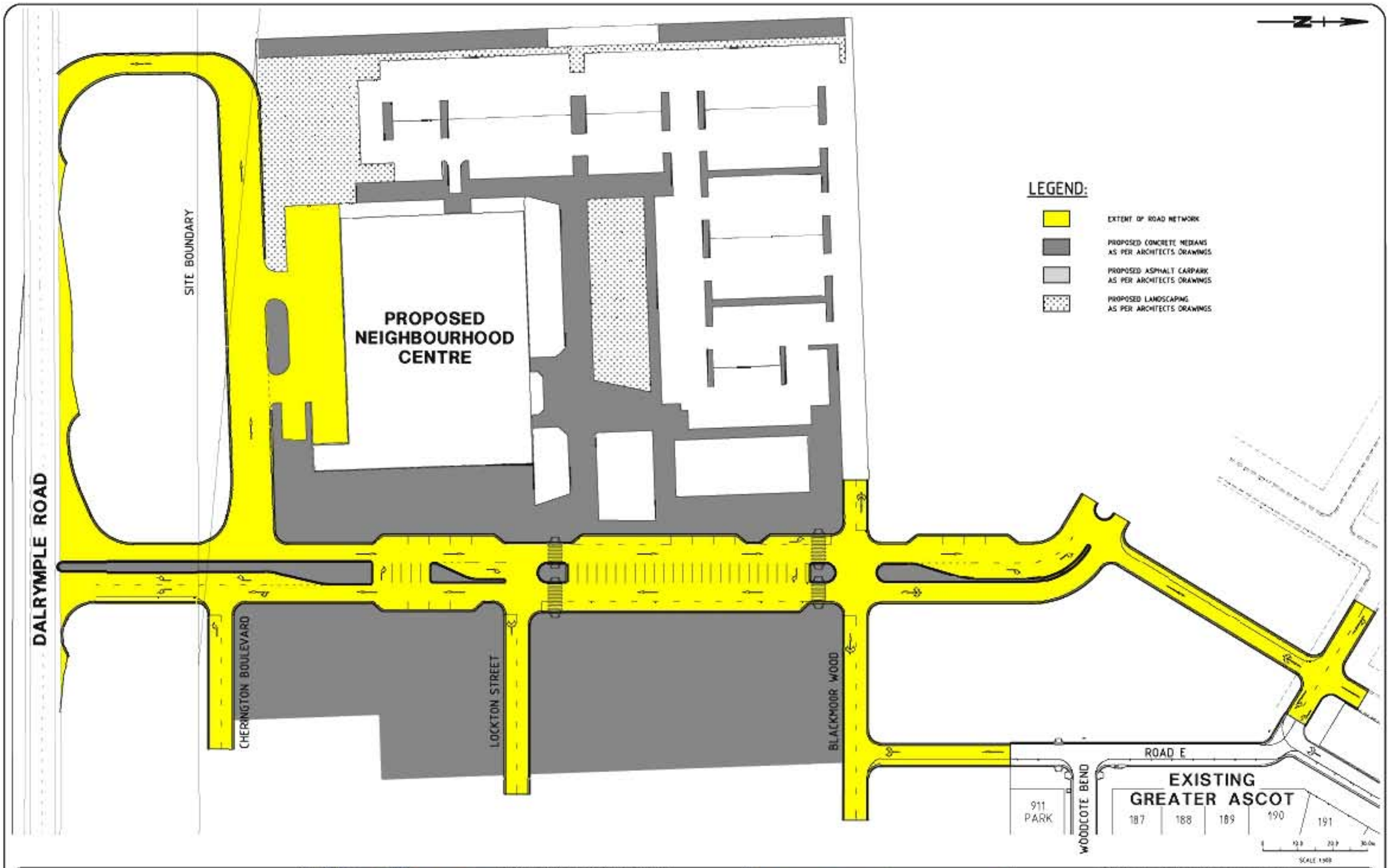
Web: www.udpconsulting.com.au

PARKSIDE DEVELOPMENT PTY LTD

GREATER ASCOT - PROPOSED NEIGHBOURHOOD CENTRE
DALRYMPLE ROAD, BOHLE PLAINS
PROPOSED VEHICLE TURNING CIRCLES

DRAWING SIZE	SCALE	DRAWING No.	REV
A1	1:500	PAR071/SK03	1
	SHEET: PAR071-XR-SKETCH		

APPENDIX D
TRAFFIC VOLUMES



PRELIMINARY ISSUE NOT FOR CONSTRUCTION

REV.	DATE	REVISIONS
1	10/07/12	PRELIMINARY ISSUE

JAS-ANZ ISO 9001

REAL PROPERTY DESCRIPTION:

DRAWN: C.MELLICAN	DATUM:
DESIGNED:	
CHECKED:	
PROJECT MANAGER: P.BRADY	PROJECT DIRECTOR: P.BRADY RPEQ 7112

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PARKSIDE DEVELOPMENT PTY LTD

GREATER ASCOT - PROPOSED NEIGHBOURHOOD CENTRE
DALRYMPLE ROAD, BOHLE PLAINS
EXTENT OF ROAD NETWORK

DRAWING SIZE	SCALE	DRAWING No.	REV
A1	1:500	PAR071/SK04	1

XREF PAR071-XR-SKETCH

APPENDIX C
EXTENT OF ROAD NETWORK

BASE TRAFFIC VOLUMES

Existing Traffic Volumes

Dalrymple Road / Shaw Road
2.3% Growth PA

AM Peak hour (7:30AM - 8:30AM)

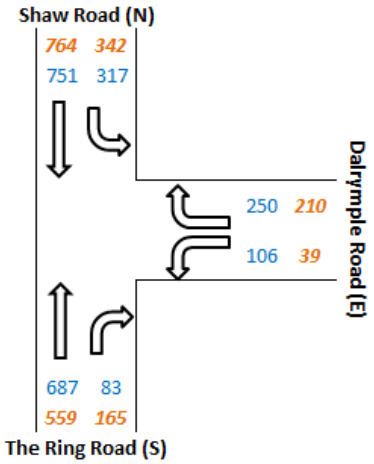
	The Ring Road (S)				Dalrymple Road (E)				Shaw Road (N)			
	1		2		3		4		5		6	
	Through		Right		Left		Right		Left		Through	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Survey 9/2/2012	447	52	145	2	32	3	179	8	291	14	613	69
2012	457	53	148	2	33	3	183	8	298	14	627	71
2013	468	54	152	2	33	3	187	8	305	15	642	72
2014	479	56	155	2	34	3	192	9	312	15	656	74
2015	490	57	159	2	35	3	196	9	319	15	671	76
2016	501	58	162	2	36	3	201	9	326	16	687	77
2017	512	60	166	2	37	3	205	9	334	16	703	79
2018	524	61	170	2	38	4	210	9	341	16	719	81
2019	536	62	174	2	38	4	215	10	349	17	735	83
2020	549	64	178	2	39	4	220	10	357	17	752	85
2021	561	65	182	3	40	4	225	10	365	18	770	87
2022	574	67	186	3	41	4	230	10	374	18	787	89
2023	587	68	190	3	42	4	235	11	382	18	805	91
2024	601	70	195	3	43	4	241	11	391	19	824	93
2025	615	71	199	3	44	4	246	11	400	19	843	95
2026	629	73	204	3	45	4	252	11	409	20	862	97

PM Peak hour (7:30AM - 8:30AM)

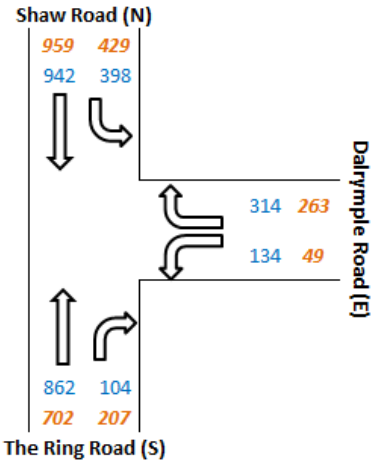
	The Ring Road (S)				Dalrymple Road (E)				Shaw Road (N)			
	1		2		3		4		5		6	
	Through		Right		Left		Right		Left		Through	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Survey	571	42	71	3	94	1	220	3	272	11	620	50
2012	584	43	73	3	96	1	225	3	278	11	634	51
2013	598	44	74	3	98	1	230	3	285	12	649	52
2014	611	45	76	3	101	1	236	3	291	12	664	54
2015	625	46	78	3	103	1	241	3	298	12	679	55
2016	640	47	80	3	105	1	246	3	305	12	695	56
2017	654	48	81	3	108	1	252	3	312	13	711	57
2018	670	49	83	4	110	1	258	4	319	13	727	59
2019	685	50	85	4	113	1	264	4	326	13	744	60
2020	701	52	87	4	115	1	270	4	334	13	761	61
2021	717	53	89	4	118	1	276	4	341	14	778	63
2022	733	54	91	4	121	1	283	4	349	14	796	64
2023	750	55	93	4	123	1	289	4	357	14	815	66
2024	767	56	95	4	126	1	296	4	366	15	833	67
2025	785	58	98	4	129	1	302	4	374	15	852	69
2026	803	59	100	4	132	1	309	4	383	15	872	70

Existing Intersection layout

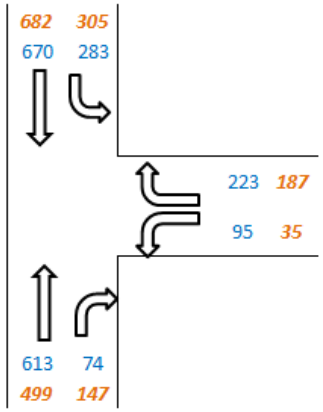
Design Year (2016)



Design Horizon (2026)



Existing

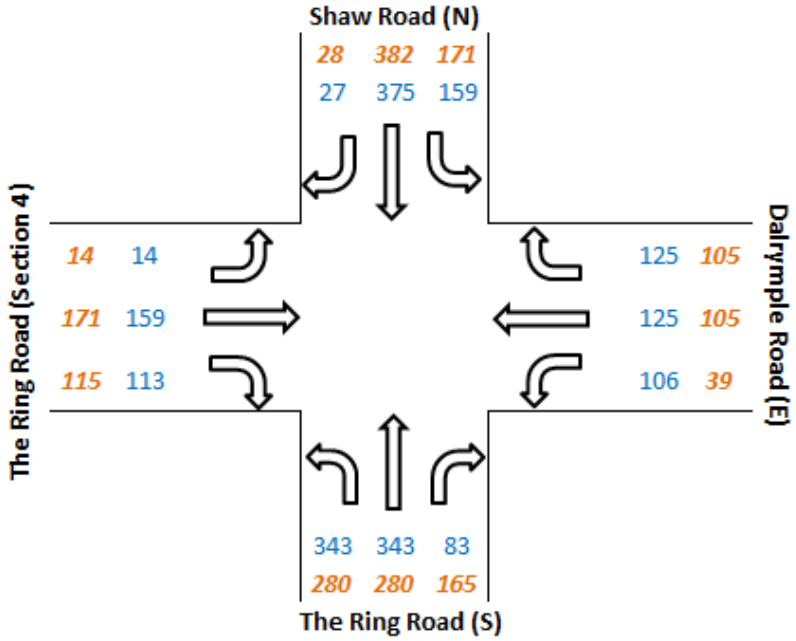


AM peak hour volumes
PM peak hour volumes

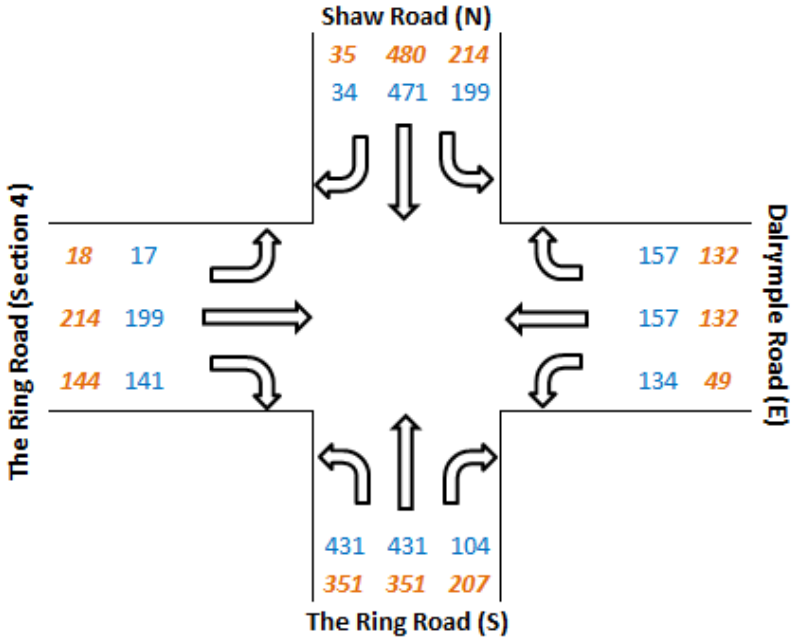
Future intersection lay out - redistribution of traffic volumes

50% of Shaw Road traffic LT to Dalrymple Road use Ring Road
5% of ring road traffic turning back
15% of Shaw Road through traffic return to Shaw Road southbound

Design Year (2016)



Design Horizon (2026)



AM peak hour volumes
PM peak hour volumes

DEVELOPMENT TRAFFIC VOLUMES

Greater Ascot Residential

Design Horizon (2026)

Daily:	10	trip per allotment	1180 allotment	2016	1180 trips
Peak hour:	10%	of daily trips		2026	11800 trips

	Outbound	Inbound
Daily	50%	50%
AM peak hour	80%	20%
PM peak hour	20%	80%

No of entries to residential from Dalrymole Road: 3

	Outbound	Inbound	Total
Daily	5900	5900	11800
AM peak hour	944	236	1180
PM peak hour	236	944	1180

Design Year (2016)

Daily	10	trip per allotment	700 allotment	2016	700 trips
Peak hours	10%	of daily trips		2026	7000 trips

	Outbound	Inbound
Daily	50%	50%
AM peak hour	80%	20%
PM peak hour	20%	80%

No of entries to residential from Dalrymole Road: 2

	Outbound	Inbound	Total
Daily	3500	3500	7000
AM peak hour	560	140	700
PM peak hour	140	560	700

Neighbourhood Centre

Trip generation rate

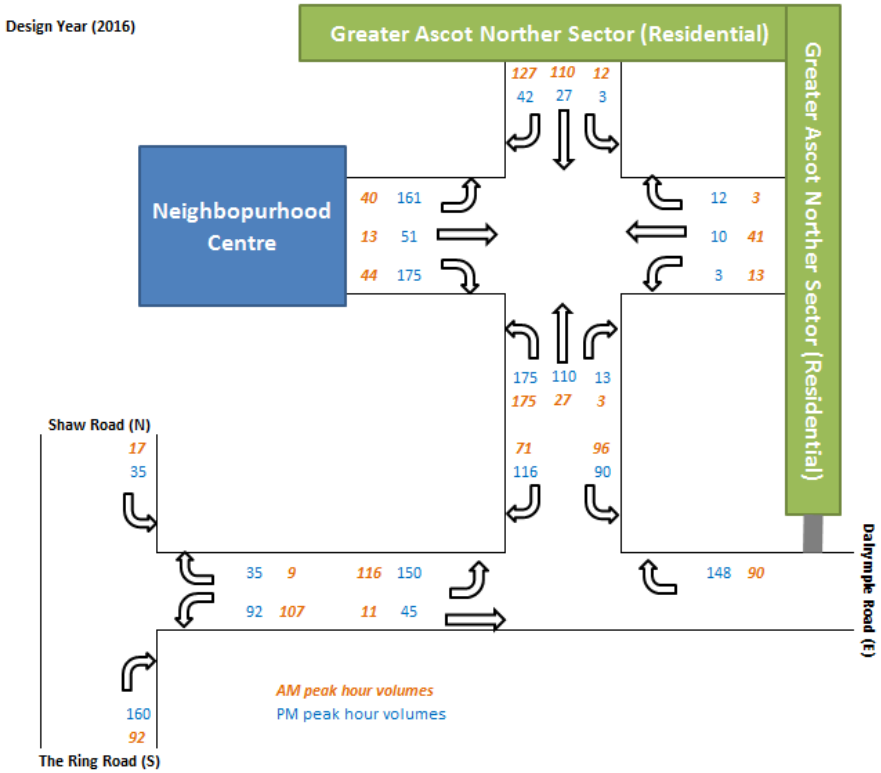
				GFA	Total
AM peak:	5	trips per	100 m2 GFA	5464 sqm	273
PM peak:	8	trips per	100 m2 GFA	5464 sqm	437

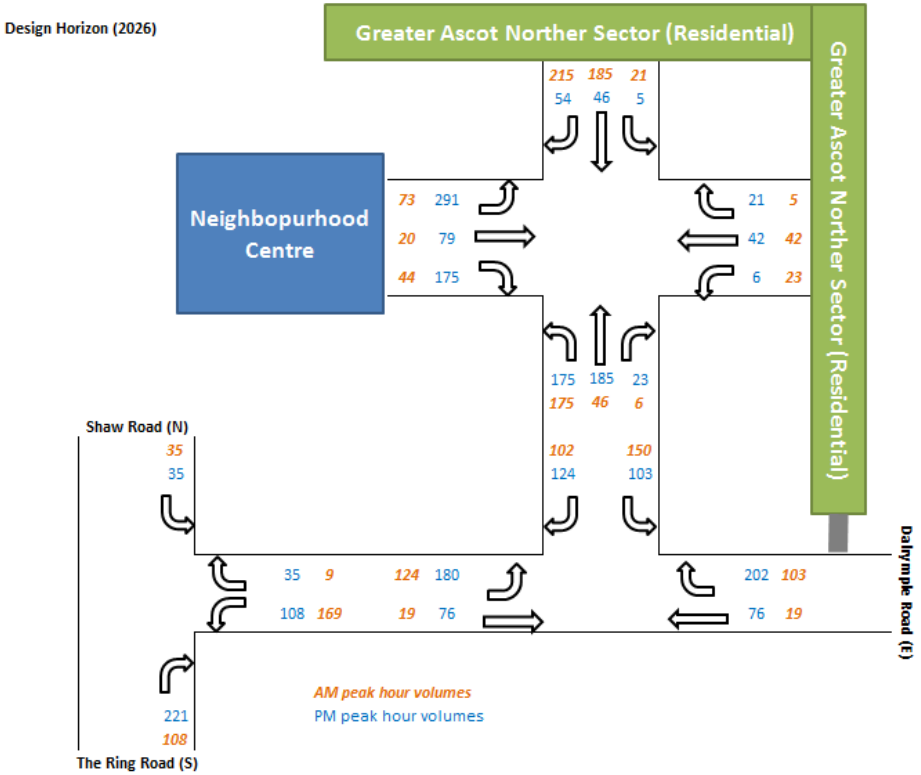
	Outbound	Inbound
AM peak hour	20%	80%
PM peak hour	50%	50%

Daily	Outbound	Inbound	Total
AM peak hour	55	219	273
PM peak hour	219	219	437

Development Traffic Volumes

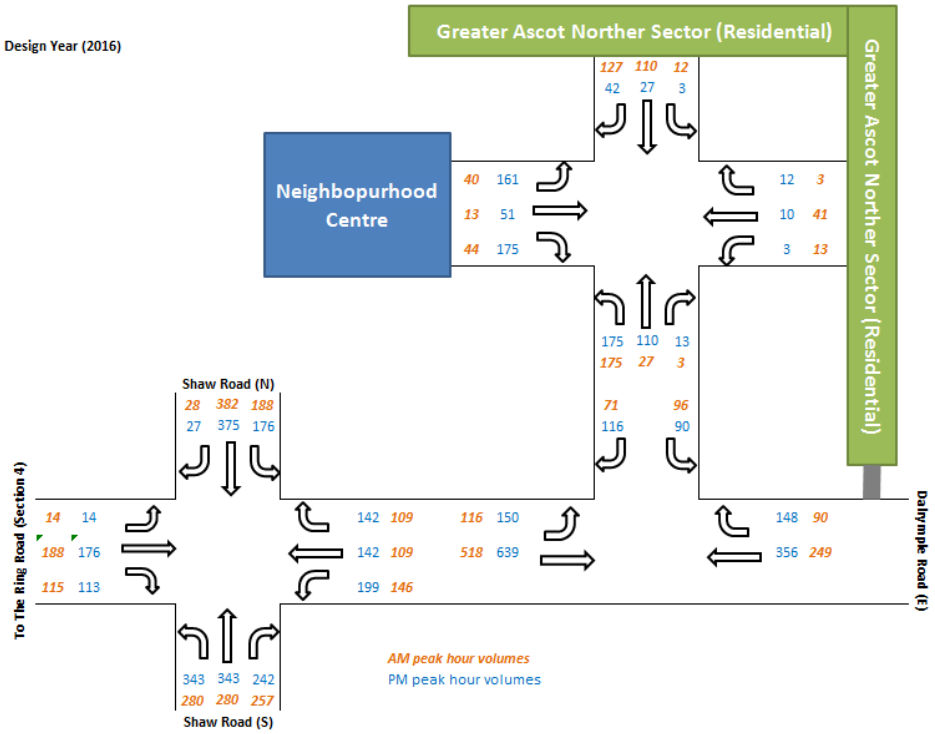
(existing Shaw Road / Dalrymple Road intersection layout)

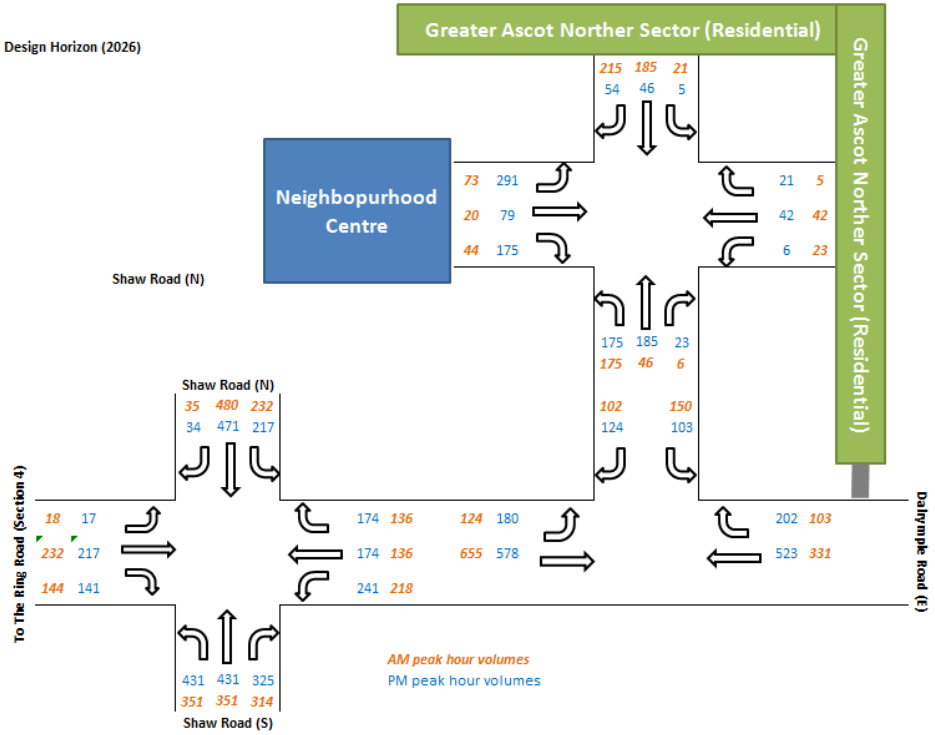




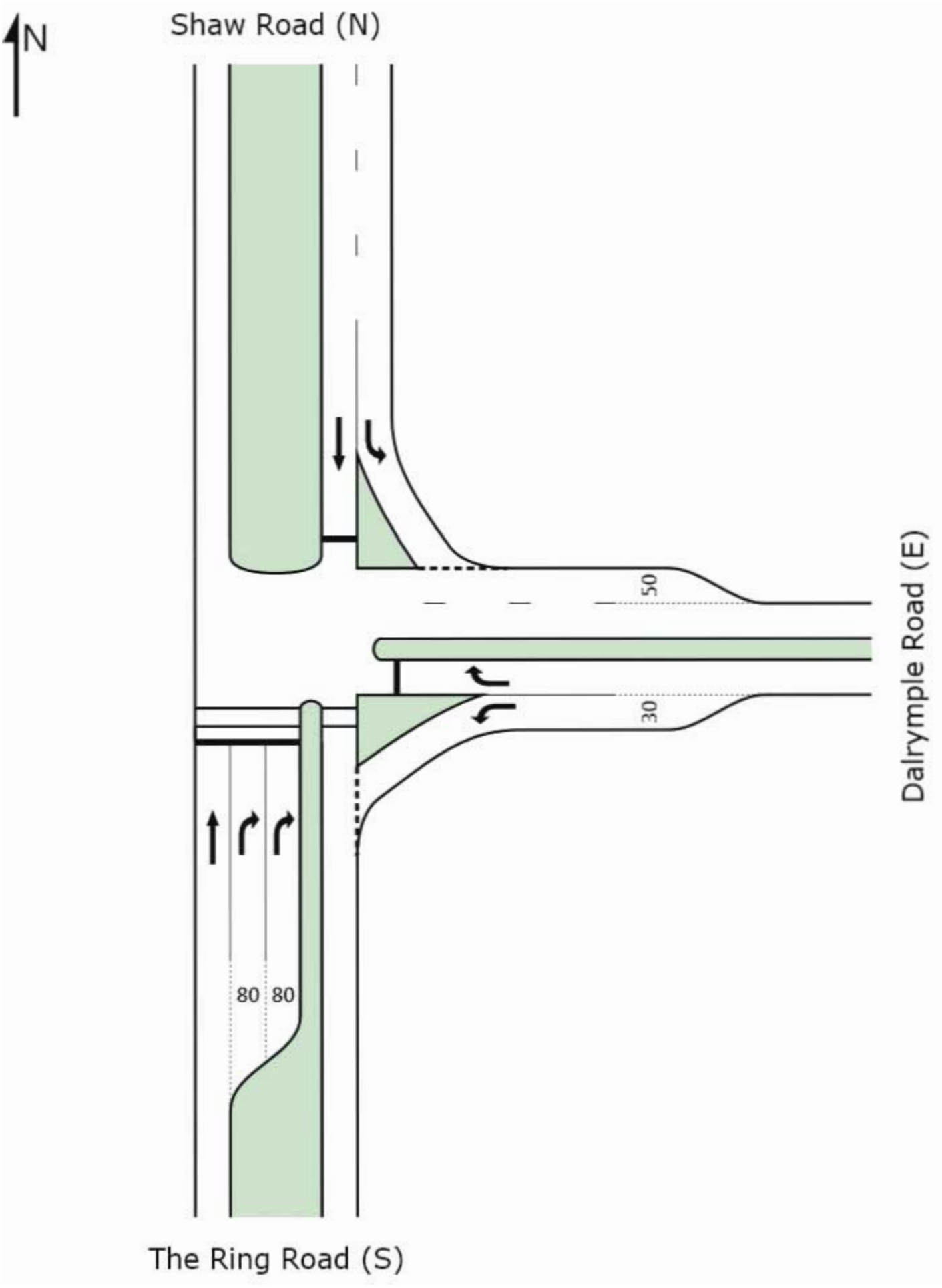
TOTAL TRAFFIC VOLUMES

(future Shaw Road / Dalrymple Road intersection layout)





APPENDIX E
SIDRA INTERSECTION ANALYSIS



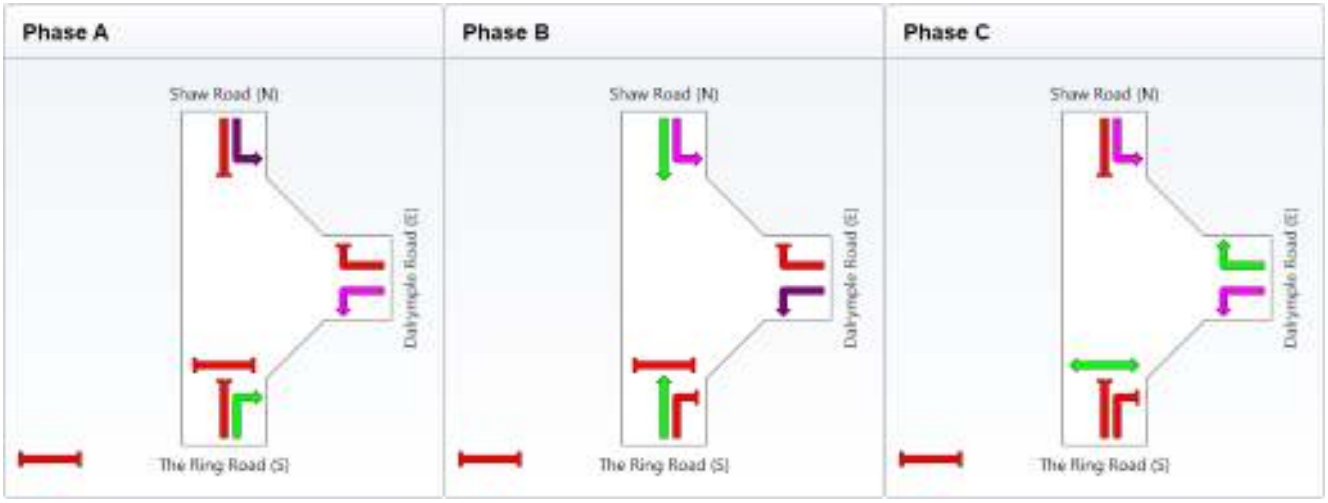
PHASING SUMMARY

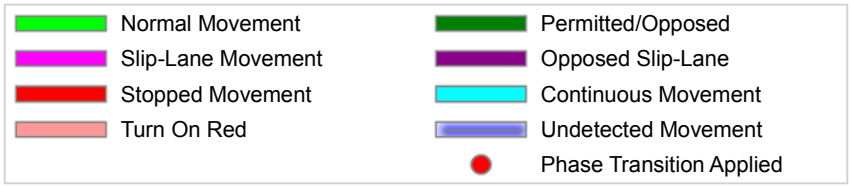
Shaw Road / Dalrymple Road / The Ring Road
Existing
AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Leading Right Turn
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Green Time (sec)	6	38	18
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	12	44	24
Phase Split	15 %	55 %	30 %





Processed: Thursday, 12 July 2012 10:47:55 AM
SIDRA INTERSECTION 5.1.12.2089

Project: T:\Job Data\TPAR\023\Engineering\Calcs & Data\KW\SIDRA KW\TPAR023SID001 V1 Dalrymple Road_Shaw Road.sip
8000540, UDP CONSULTING ENGINEERS, FLOATING

MOVEMENT SUMMARY

Site: Shaw/Dalrymple Exist AM

Shaw Road / Dalrymple Road / The Ring Road
Existing
AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: The Ring Road (S)											
2	T	525	12.0	0.611	16.8	LOS B	15.2	117.6	0.79	0.70	48.2
3	R	155	1.0	0.844	56.6	LOS E	5.2	37.0	0.99	0.87	28.0
Approach		680	9.5	0.844	25.9	LOS C	15.2	117.6	0.84	0.74	41.5
East: Dalrymple Road (E)											
4	L	37	9.0	0.113	19.8	LOS B	0.7	4.9	0.52	0.72	49.0
6	R	197	4.0	0.485	41.1	LOS D	6.9	49.8	0.92	0.81	34.2
Approach		234	4.8	0.485	37.8	LOS D	6.9	49.8	0.86	0.80	35.9
North: Shaw Road (N)											
7	L	321	5.0	0.214	12.3	LOS B	1.8	12.9	0.23	0.72	57.3
8	T	718	11.0	0.830	24.8	LOS C	27.5	210.8	0.93	0.92	41.3
Approach		1039	9.1	0.830	21.0	LOS C	27.5	210.8	0.72	0.86	45.1
All Vehicles		1953	8.7	0.844	24.7	LOS C	27.5	210.8	0.78	0.81	42.5

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

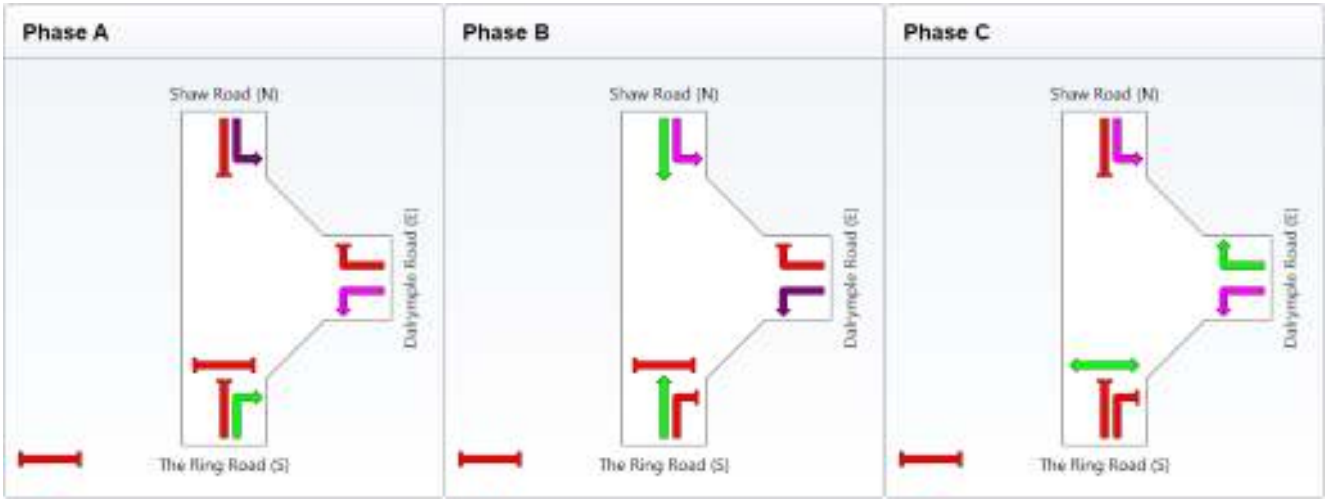
PHASING SUMMARY

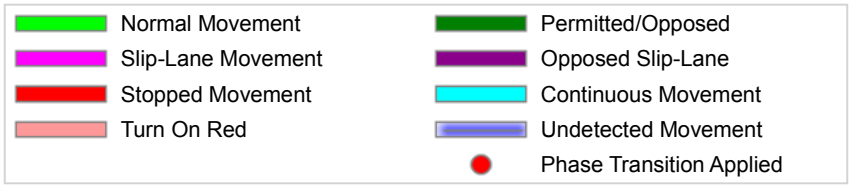
Shaw Road / Dalrymple Road / The Ring Road
Existing
PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Leading Right Turn
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Green Time (sec)	6	38	18
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	12	44	24
Phase Split	15 %	55 %	30 %





MOVEMENT SUMMARY

Site: Shaw/Dalrymple Exist PM

Shaw Road / Dalrymple Road / The Ring Road
Existing
PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

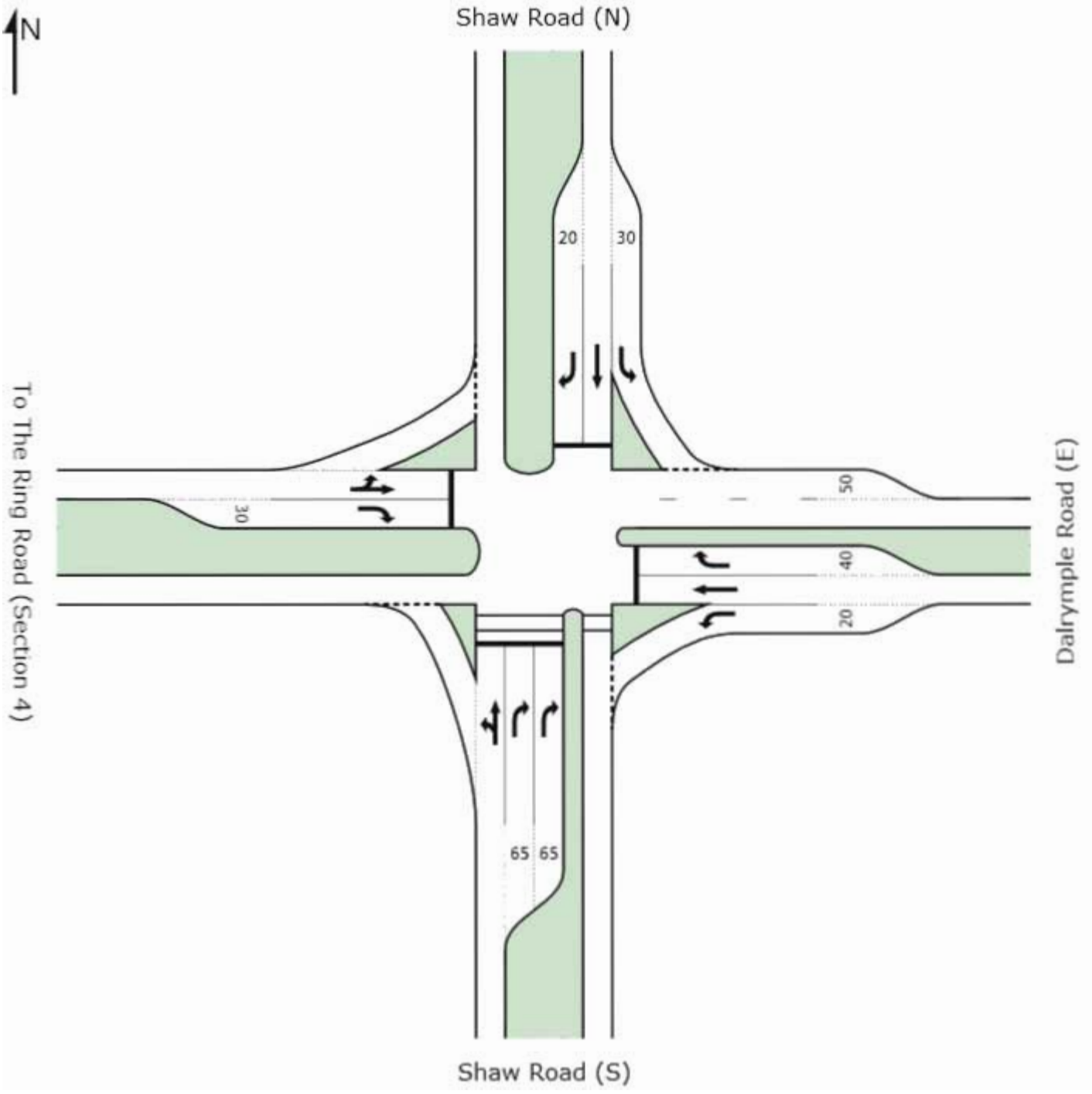
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: The Ring Road (S)											
2	T	645	7.0	0.728	18.3	LOS B	20.3	151.0	0.86	0.78	46.6
3	R	78	4.0	0.434	52.0	LOS D	2.4	17.2	0.99	0.74	29.7
Approach		723	6.7	0.728	21.9	LOS C	20.3	151.0	0.88	0.77	43.9
East: Dalrymple Road (E)											
4	L	100	1.0	0.318	18.9	LOS B	1.8	12.5	0.53	0.74	49.5
6	R	235	1.0	0.566	41.6	LOS D	8.4	59.1	0.94	0.82	33.9
Approach		335	1.0	0.566	34.8	LOS C	8.4	59.1	0.82	0.80	37.4
North: Shaw Road (N)											
7	L	298	4.0	0.196	12.1	LOS B	1.5	10.7	0.22	0.72	57.4
8	T	705	8.0	0.801	22.2	LOS C	25.3	189.3	0.91	0.87	43.2
Approach		1003	6.8	0.801	19.2	LOS B	25.3	189.3	0.71	0.82	46.6
All Vehicles		2061	5.8	0.801	22.7	LOS C	25.3	189.3	0.78	0.80	43.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



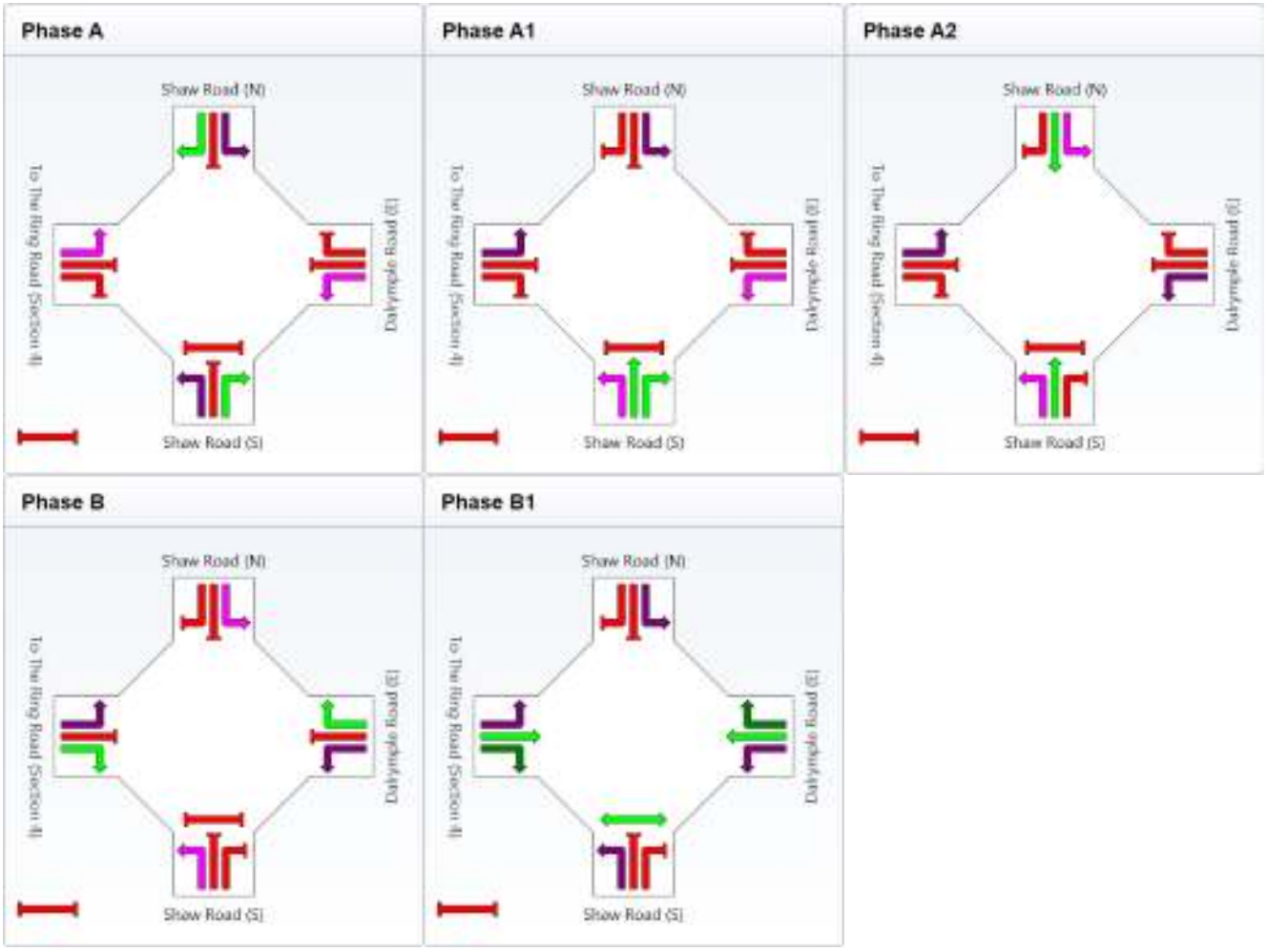
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	3	27	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	9	33	12	24
Phase Split	13 %	10 %	37 %	13 %	27 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.710	27.8	LOS C	18.8	136.4	0.87	0.94	35.7
2	T	295	4.0	0.710	19.9	LOS B	18.8	136.4	0.87	0.81	43.0
3	R	271	4.0	0.672	50.2	LOS D	8.8	63.6	0.97	0.82	30.3
Approach		860	4.0	0.710	32.1	LOS C	18.8	136.4	0.90	0.86	35.8
East: Dalrymple Road (E)											
4	L	154	4.0	0.530	15.8	LOS B	2.2	15.6	0.40	0.74	53.0
5	T	115	4.0	0.302	33.7	LOS C	4.4	31.7	0.89	0.71	29.8
6	R	115	4.0	0.390	37.7	LOS D	3.9	28.4	0.92	0.78	35.9
Approach		383	4.0	0.530	27.7	LOS C	4.4	31.7	0.71	0.74	38.9
North: Shaw Road (N)											
7	L	198	4.0	0.462	15.2	LOS B	2.6	18.9	0.39	0.74	53.6
8	T	402	4.0	0.705	31.0	LOS C	16.1	116.3	0.95	0.83	37.4
9	R	29	4.0	0.303	54.1	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.705	27.1	LOS C	16.1	116.3	0.77	0.80	40.3
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.559	46.4	LOS D	8.4	61.0	0.94	0.86	27.6
11	T	198	4.0	0.559	38.5	LOS D	8.4	61.0	0.94	0.81	27.8
12	R	121	4.0	0.536	34.1	LOS C	4.2	30.0	0.87	0.77	31.1
Approach		334	4.0	0.559	37.2	LOS D	8.4	61.0	0.92	0.79	28.9
All Vehicles		2206	4.0	0.710	30.7	LOS C	18.8	136.4	0.83	0.81	36.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	39.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

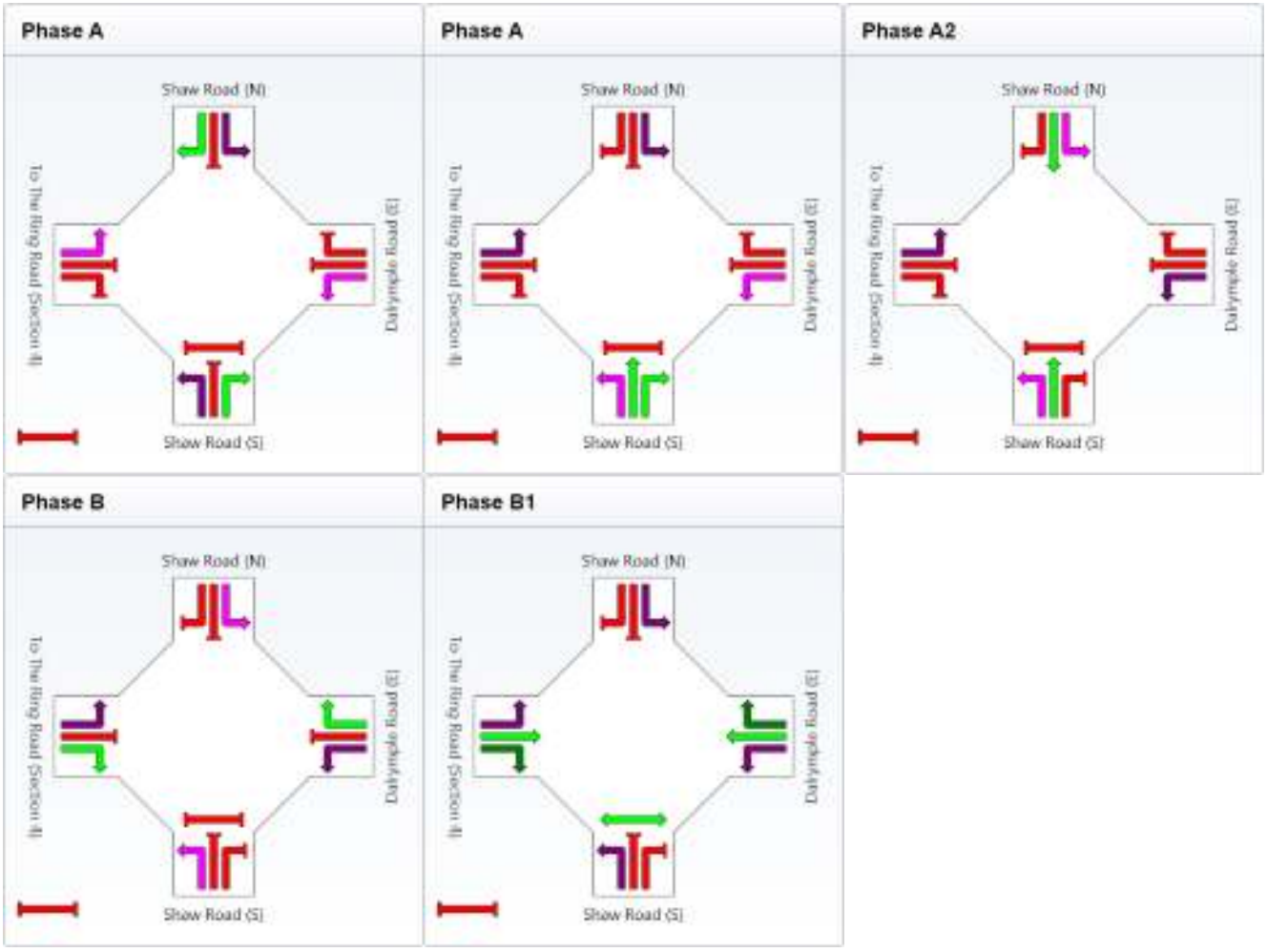
PHASING SUMMARY

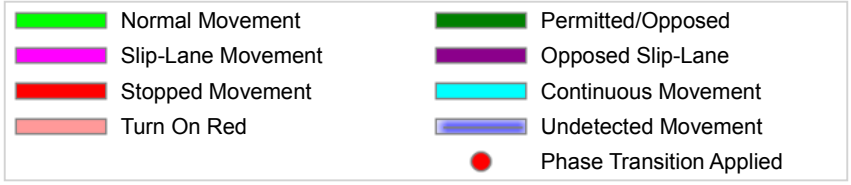
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	5	35	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	41	12	24
Phase Split	12 %	11 %	41 %	12 %	24 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.775	29.1	LOS C	26.6	192.9	0.88	0.96	35.0
2	T	361	4.0	0.775	21.1	LOS C	26.6	192.9	0.88	0.84	42.1
3	R	255	4.0	0.620	53.1	LOS D	8.9	64.4	0.96	0.81	29.3
Approach		977	4.0	0.775	32.4	LOS C	26.6	192.9	0.90	0.87	35.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.748	23.8	LOS C	4.5	32.6	0.42	0.79	45.3
5	T	149	4.0	0.437	40.2	LOS D	6.6	48.1	0.94	0.76	27.3
6	R	149	4.0	0.575	44.7	LOS D	6.1	44.0	0.96	0.80	32.6
Approach		508	4.0	0.748	34.8	LOS C	6.6	48.1	0.73	0.78	35.0
North: Shaw Road (N)											
7	L	185	4.0	0.437	14.8	LOS B	2.4	17.6	0.35	0.73	54.1
8	T	395	4.0	0.593	28.8	LOS C	15.8	114.7	0.88	0.76	38.9
9	R	28	4.0	0.325	59.9	LOS E	1.4	10.3	0.99	0.71	22.7
Approach		608	4.0	0.593	26.0	LOS C	15.8	114.7	0.72	0.75	41.2
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.584	52.5	LOS D	9.0	65.0	0.96	0.85	25.7
11	T	185	4.0	0.584	44.5	LOS D	9.0	65.0	0.96	0.82	25.8
12	R	119	4.0	0.606	40.5	LOS D	4.8	34.7	0.93	0.79	28.5
Approach		319	4.0	0.606	43.4	LOS D	9.0	65.0	0.95	0.81	26.7
All Vehicles		2413	4.0	0.775	32.7	LOS C	26.6	192.9	0.83	0.82	35.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		53	44.2	LOS E			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

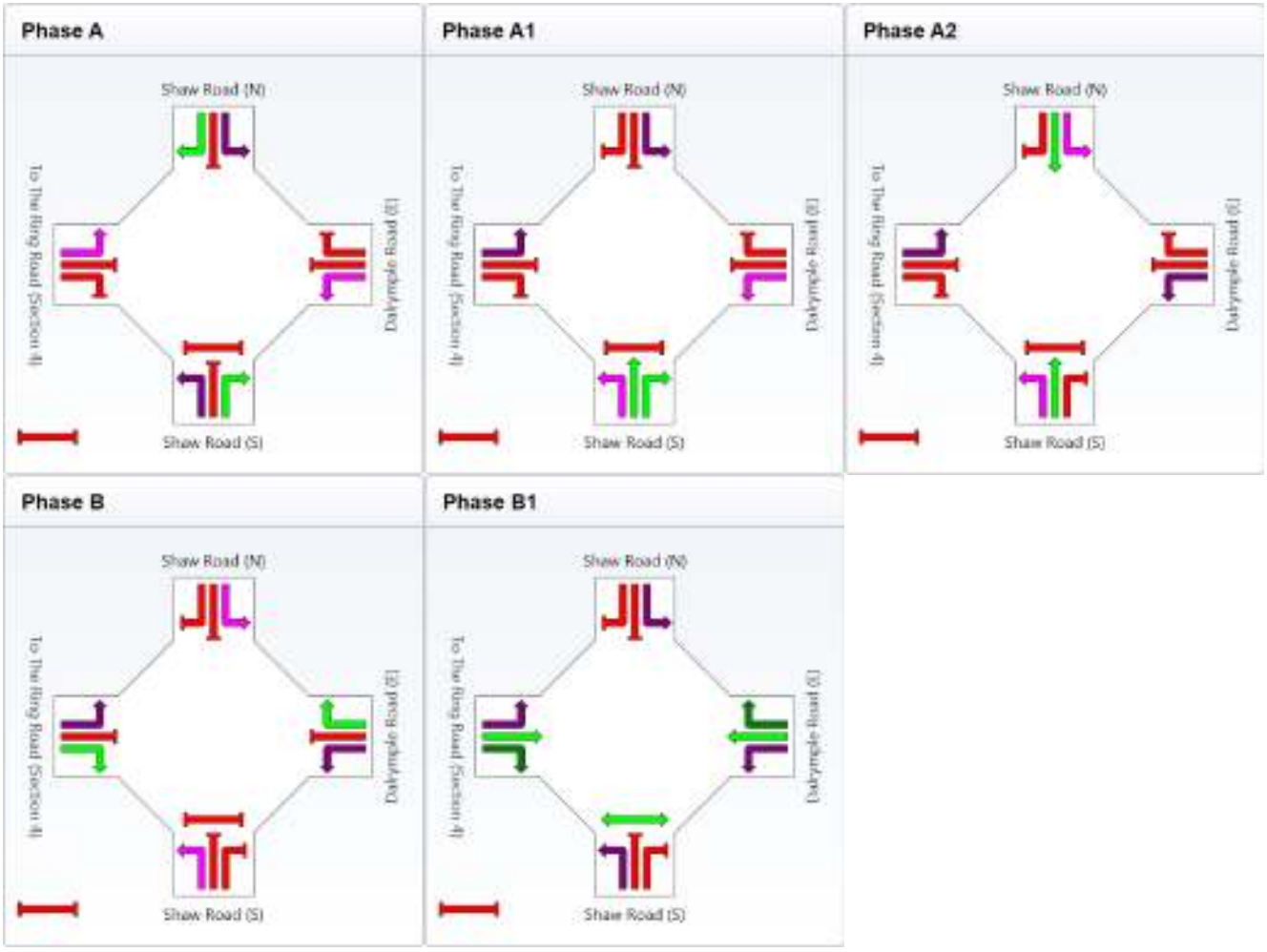
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	13	8	48	27	24
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	19	14	54	33	30
Phase Split	13 %	9 %	36 %	22 %	20 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.969	87.0	LOS F	70.8	520.9	1.00	1.19	18.2
2	T	414	8.0	0.969	79.0	LOS E	70.8	520.9	1.00	1.13	21.1
3	R	286	4.0	1.000[3]	72.0	LOS E	14.7	106.1	0.96	0.81	23.9
Approach		1069	5.4	1.000	79.9	LOS E	70.8	520.9	0.99	1.07	20.7
East: Dalrymple Road (E)											
4	L	160	4.0	1.000[3]	24.2	LOS C	4.5	32.8	0.55	0.75	44.9
5	T	213	4.0	0.712	66.0	LOS E	15.1	109.6	1.00	0.85	20.4
6	R	143	4.0	0.805	56.7	LOS E	8.1	58.4	0.89	0.86	28.1
Approach		516	4.0	1.000	50.5	LOS D	15.1	109.6	0.83	0.83	27.4
North: Shaw Road (N)											
7	L	244	4.0	0.884	25.5	LOS C	6.8	49.0	0.48	0.77	43.9
8	T	505	8.0	0.852	57.0	LOS E	36.9	276.3	1.00	0.95	26.8
9	R	37	4.0	0.582	79.6	LOS E	2.6	18.9	0.97	0.75	18.8
Approach		786	6.6	0.884	48.3	LOS D	36.9	276.3	0.84	0.89	29.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.914	100.4	LOS F	23.3	168.7	1.00	1.08	16.4
11	T	259	4.0	0.914	92.4	LOS F	23.3	168.7	1.00	1.08	16.4
12	R	137	4.0	1.000[3]	43.0	LOS D	6.8	49.0	0.83	0.77	27.5
Approach		415	4.0	1.000	76.5	LOS E	23.3	168.7	0.94	0.98	19.0
All Vehicles		2786	5.3	1.000	65.0	LOS E	70.8	520.9	0.91	0.96	23.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
All Pedestrians		53	63.5	LOS F			0.92	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

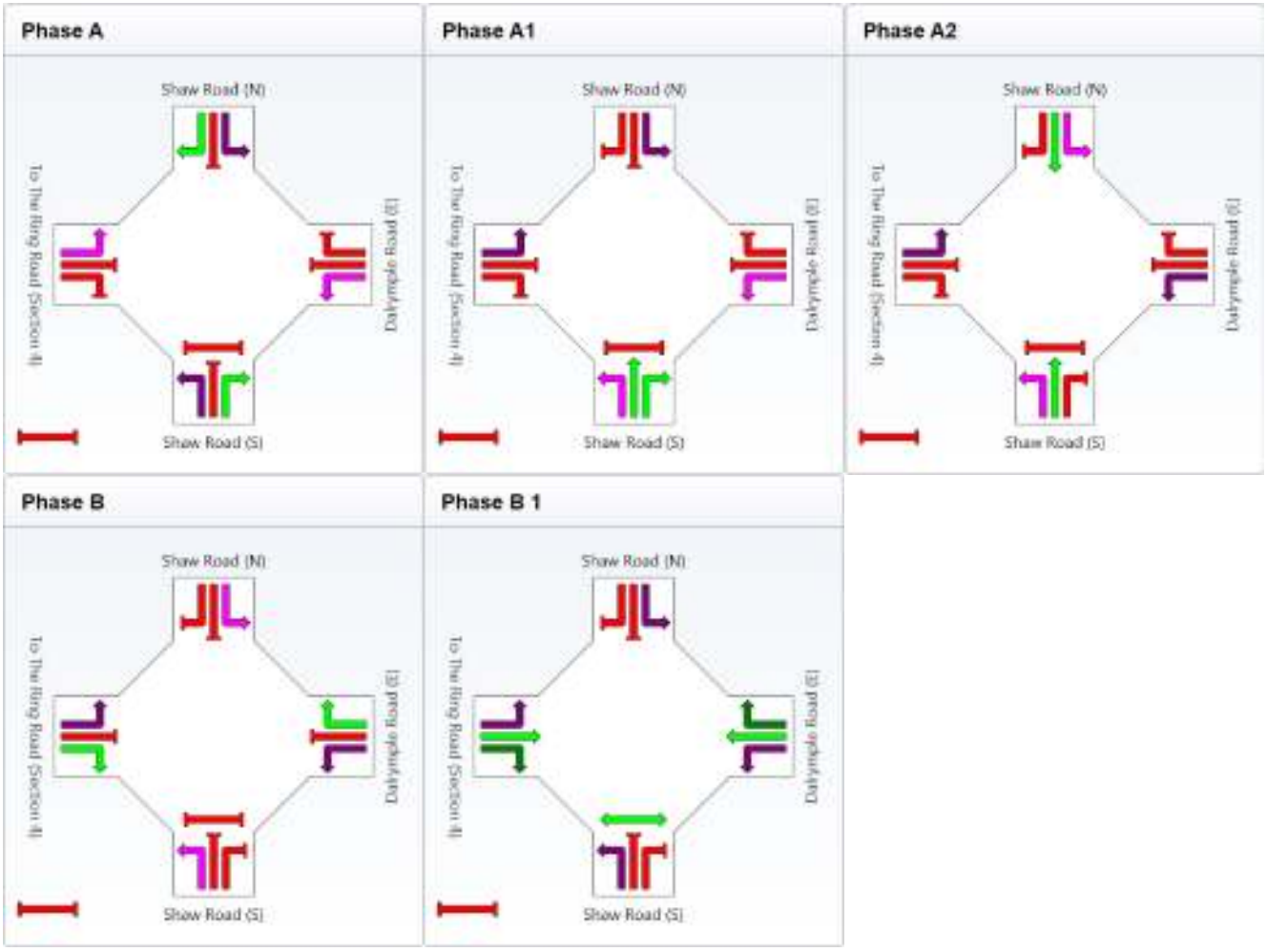
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	14	61	13	26
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	20	67	19	32
Phase Split	8 %	13 %	45 %	13 %	21 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.918	51.9	LOS D	69.7	504.6	0.98	1.06	25.7
2	T	512	4.0	0.918	44.0	LOS D	69.7	504.6	0.98	1.02	30.0
3	R	283	4.0	1.000[3]	73.0	LOS E	14.7	106.1	0.97	0.81	23.6
Approach		1249	4.0	1.000	53.4	LOS D	69.7	504.6	0.98	0.99	26.8
East: Dalrymple Road (E)											
4	L	178	4.0	1.000[3]	22.5	LOS C	4.5	32.8	0.55	0.76	46.3
5	T	358	4.0	1.103	186.8	LOS F	45.5	329.5	1.00	1.49	9.6
6	R	155	4.0	1.000[3]	58.7	LOS E	9.0	65.4	0.98	0.80	27.5
Approach		691	4.0	1.103	115.7	LOS F	45.5	329.5	0.88	1.15	15.3
North: Shaw Road (N)											
7	L	228	4.0	0.806	27.4	LOS C	6.8	49.0	0.43	0.78	42.5
8	T	496	4.0	0.641	37.9	LOS D	28.7	208.0	0.86	0.77	34.1
9	R	36	4.0	0.619	90.3	LOS F	2.8	20.1	1.00	0.76	17.3
Approach		760	4.0	0.806	37.2	LOS D	28.7	208.0	0.74	0.77	34.7
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.838	86.7	LOS F	21.0	152.1	1.00	0.98	18.3
11	T	258	4.0	0.838	78.7	LOS E	21.0	152.1	1.00	0.98	18.3
12	R	119	4.0	1.000[3]	54.6	LOS D	6.8	49.1	0.97	0.78	24.0
Approach		395	4.0	1.000	71.8	LOS E	21.0	152.1	0.99	0.92	19.7
All Vehicles		3095	4.0	1.103	65.7	LOS E	69.7	504.6	0.90	0.96	23.3

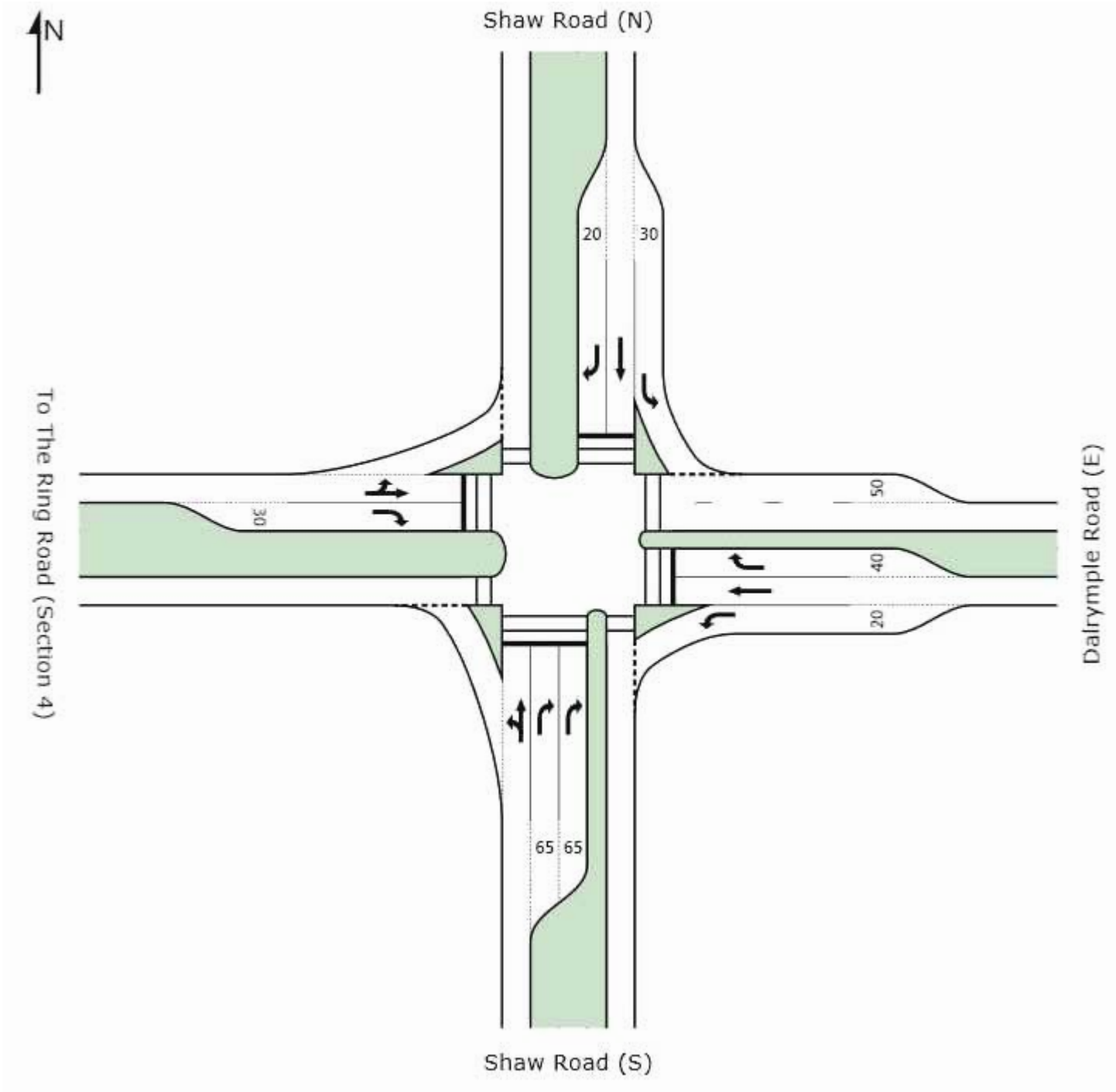
Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
All Pedestrians		53	61.7	LOS F			0.91	0.91

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



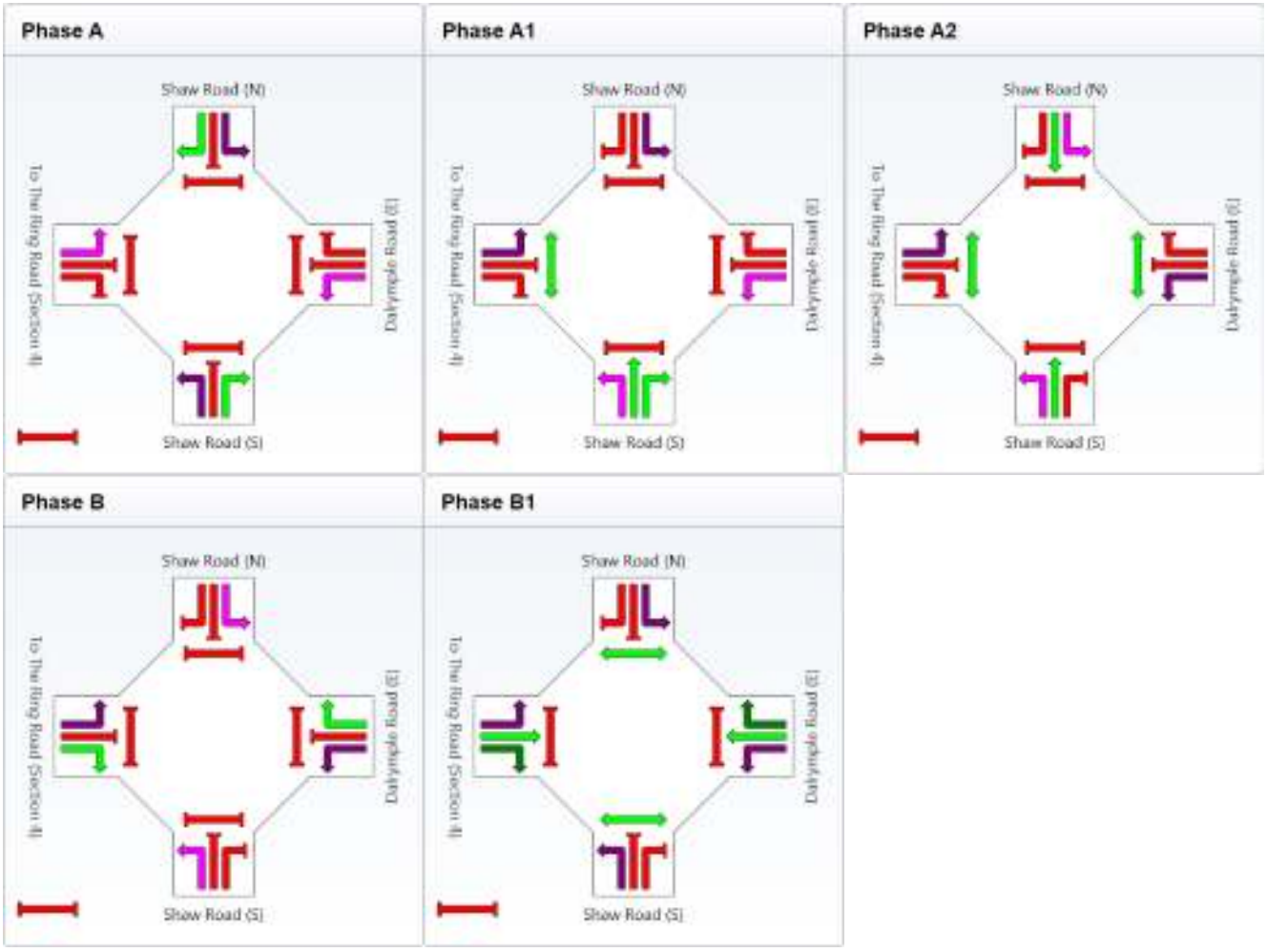
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	3	27	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	9	33	12	24
Phase Split	13 %	10 %	37 %	13 %	27 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.710	27.8	LOS C	18.8	136.4	0.87	0.94	35.7
2	T	295	4.0	0.710	19.9	LOS B	18.8	136.4	0.87	0.81	43.0
3	R	271	4.0	0.672	50.2	LOS D	8.8	63.6	0.97	0.82	30.3
Approach		860	4.0	0.710	32.1	LOS C	18.8	136.4	0.90	0.86	35.8
East: Dalrymple Road (E)											
4	L	154	4.0	0.530	15.8	LOS B	2.2	15.6	0.40	0.74	53.0
5	T	115	4.0	0.302	33.7	LOS C	4.4	31.7	0.89	0.71	29.8
6	R	115	4.0	0.390	37.7	LOS D	3.9	28.4	0.92	0.78	35.9
Approach		383	4.0	0.530	27.7	LOS C	4.4	31.7	0.71	0.74	38.9
North: Shaw Road (N)											
7	L	198	4.0	0.462	15.2	LOS B	2.6	18.9	0.39	0.74	53.6
8	T	402	4.0	0.705	31.0	LOS C	16.1	116.3	0.95	0.83	37.4
9	R	29	4.0	0.303	54.1	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.705	27.1	LOS C	16.1	116.3	0.77	0.80	40.3
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.559	46.4	LOS D	8.4	61.0	0.94	0.86	27.6
11	T	198	4.0	0.559	38.5	LOS D	8.4	61.0	0.94	0.81	27.8
12	R	121	4.0	0.536	34.1	LOS C	4.2	30.0	0.87	0.77	31.1
Approach		334	4.0	0.559	37.2	LOS D	8.4	61.0	0.92	0.79	28.9
All Vehicles		2206	4.0	0.710	30.7	LOS C	18.8	136.4	0.83	0.81	36.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	31.3	LOS D	0.1	0.1	0.83	0.83
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	22.1	LOS C	0.1	0.1	0.70	0.70
All Pedestrians		212	32.9	LOS D			0.85	0.85

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

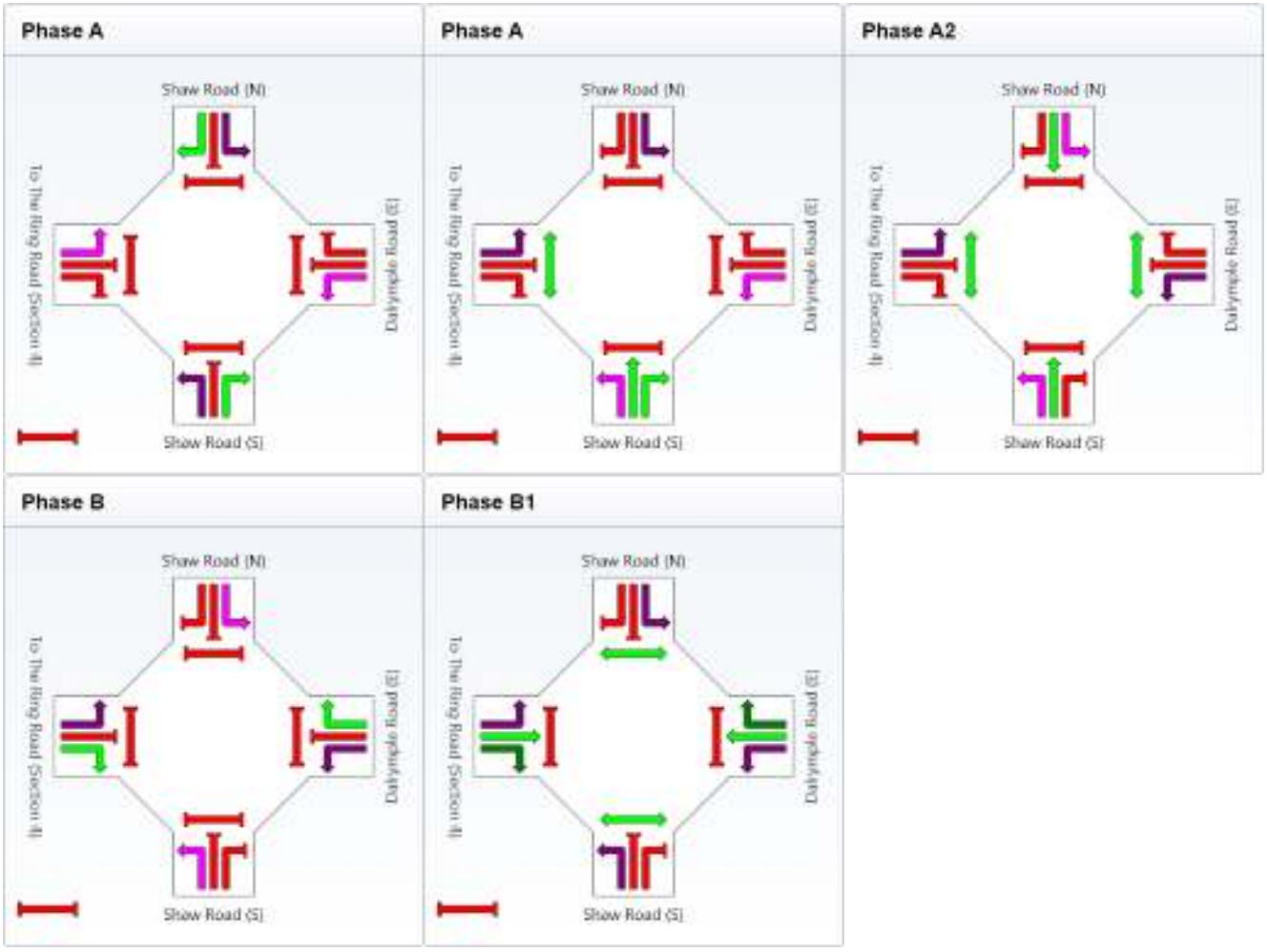
PHASING SUMMARY

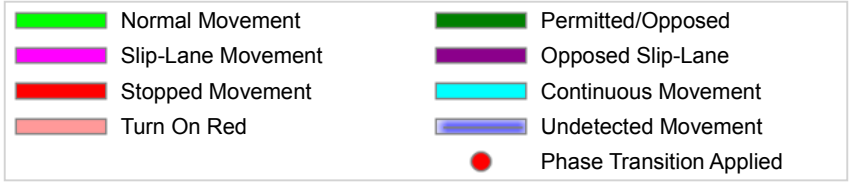
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	5	35	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	41	12	24
Phase Split	12 %	11 %	41 %	12 %	24 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.775	29.1	LOS C	26.6	192.9	0.88	0.96	35.0
2	T	361	4.0	0.775	21.1	LOS C	26.6	192.9	0.88	0.84	42.1
3	R	255	4.0	0.620	53.1	LOS D	8.9	64.4	0.96	0.81	29.3
Approach		977	4.0	0.775	32.4	LOS C	26.6	192.9	0.90	0.87	35.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.748	23.8	LOS C	4.5	32.6	0.42	0.79	45.3
5	T	149	4.0	0.437	40.2	LOS D	6.6	48.1	0.94	0.76	27.3
6	R	149	4.0	0.575	44.7	LOS D	6.1	44.0	0.96	0.80	32.6
Approach		508	4.0	0.748	34.8	LOS C	6.6	48.1	0.73	0.78	35.0
North: Shaw Road (N)											
7	L	185	4.0	0.437	14.8	LOS B	2.4	17.6	0.35	0.73	54.1
8	T	395	4.0	0.593	28.8	LOS C	15.8	114.7	0.88	0.76	38.9
9	R	28	4.0	0.325	59.9	LOS E	1.4	10.3	0.99	0.71	22.7
Approach		608	4.0	0.593	26.0	LOS C	15.8	114.7	0.72	0.75	41.2
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.584	52.5	LOS D	9.0	65.0	0.96	0.85	25.7
11	T	185	4.0	0.584	44.5	LOS D	9.0	65.0	0.96	0.82	25.8
12	R	119	4.0	0.606	40.5	LOS D	4.8	34.7	0.93	0.79	28.5
Approach		319	4.0	0.606	43.4	LOS D	9.0	65.0	0.95	0.81	26.7
All Vehicles		2413	4.0	0.775	32.7	LOS C	26.6	192.9	0.83	0.82	35.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
P3	Across E approach	53	29.6	LOS C	0.1	0.1	0.77	0.77
P5	Across N approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
P7	Across W approach	53	19.8	LOS B	0.1	0.1	0.63	0.63
All Pedestrians		212	34.5	LOS D			0.82	0.82

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

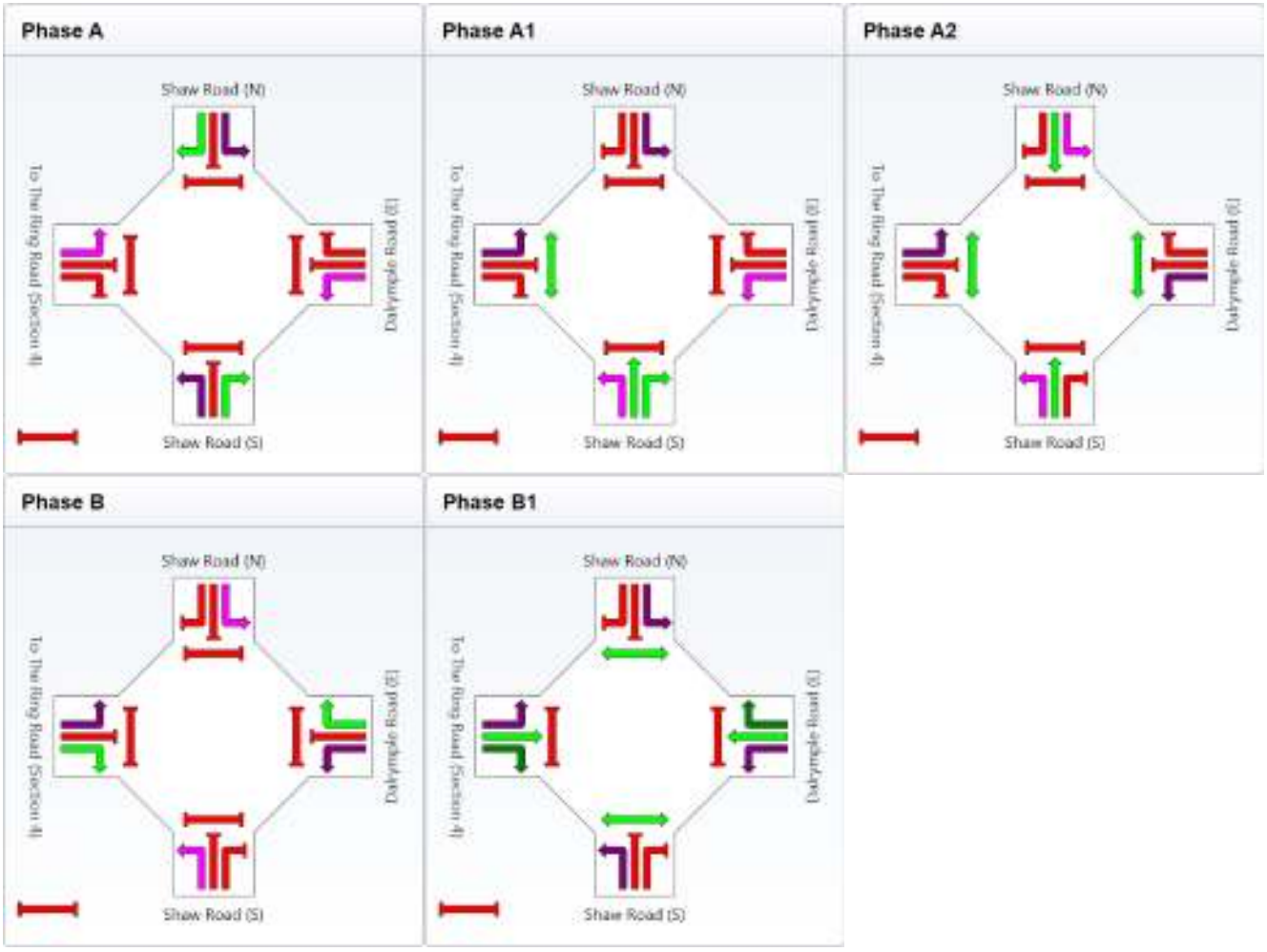
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	13	8	48	27	24
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	19	14	54	33	30
Phase Split	13 %	9 %	36 %	22 %	20 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.969	87.0	LOS F	70.8	520.9	1.00	1.19	18.2
2	T	414	8.0	0.969	79.0	LOS E	70.8	520.9	1.00	1.13	21.1
3	R	286	4.0	1.000[3]	72.0	LOS E	14.7	106.1	0.96	0.81	23.9
Approach		1069	5.4	1.000	79.9	LOS E	70.8	520.9	0.99	1.07	20.7
East: Dalrymple Road (E)											
4	L	160	4.0	1.000[3]	24.2	LOS C	4.5	32.8	0.55	0.75	44.9
5	T	213	4.0	0.712	66.0	LOS E	15.1	109.6	1.00	0.85	20.4
6	R	143	4.0	0.805	56.7	LOS E	8.1	58.4	0.89	0.86	28.1
Approach		516	4.0	1.000	50.5	LOS D	15.1	109.6	0.83	0.83	27.4
North: Shaw Road (N)											
7	L	244	4.0	0.884	25.5	LOS C	6.8	49.0	0.48	0.77	43.9
8	T	505	8.0	0.852	57.0	LOS E	36.9	276.3	1.00	0.95	26.8
9	R	37	4.0	0.582	79.6	LOS E	2.6	18.9	0.97	0.75	18.8
Approach		786	6.6	0.884	48.3	LOS D	36.9	276.3	0.84	0.89	29.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.914	100.4	LOS F	23.3	168.7	1.00	1.08	16.4
11	T	259	4.0	0.914	92.4	LOS F	23.3	168.7	1.00	1.08	16.4
12	R	137	4.0	1.000[3]	43.0	LOS D	6.8	49.0	0.83	0.77	27.5
Approach		415	4.0	1.000	76.5	LOS E	23.3	168.7	0.94	0.98	19.0
All Vehicles		2786	5.3	1.000	65.0	LOS E	70.8	520.9	0.91	0.96	23.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
P3	Across E approach	53	43.3	LOS E	0.2	0.2	0.76	0.76
P5	Across N approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
P7	Across W approach	53	31.4	LOS D	0.1	0.1	0.65	0.65
All Pedestrians		212	50.4	LOS E			0.81	0.81

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

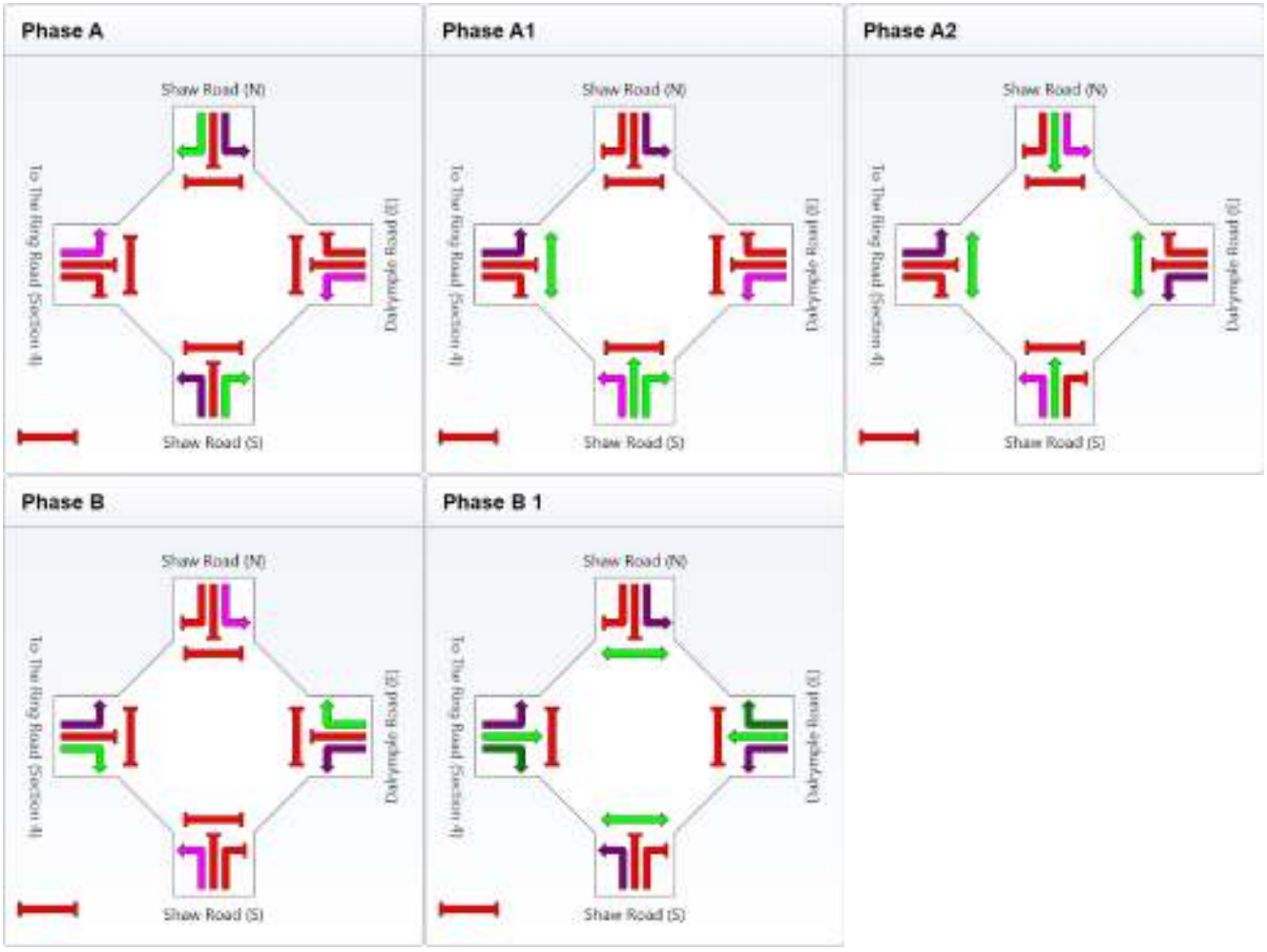
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	14	64	10	26
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	20	70	16	32
Phase Split	8 %	13 %	47 %	11 %	21 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.887	41.4	LOS D	61.2	442.9	0.94	1.02	29.2
2	T	512	4.0	0.887	33.4	LOS C	61.2	442.9	0.94	0.94	34.5
3	R	283	4.0	1.000[3]	73.0	LOS E	14.7	106.1	0.97	0.81	23.6
Approach		1249	4.0	1.000	45.3	LOS D	61.2	442.9	0.94	0.94	29.5
East: Dalrymple Road (E)											
4	L	181	4.0	1.000[3]	22.2	LOS C	4.5	32.8	0.56	0.76	46.5
5	T	326	4.0	1.002	115.7	LOS F	32.8	237.4	1.00	1.24	14.0
6	R	183	4.0	0.853	67.0	LOS E	11.2	81.0	1.00	0.86	25.1
Approach		691	4.0	1.002	78.3	LOS E	32.8	237.4	0.88	1.01	20.5
North: Shaw Road (N)											
7	L	228	4.0	0.188	18.0	LOS B	5.2	38.0	0.37	0.75	50.6
8	T	496	4.0	0.611	35.4	LOS D	27.7	200.7	0.83	0.74	35.4
9	R	36	4.0	0.619	90.3	LOS F	2.8	20.1	1.00	0.76	17.3
Approach		760	4.0	0.619	32.7	LOS C	27.7	200.7	0.70	0.75	37.1
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.855	87.5	LOS F	21.7	157.2	1.00	1.00	18.1
11	T	263	4.0	0.855	79.5	LOS E	21.7	157.2	1.00	1.00	18.1
12	R	114	4.0	1.000[3]	57.9	LOS E	6.8	49.1	0.99	0.78	23.2
Approach		395	4.0	1.000	73.7	LOS E	21.7	157.2	1.00	0.93	19.4
All Vehicles		3095	4.0	1.002	53.2	LOS D	61.2	442.9	0.88	0.91	26.7

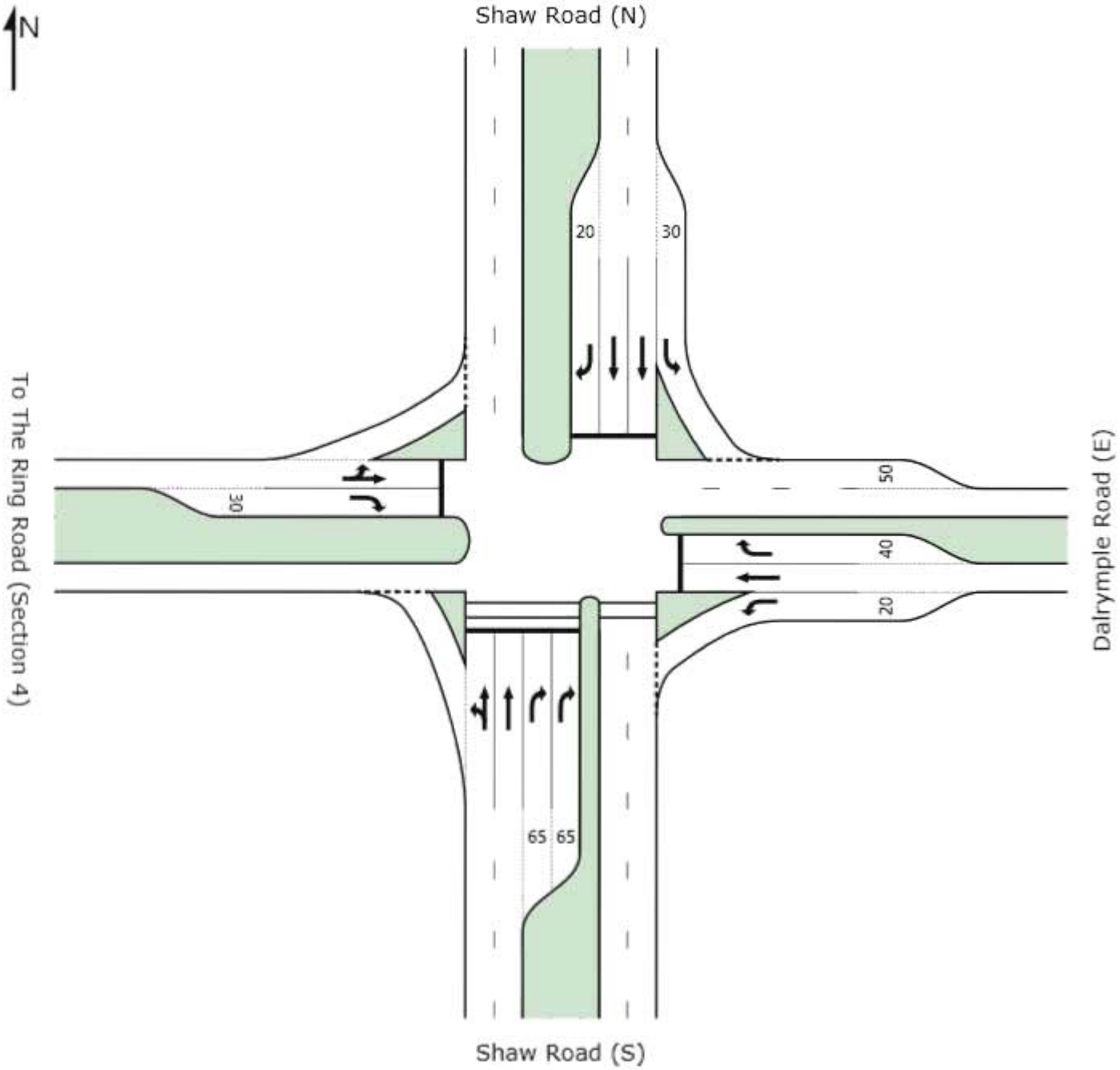
Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
P3	Across E approach	53	32.0	LOS D	0.1	0.1	0.65	0.65
P5	Across N approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
P7	Across W approach	53	18.8	LOS B	0.1	0.1	0.50	0.50
All Pedestrians		212	43.5	LOS E			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



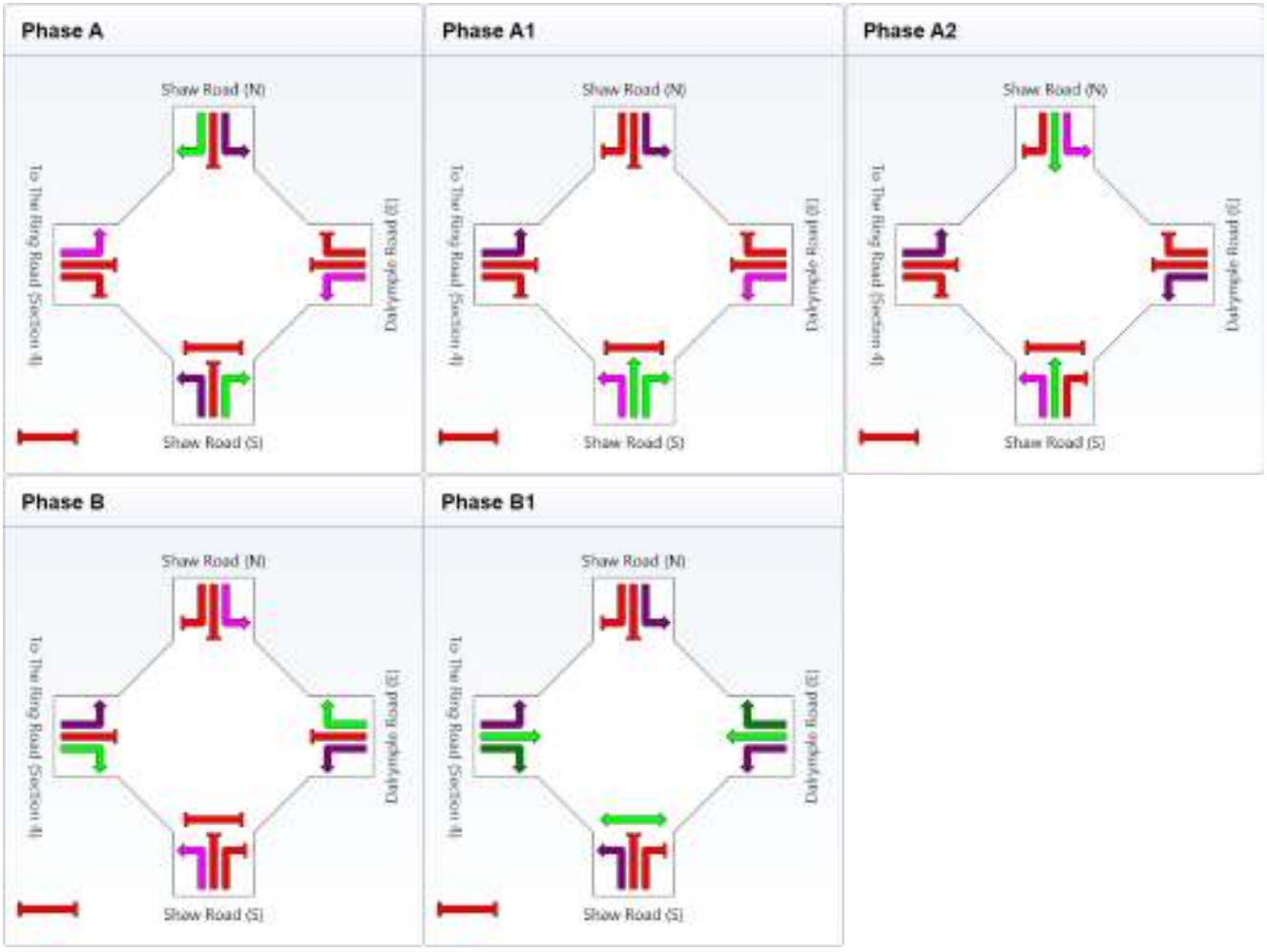
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	1	13	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	13	29
Phase Split	15 %	9 %	24 %	16 %	36 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.465	16.7	LOS B	6.2	45.2	0.73	0.82	42.0
2	T	295	4.0	0.465	23.2	LOS C	7.5	54.1	0.86	0.71	42.0
3	R	271	4.0	0.684	46.7	LOS D	7.9	57.2	0.97	0.83	31.7
Approach		860	4.0	0.684	28.4	LOS C	7.9	57.2	0.85	0.79	38.0
East: Dalrymple Road (E)											
4	L	154	4.0	0.369	13.5	LOS B	1.4	9.9	0.32	0.73	55.7
5	T	115	4.0	0.210	23.5	LOS C	3.4	24.8	0.80	0.64	34.8
6	R	115	4.0	0.294	27.4	LOS C	2.8	20.6	0.79	0.77	42.4
Approach		383	4.0	0.369	20.6	LOS C	3.4	24.8	0.60	0.71	44.1
North: Shaw Road (N)											
7	L	198	4.0	0.422	14.7	LOS B	2.3	16.4	0.39	0.74	54.2
8	T	402	4.0	0.651	35.7	LOS D	7.8	56.2	0.99	0.83	34.8
9	R	29	4.0	0.269	48.2	LOS D	1.2	8.4	0.97	0.71	25.9
Approach		629	4.0	0.651	29.7	LOS C	7.8	56.2	0.80	0.80	38.6
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.391	35.2	LOS D	6.5	47.3	0.84	0.87	32.0
11	T	198	4.0	0.391	27.2	LOS C	6.5	47.3	0.84	0.72	32.7
12	R	121	4.0	0.414	23.7	LOS C	3.0	21.8	0.75	0.75	36.5
Approach		334	4.0	0.414	26.3	LOS C	6.5	47.3	0.80	0.74	33.9
All Vehicles		2206	4.0	0.684	27.1	LOS C	7.9	57.2	0.79	0.77	38.5

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

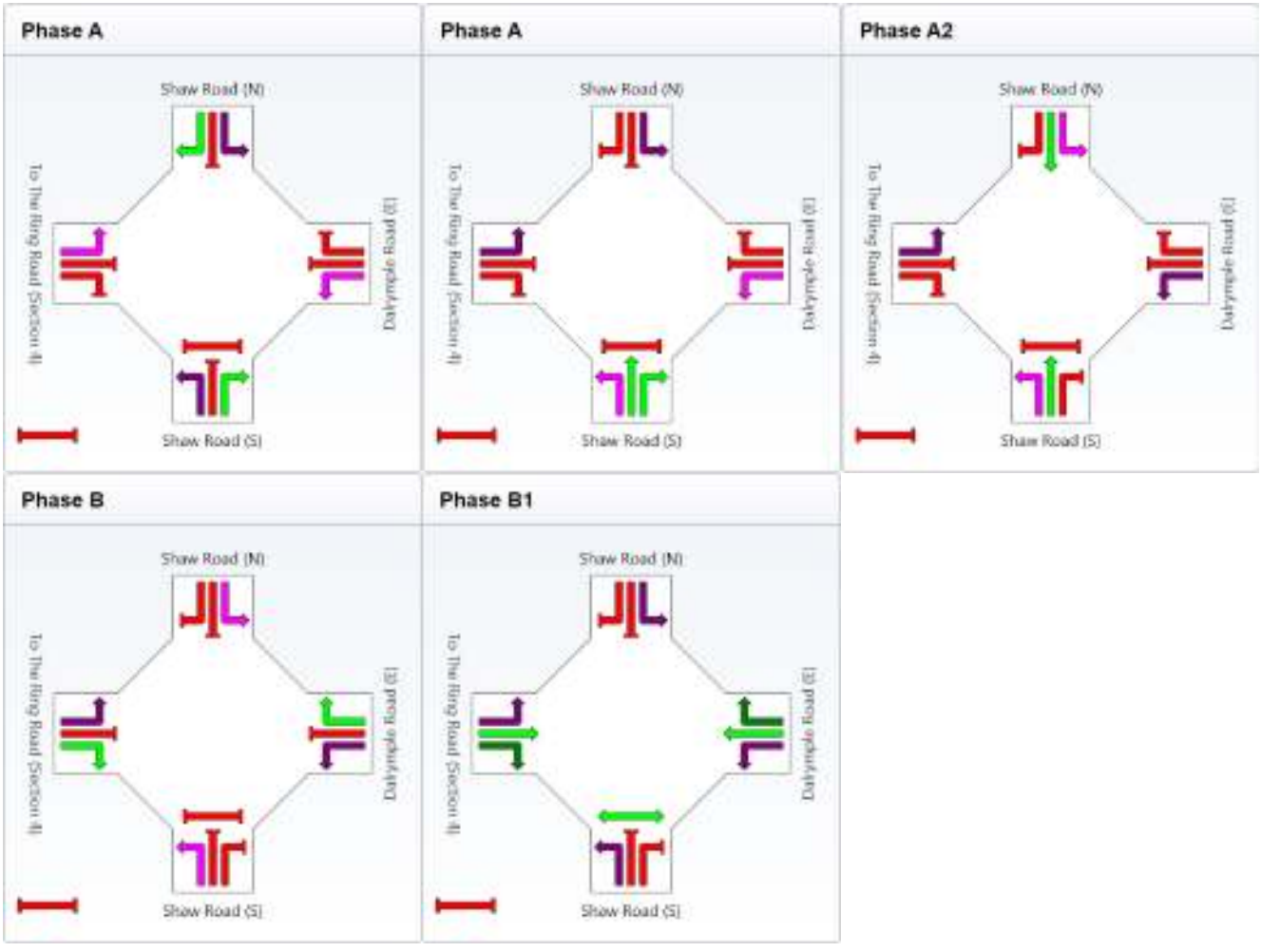
PHASING SUMMARY

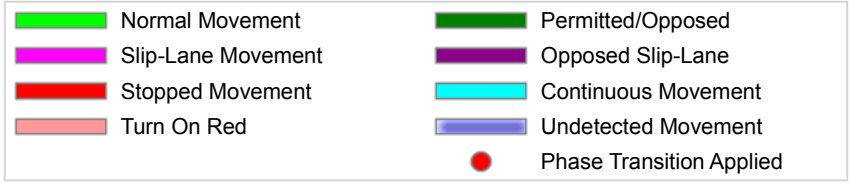
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	1	13	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	13	29
Phase Split	15 %	9 %	24 %	16 %	36 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 D
ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.570	17.2	LOS B	7.8	56.8	0.78	0.84	41.7
2	T	361	4.0	0.570	24.0	LOS C	9.5	68.5	0.89	0.75	41.3
3	R	255	4.0	0.645	46.1	LOS D	7.3	52.9	0.97	0.81	31.9
Approach		977	4.0	0.645	27.2	LOS C	9.5	68.5	0.87	0.80	38.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.502	13.6	LOS B	1.9	14.1	0.33	0.73	55.6
5	T	149	4.0	0.274	24.0	LOS C	4.6	33.1	0.82	0.66	34.5
6	R	149	4.0	0.383	27.6	LOS C	3.8	27.4	0.79	0.78	42.2
Approach		508	4.0	0.502	20.8	LOS C	4.6	33.1	0.61	0.72	44.1
North: Shaw Road (N)											
7	L	185	4.0	0.371	14.1	LOS B	1.9	13.7	0.36	0.74	55.0
8	T	395	4.0	0.639	35.5	LOS D	7.6	54.9	0.98	0.82	34.9
9	R	28	4.0	0.259	48.1	LOS D	1.1	8.1	0.97	0.71	25.9
Approach		608	4.0	0.639	29.6	LOS C	7.6	54.9	0.79	0.79	38.7
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.368	35.8	LOS D	6.1	44.0	0.83	0.87	31.7
11	T	185	4.0	0.368	27.8	LOS C	6.1	44.0	0.83	0.71	32.4
12	R	119	4.0	0.407	23.9	LOS C	3.0	21.4	0.76	0.75	36.4
Approach		319	4.0	0.407	26.7	LOS C	6.1	44.0	0.80	0.74	33.8
All Vehicles		2413	4.0	0.645	26.4	LOS C	9.5	68.5	0.79	0.77	38.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

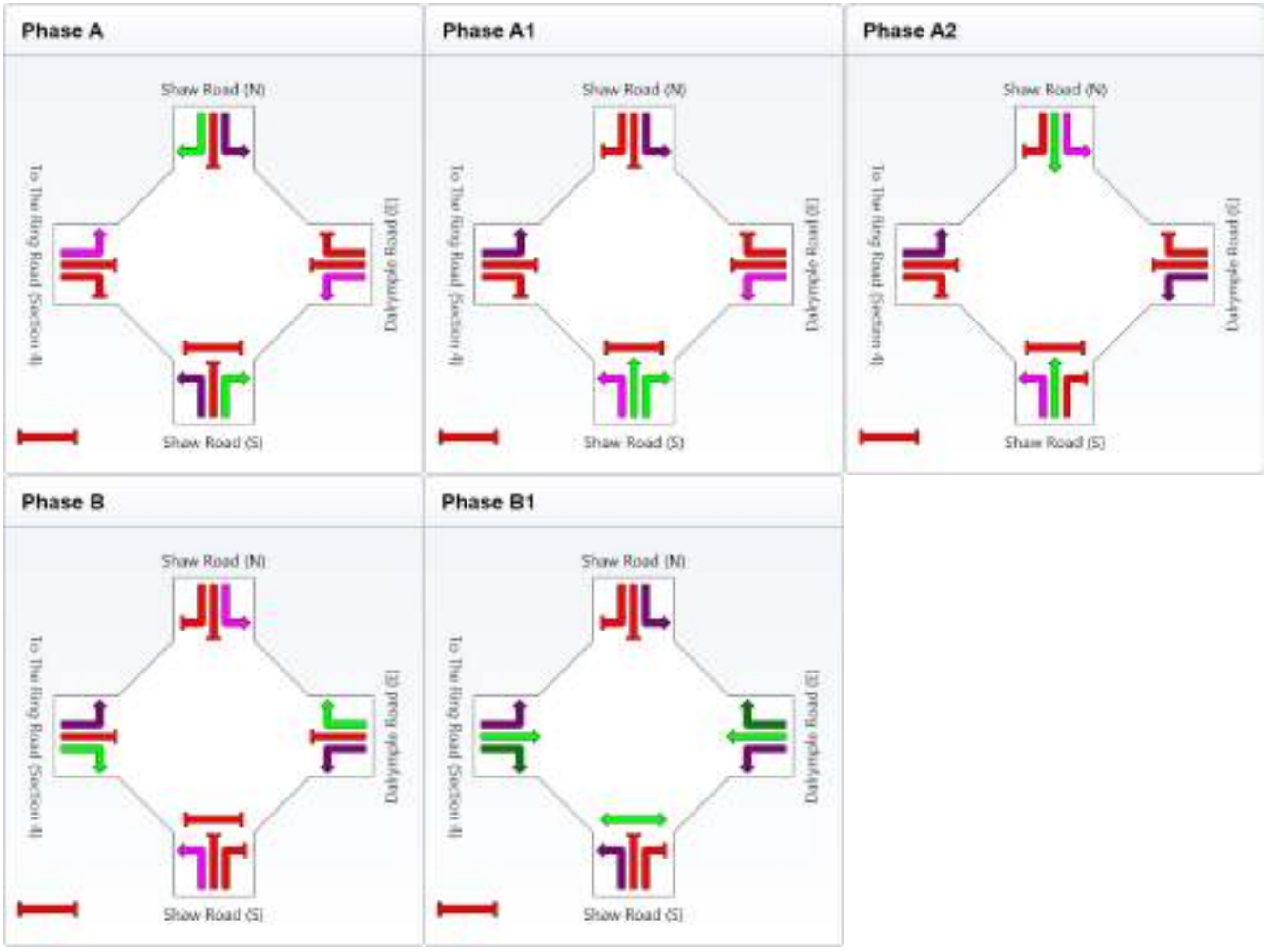
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	1	13	8	22
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	14	28
Phase Split	15 %	9 %	24 %	18 %	35 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.591	17.2	LOS B	7.9	57.2	0.80	0.84	41.7
2	T	369	8.0	0.591	24.0	LOS C	9.6	72.2	0.90	0.76	41.3
3	R	331	4.0	0.836	51.1	LOS D	10.7	77.5	0.98	0.90	30.0
Approach		1069	5.4	0.836	30.0	LOS C	10.7	77.5	0.89	0.83	37.0
East: Dalrymple Road (E)											
4	L	229	4.0	0.690	18.7	LOS B	3.6	26.1	0.41	0.78	50.0
5	T	143	4.0	0.274	24.8	LOS C	4.4	32.1	0.83	0.67	34.0
6	R	143	4.0	0.338	28.0	LOS C	3.6	25.9	0.83	0.78	42.0
Approach		516	4.0	0.690	23.0	LOS C	4.4	32.1	0.64	0.75	42.6
North: Shaw Road (N)											
7	L	244	4.0	0.592	16.2	LOS B	3.5	25.2	0.47	0.76	52.4
8	T	505	8.0	0.839	42.2	LOS D	11.0	82.4	1.00	0.96	31.9
9	R	37	4.0	0.337	48.5	LOS D	1.5	10.6	0.98	0.72	25.8
Approach		786	6.6	0.839	34.5	LOS C	11.0	82.4	0.83	0.89	35.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.505	38.3	LOS D	8.6	62.1	0.88	0.88	30.6
11	T	244	4.0	0.505	30.3	LOS C	8.6	62.1	0.88	0.77	31.1
12	R	152	4.0	0.528	24.1	LOS C	3.8	27.6	0.78	0.76	36.2
Approach		415	4.0	0.528	28.4	LOS C	8.6	62.1	0.84	0.77	32.8
All Vehicles		2786	5.3	0.839	29.7	LOS C	11.0	82.4	0.82	0.82	36.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	35.2	LOS D	0.1	0.1	0.94	0.94
All Pedestrians		53	35.2	LOS D			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

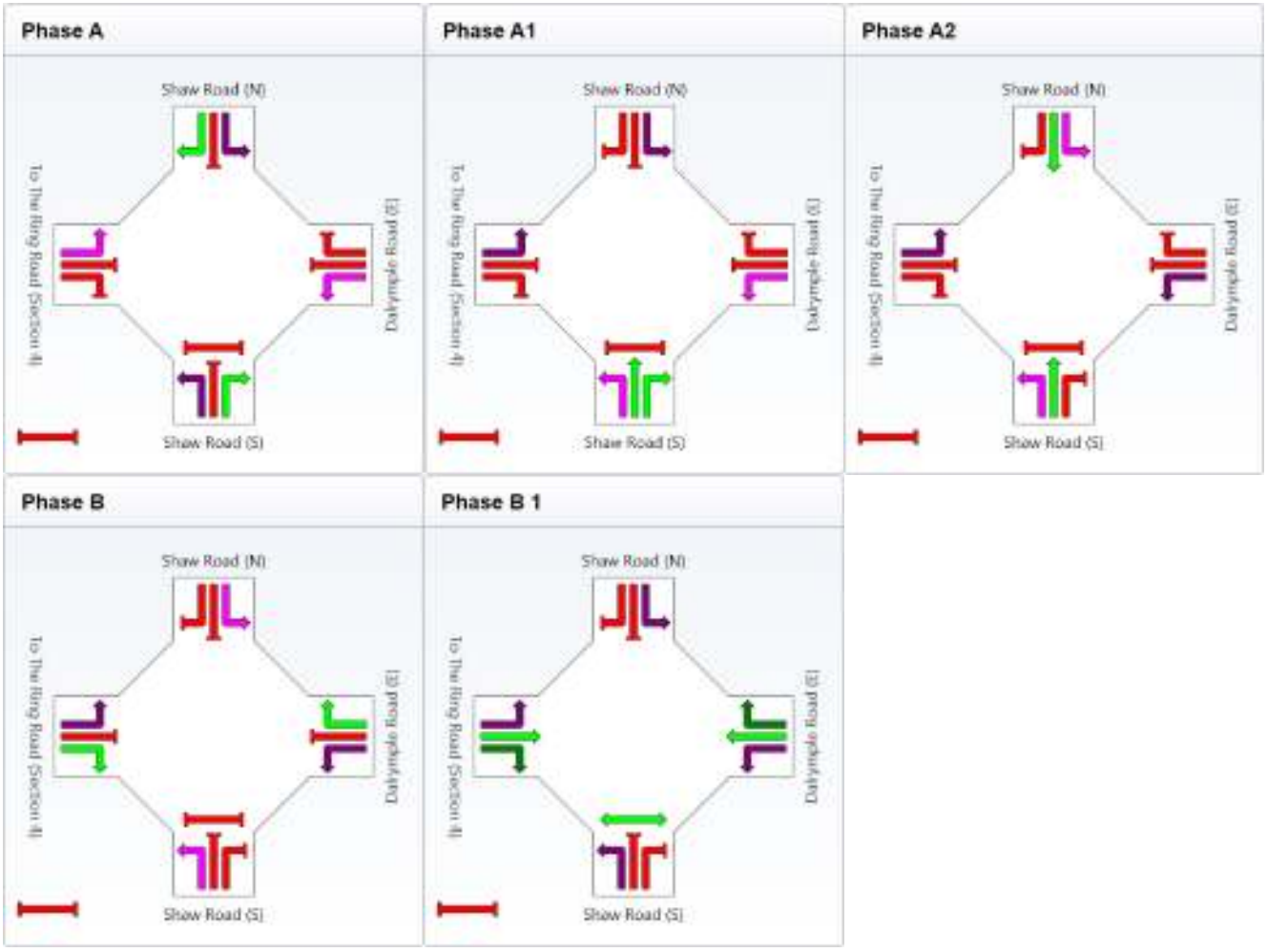
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	9	16	6	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	15	22	12	29
Phase Split	13 %	17 %	24 %	13 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

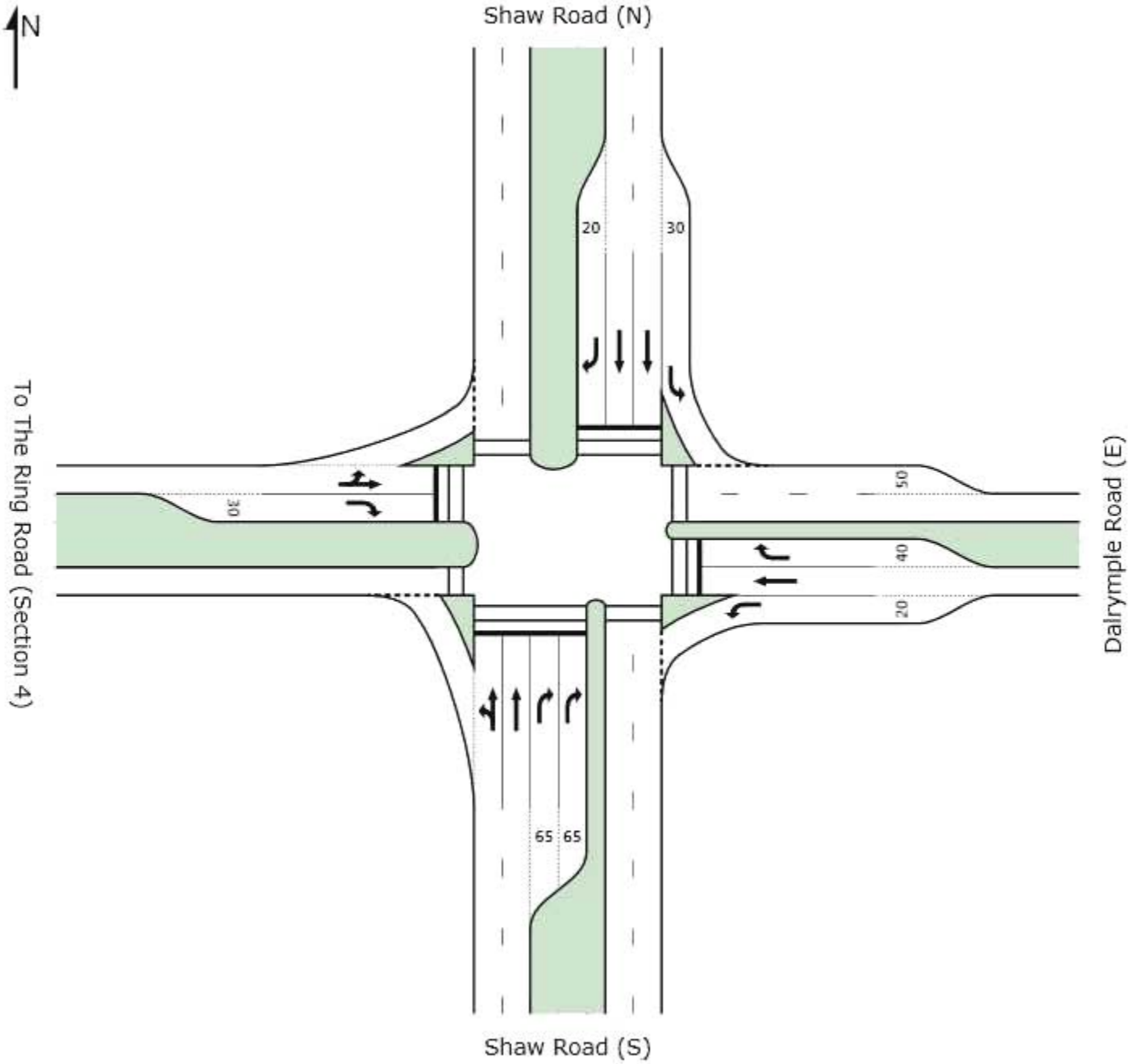
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.561	15.8	LOS B	9.4	67.8	0.71	0.83	42.6
2	T	454	4.0	0.561	22.5	LOS C	13.2	95.6	0.84	0.72	42.7
3	R	342	4.0	0.736	45.9	LOS D	10.6	77.1	0.92	0.84	32.0
Approach		1249	4.0	0.736	26.5	LOS C	13.2	95.6	0.81	0.79	39.0
East: Dalrymple Road (E)											
4	L	254	4.0	0.715	19.7	LOS B	4.1	29.7	0.41	0.78	48.9
5	T	254	4.0	0.522	31.5	LOS C	9.7	70.4	0.91	0.76	30.7
6	R	183	4.0	0.571	35.4	LOS D	6.0	43.4	0.92	0.80	37.2
Approach		691	4.0	0.715	28.2	LOS C	9.7	70.4	0.73	0.78	38.0
North: Shaw Road (N)											
7	L	228	4.0	0.592	16.4	LOS B	3.5	25.3	0.44	0.75	52.3
8	T	496	4.0	0.734	40.6	LOS D	11.0	79.6	1.00	0.88	32.6
9	R	36	4.0	0.369	54.3	LOS D	1.6	11.6	0.99	0.72	24.2
Approach		760	4.0	0.734	34.0	LOS C	11.0	79.6	0.83	0.83	36.1
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.509	43.4	LOS D	9.2	66.5	0.90	0.88	28.6
11	T	228	4.0	0.509	35.5	LOS D	9.2	66.5	0.90	0.78	29.0
12	R	148	4.0	0.607	31.8	LOS C	4.8	34.8	0.91	0.79	32.2
Approach		395	4.0	0.607	34.4	LOS C	9.2	66.5	0.90	0.79	30.1
All Vehicles		3095	4.0	0.736	29.7	LOS C	13.2	95.6	0.81	0.80	36.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	39.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



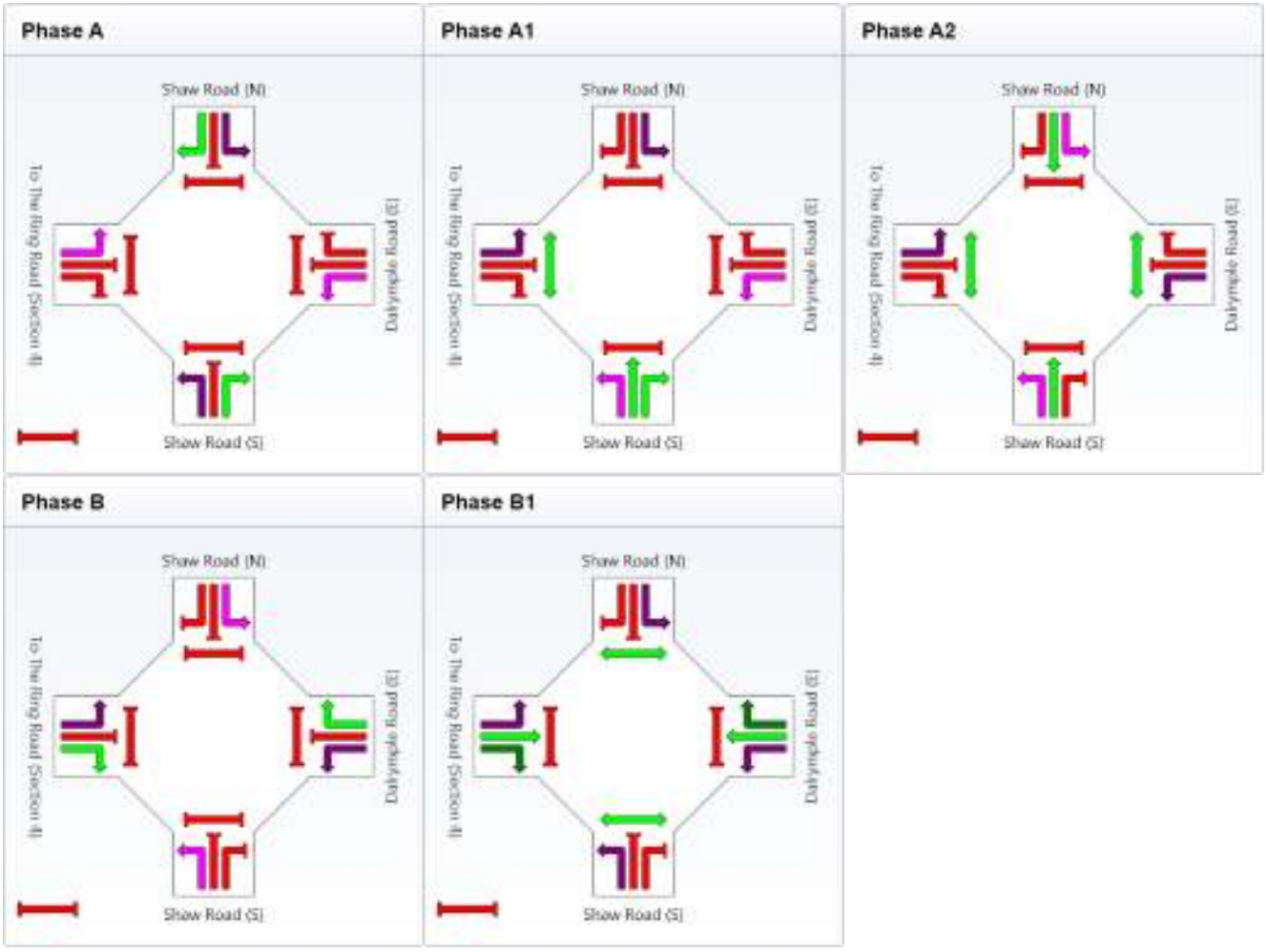
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	4	18	9	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	10	24	15	29
Phase Split	13 %	11 %	27 %	17 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.393	15.3	LOS B	5.5	39.7	0.64	0.80	42.9
2	T	295	4.0	0.393	22.3	LOS C	8.1	58.3	0.79	0.67	43.0
3	R	271	4.0	0.626	48.7	LOS D	8.5	61.3	0.96	0.81	30.9
Approach		860	4.0	0.626	28.2	LOS C	8.5	61.3	0.79	0.76	38.2
East: Dalrymple Road (E)											
4	L	154	4.0	0.393	13.5	LOS B	1.5	10.6	0.30	0.72	55.7
5	T	115	4.0	0.236	28.8	LOS C	4.0	29.2	0.83	0.67	32.0
6	R	115	4.0	0.352	30.8	LOS C	3.3	23.9	0.81	0.77	40.1
Approach		383	4.0	0.393	23.2	LOS C	4.0	29.2	0.61	0.72	42.1
North: Shaw Road (N)											
7	L	198	4.0	0.452	14.9	LOS B	2.5	18.0	0.38	0.74	54.0
8	T	402	4.0	0.529	35.5	LOS D	8.1	58.6	0.94	0.78	35.0
9	R	29	4.0	0.303	54.0	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.529	29.9	LOS C	8.1	58.6	0.77	0.76	38.6
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.439	40.9	LOS D	7.7	56.0	0.88	0.87	29.6
11	T	198	4.0	0.439	32.9	LOS C	7.7	56.0	0.88	0.75	30.0
12	R	121	4.0	0.550	27.1	LOS C	3.5	25.3	0.78	0.75	34.5
Approach		334	4.0	0.550	31.2	LOS C	7.7	56.0	0.84	0.76	31.5
All Vehicles		2206	4.0	0.626	28.3	LOS C	8.5	61.3	0.76	0.75	37.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	28.0	LOS C	0.1	0.1	0.79	0.79
All Pedestrians		212	36.4	LOS D			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

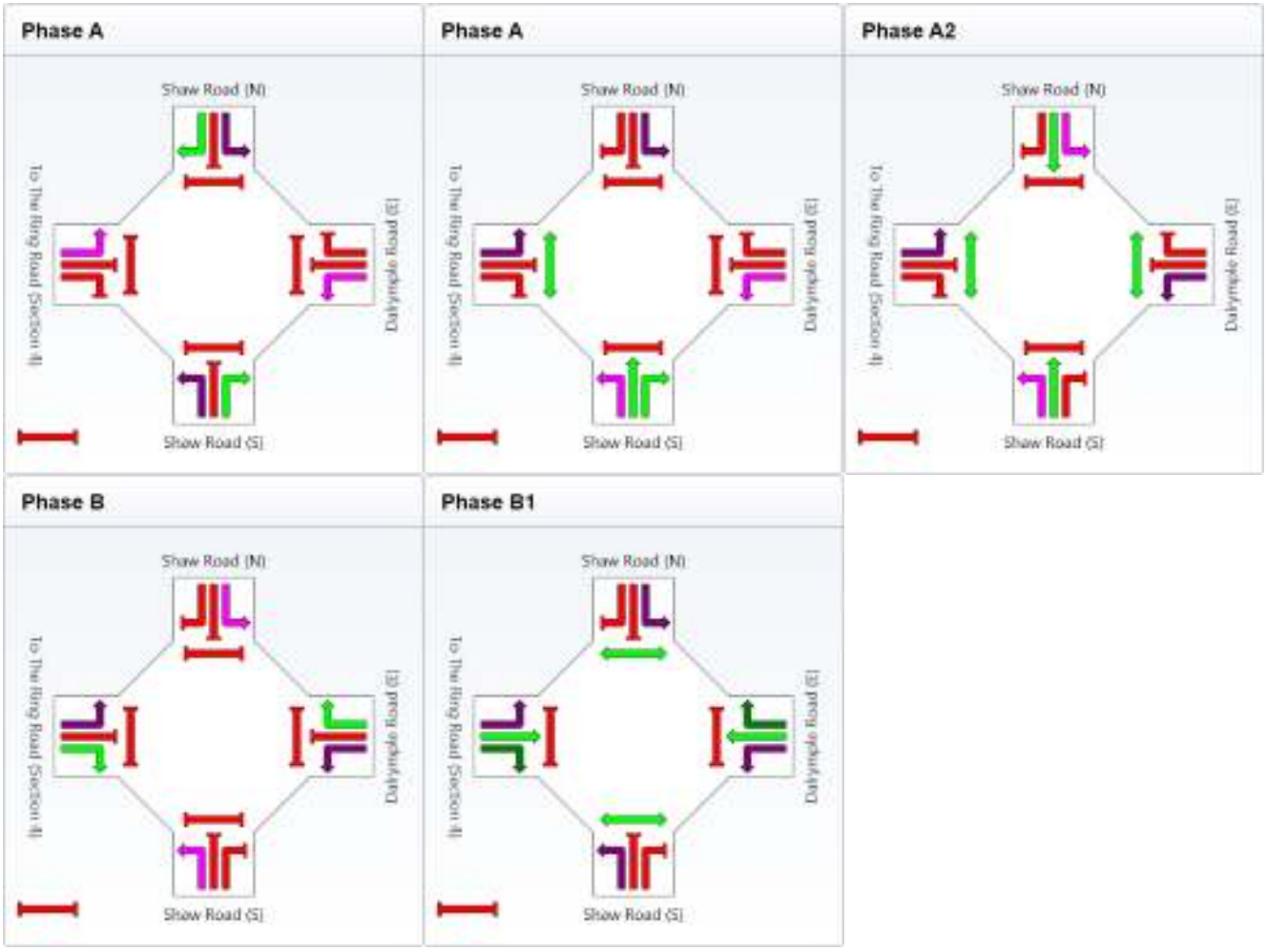
PHASING SUMMARY

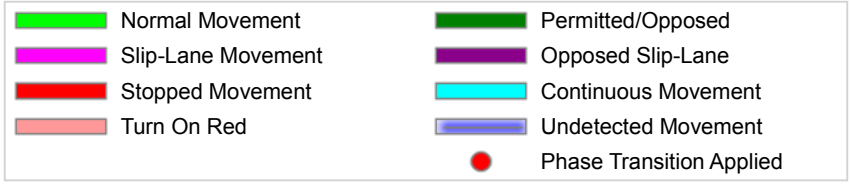
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	4	18	9	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	10	24	15	29
Phase Split	13 %	11 %	27 %	17 %	32 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.481	15.8	LOS B	6.8	49.5	0.69	0.82	42.6
2	T	361	4.0	0.481	23.2	LOS C	10.2	74.0	0.82	0.70	42.3
3	R	255	4.0	0.589	48.3	LOS D	7.9	57.1	0.95	0.80	31.1
Approach		977	4.0	0.589	27.0	LOS C	10.2	74.0	0.81	0.77	38.6
East: Dalrymple Road (E)											
4	L	209	4.0	0.534	13.6	LOS B	2.1	15.0	0.31	0.73	55.6
5	T	149	4.0	0.308	29.5	LOS C	5.4	38.9	0.85	0.69	31.7
6	R	149	4.0	0.458	31.2	LOS C	4.4	31.9	0.83	0.78	39.8
Approach		508	4.0	0.534	23.4	LOS C	5.4	38.9	0.62	0.73	42.0
North: Shaw Road (N)											
7	L	185	4.0	0.408	14.5	LOS B	2.2	15.9	0.36	0.74	54.4
8	T	395	4.0	0.519	35.5	LOS D	7.9	57.4	0.94	0.77	35.1
9	R	28	4.0	0.292	54.0	LOS D	1.3	9.2	0.98	0.71	24.2
Approach		608	4.0	0.519	30.0	LOS C	7.9	57.4	0.77	0.76	38.5
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.414	41.4	LOS D	7.2	52.1	0.87	0.87	29.4
11	T	185	4.0	0.414	33.4	LOS C	7.2	52.1	0.87	0.75	29.9
12	R	119	4.0	0.540	27.2	LOS C	3.4	24.8	0.79	0.75	34.4
Approach		319	4.0	0.540	31.5	LOS C	7.2	52.1	0.84	0.75	31.4
All Vehicles		2413	4.0	0.589	27.6	LOS C	10.2	74.0	0.76	0.76	38.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	28.0	LOS C	0.1	0.1	0.79	0.79
All Pedestrians		212	36.4	LOS D			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

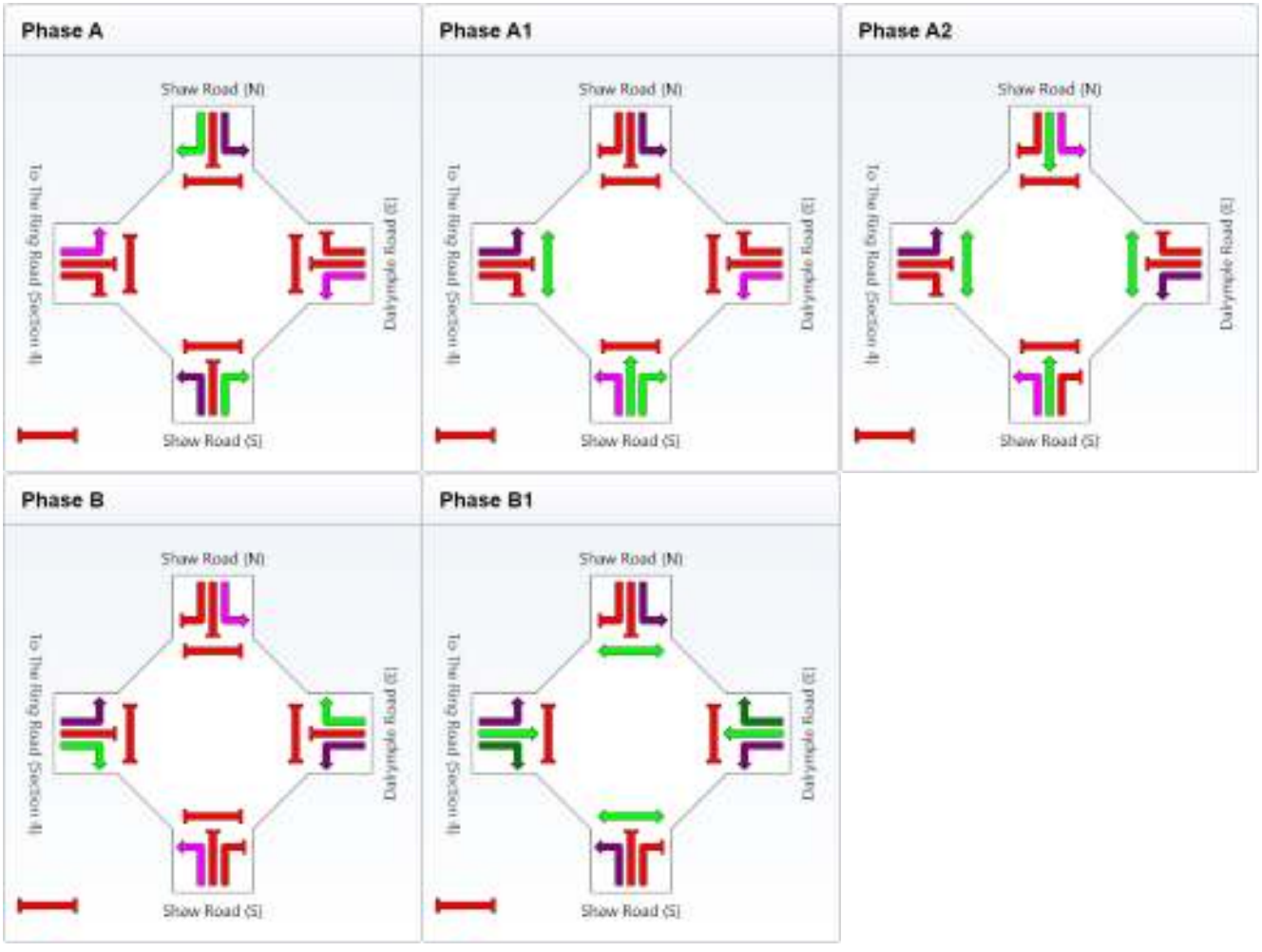
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	5	18	8	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	24	14	29
Phase Split	13 %	12 %	27 %	16 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.487	15.8	LOS B	7.0	51.1	0.69	0.82	42.6
2	T	369	8.0	0.487	22.6	LOS C	10.4	77.5	0.82	0.70	42.7
3	R	331	4.0	0.719	49.4	LOS D	10.8	77.9	0.97	0.84	30.6
Approach		1069	5.4	0.719	28.6	LOS C	10.8	77.9	0.82	0.78	37.9
East: Dalrymple Road (E)											
4	L	229	4.0	0.690	18.4	LOS B	3.6	26.1	0.39	0.77	50.3
5	T	143	4.0	0.295	29.4	LOS C	5.1	37.1	0.85	0.69	31.8
6	R	143	4.0	0.385	32.4	LOS C	4.3	31.2	0.87	0.79	39.0
Approach		516	4.0	0.690	25.3	LOS C	5.1	37.1	0.65	0.75	40.9
North: Shaw Road (N)											
7	L	244	4.0	0.635	16.7	LOS B	3.9	27.9	0.45	0.76	52.0
8	T	505	8.0	0.681	37.6	LOS D	10.7	80.3	0.98	0.84	34.0
9	R	37	4.0	0.380	54.3	LOS D	1.7	12.0	0.99	0.72	24.1
Approach		786	6.6	0.681	31.9	LOS C	10.7	80.3	0.82	0.81	37.3
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.544	43.2	LOS D	9.9	71.9	0.91	0.88	28.7
11	T	244	4.0	0.544	35.3	LOS D	9.9	71.9	0.91	0.79	29.0
12	R	152	4.0	0.620	29.2	LOS C	4.7	34.0	0.82	0.78	33.4
Approach		415	4.0	0.620	33.4	LOS C	9.9	71.9	0.88	0.79	30.5
All Vehicles		2786	5.3	0.719	29.6	LOS C	10.8	80.3	0.80	0.79	37.0

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	27.2	LOS C	0.1	0.1	0.78	0.78
All Pedestrians		212	36.2	LOS D			0.89	0.89

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

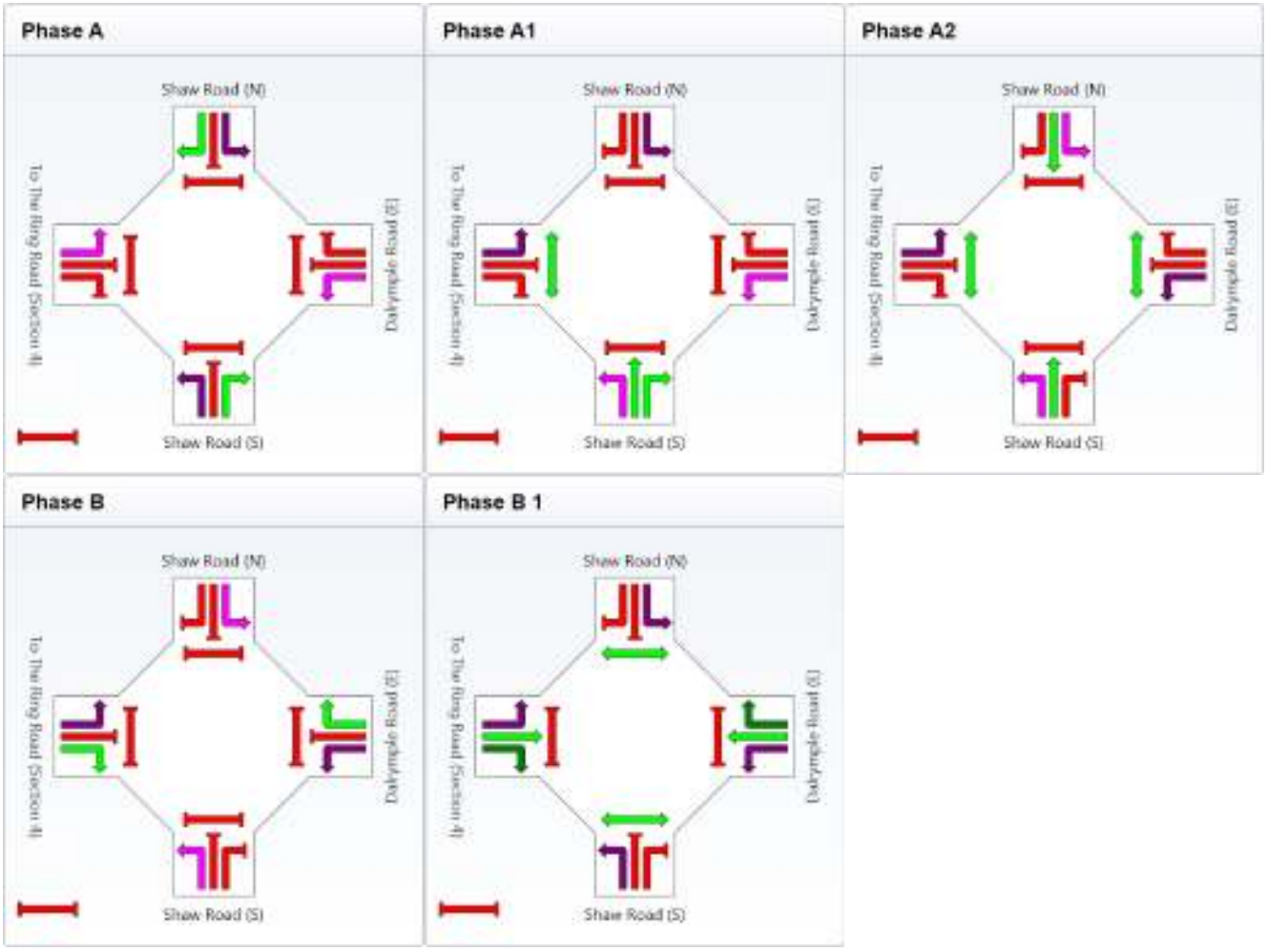
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	6	18	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	12	24	13	29
Phase Split	13 %	13 %	27 %	14 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

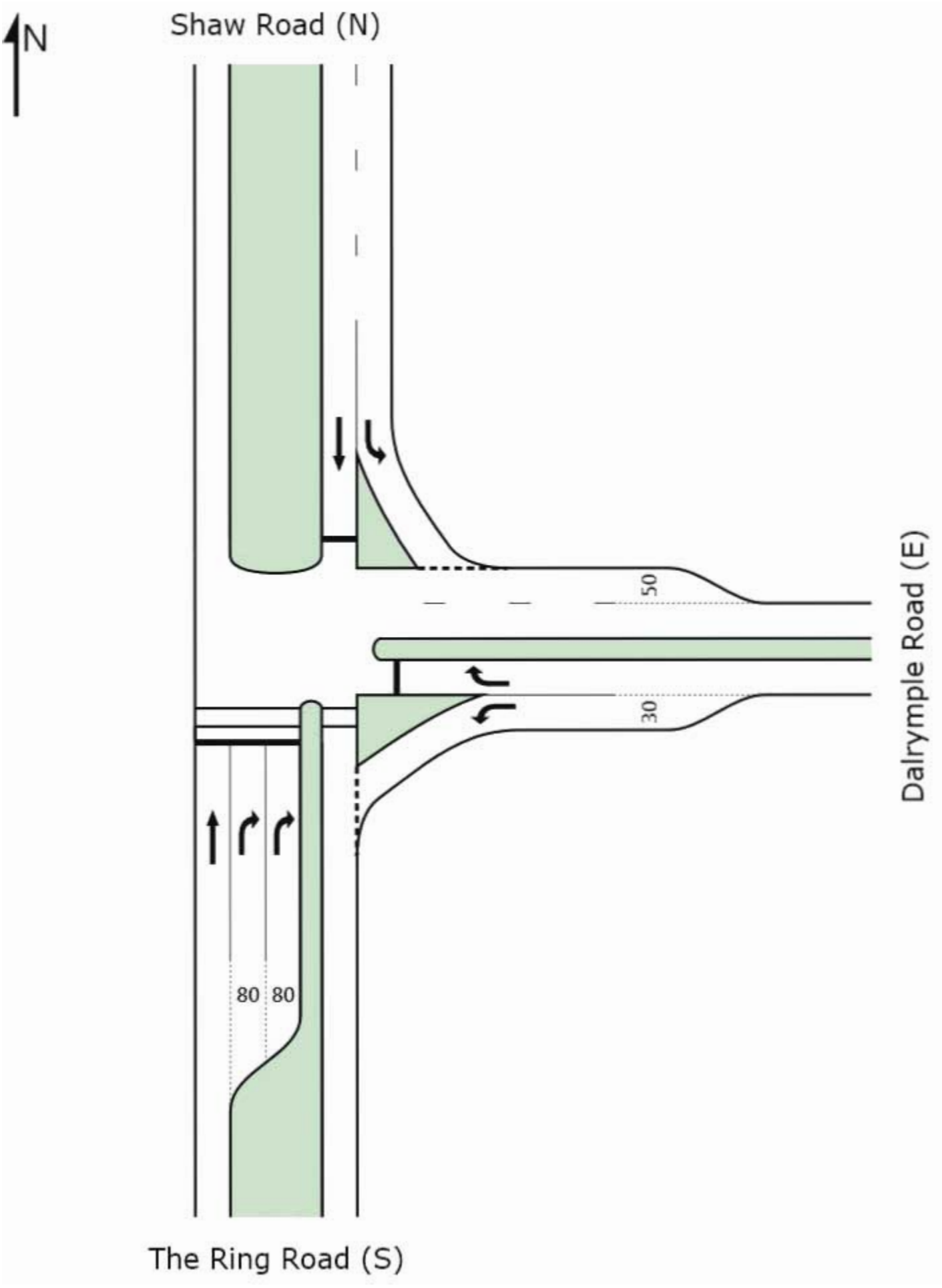
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.576	16.1	LOS B	9.4	68.3	0.72	0.83	42.4
2	T	454	4.0	0.576	23.2	LOS C	13.3	96.5	0.85	0.73	42.2
3	R	342	4.0	0.767	49.6	LOS D	11.3	81.7	0.96	0.86	30.6
Approach		1249	4.0	0.767	27.8	LOS C	13.3	96.5	0.83	0.80	38.2
East: Dalrymple Road (E)											
4	L	254	4.0	0.730	21.1	LOS C	4.4	31.9	0.42	0.79	47.7
5	T	254	4.0	0.522	31.5	LOS C	9.7	70.4	0.91	0.76	30.7
6	R	183	4.0	0.562	34.0	LOS C	5.8	42.3	0.90	0.80	38.1
Approach		691	4.0	0.730	28.3	LOS C	9.7	70.4	0.73	0.78	37.9
North: Shaw Road (N)											
7	L	228	4.0	0.214	16.4	LOS B	3.5	25.3	0.44	0.76	52.3
8	T	496	4.0	0.652	36.9	LOS D	10.4	75.0	0.97	0.82	34.3
9	R	36	4.0	0.369	54.3	LOS D	1.6	11.6	0.99	0.72	24.2
Approach		760	4.0	0.652	31.5	LOS C	10.4	75.0	0.81	0.80	37.5
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.509	43.8	LOS D	9.2	66.5	0.90	0.88	28.5
11	T	228	4.0	0.509	35.8	LOS D	9.2	66.5	0.90	0.78	28.9
12	R	148	4.0	0.607	30.8	LOS C	4.7	33.8	0.89	0.79	32.6
Approach		395	4.0	0.607	34.3	LOS C	9.2	66.5	0.90	0.79	30.2
All Vehicles		3095	4.0	0.767	29.7	LOS C	13.3	96.5	0.81	0.79	36.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	26.5	LOS C	0.1	0.1	0.77	0.77
All Pedestrians		212	36.0	LOS D			0.89	0.89

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



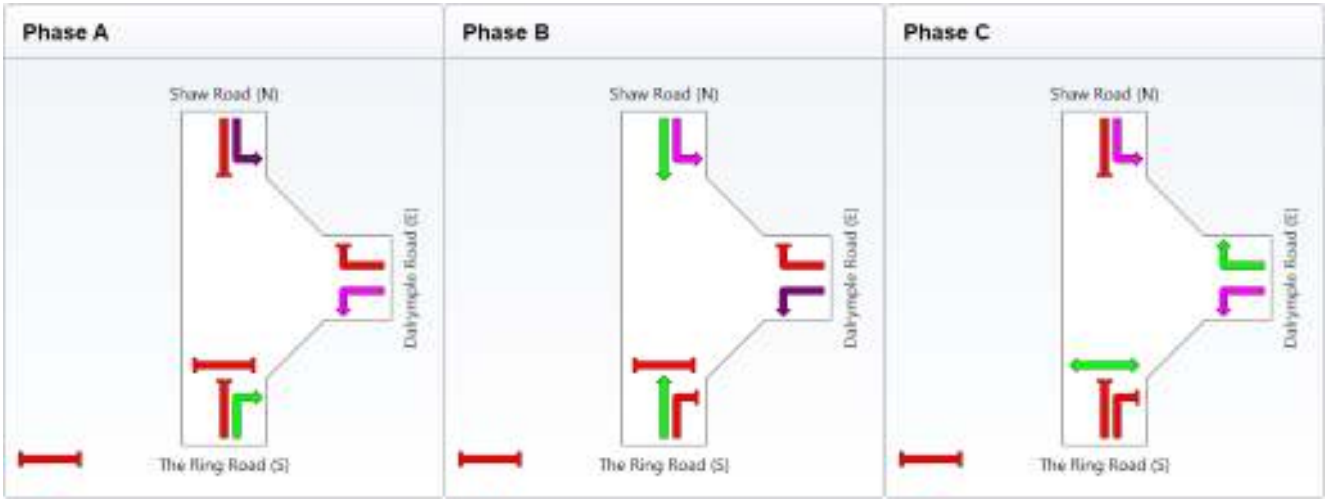
PHASING SUMMARY

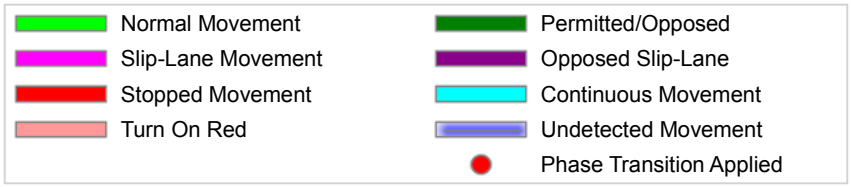
Shaw Road / Dalrymple Road / The Ring Road
Existing
AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Leading Right Turn
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Green Time (sec)	6	38	18
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	12	44	24
Phase Split	15 %	55 %	30 %





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SIDRA INTERSECTION 5.1.12.2089

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8000540, UDP CONSULTING ENGINEERS, FLOATING

MOVEMENT SUMMARY

Site: Shaw/Dalrymple Exist AM

Shaw Road / Dalrymple Road / The Ring Road
Existing
AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: The Ring Road (S)											
2	T	525	12.0	0.611	16.8	LOS B	15.2	117.6	0.79	0.70	48.2
3	R	155	1.0	0.844	56.6	LOS E	5.2	37.0	0.99	0.87	28.0
Approach		680	9.5	0.844	25.9	LOS C	15.2	117.6	0.84	0.74	41.5
East: Dalrymple Road (E)											
4	L	37	9.0	0.113	19.8	LOS B	0.7	4.9	0.52	0.72	49.0
6	R	197	4.0	0.485	41.1	LOS D	6.9	49.8	0.92	0.81	34.2
Approach		234	4.8	0.485	37.8	LOS D	6.9	49.8	0.86	0.80	35.9
North: Shaw Road (N)											
7	L	321	5.0	0.214	12.3	LOS B	1.8	12.9	0.23	0.72	57.3
8	T	718	11.0	0.830	24.8	LOS C	27.5	210.8	0.93	0.92	41.3
Approach		1039	9.1	0.830	21.0	LOS C	27.5	210.8	0.72	0.86	45.1
All Vehicles		1953	8.7	0.844	24.7	LOS C	27.5	210.8	0.78	0.81	42.5

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

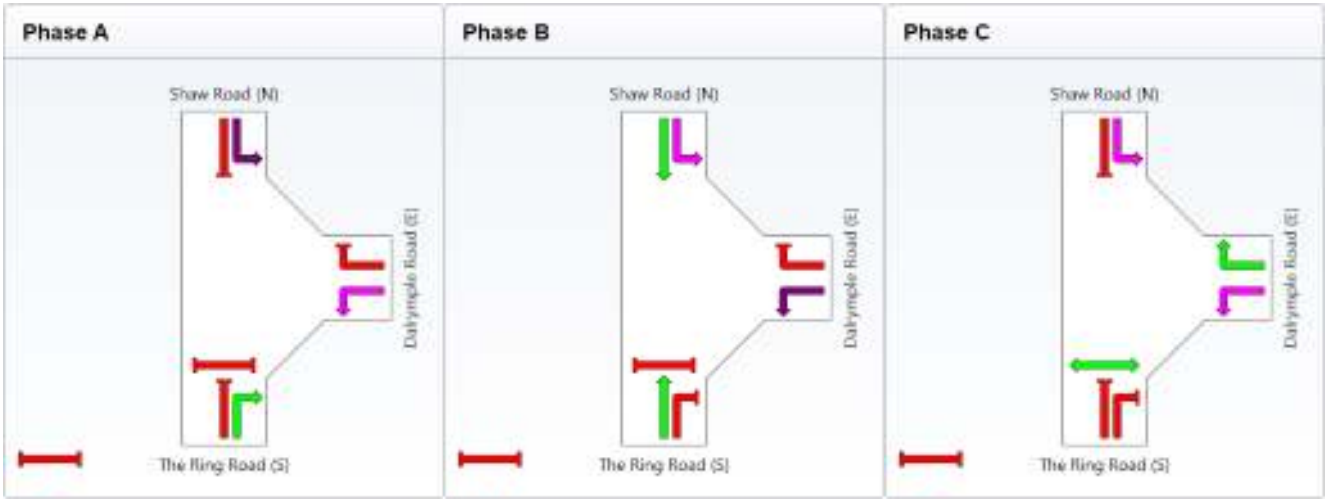
PHASING SUMMARY

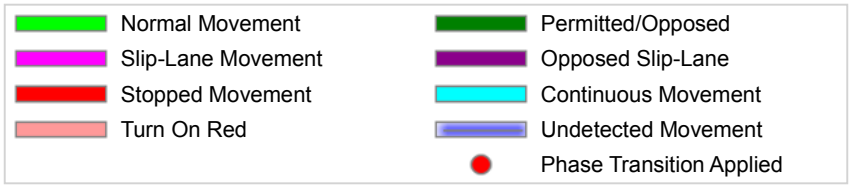
Shaw Road / Dalrymple Road / The Ring Road
Existing
PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Leading Right Turn
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Green Time (sec)	6	38	18
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	12	44	24
Phase Split	15 %	55 %	30 %





MOVEMENT SUMMARY

Site: Shaw/Dalrymple Exist PM

Shaw Road / Dalrymple Road / The Ring Road
Existing
PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

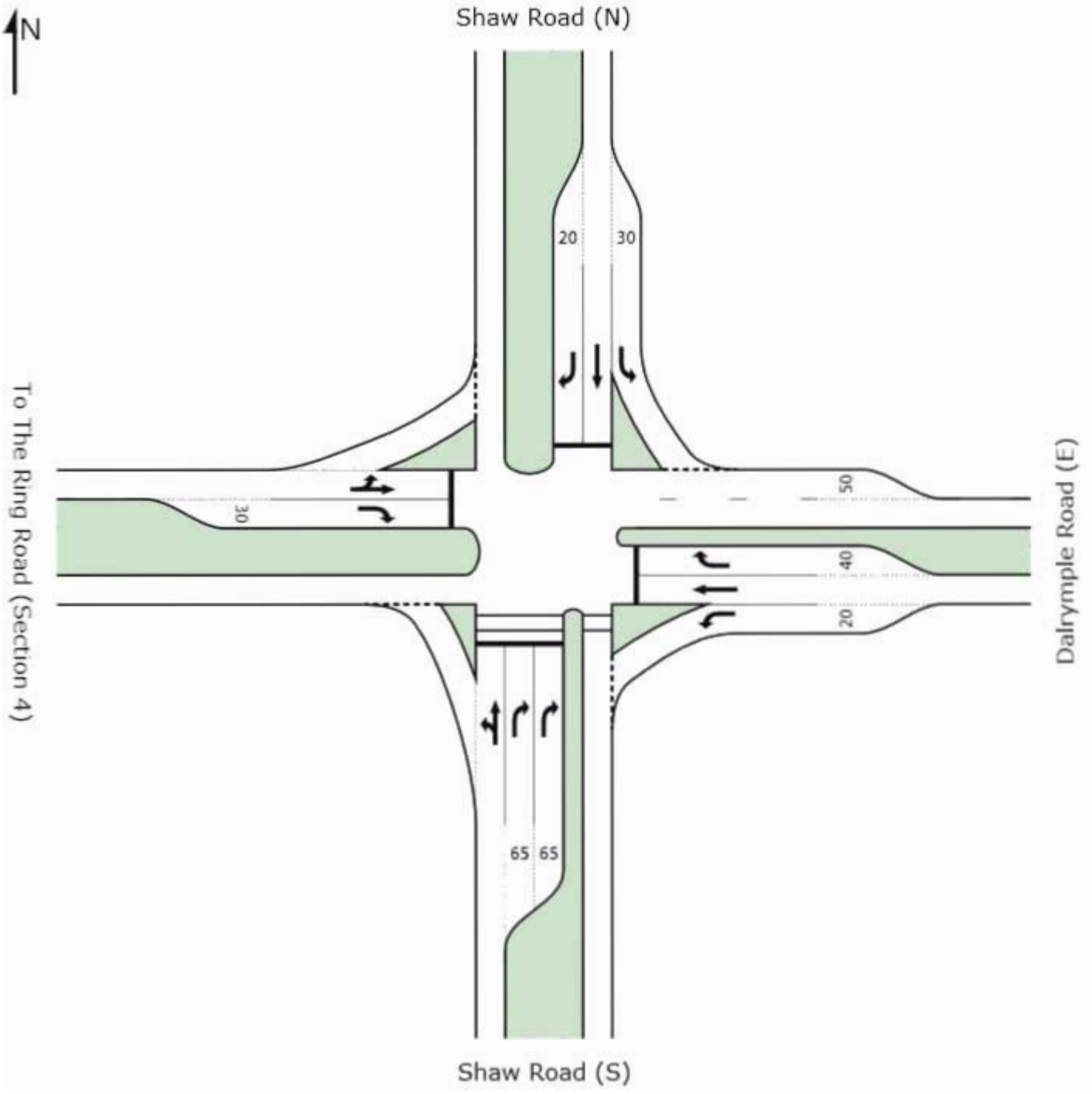
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: The Ring Road (S)											
2	T	645	7.0	0.728	18.3	LOS B	20.3	151.0	0.86	0.78	46.6
3	R	78	4.0	0.434	52.0	LOS D	2.4	17.2	0.99	0.74	29.7
Approach		723	6.7	0.728	21.9	LOS C	20.3	151.0	0.88	0.77	43.9
East: Dalrymple Road (E)											
4	L	100	1.0	0.318	18.9	LOS B	1.8	12.5	0.53	0.74	49.5
6	R	235	1.0	0.566	41.6	LOS D	8.4	59.1	0.94	0.82	33.9
Approach		335	1.0	0.566	34.8	LOS C	8.4	59.1	0.82	0.80	37.4
North: Shaw Road (N)											
7	L	298	4.0	0.196	12.1	LOS B	1.5	10.7	0.22	0.72	57.4
8	T	705	8.0	0.801	22.2	LOS C	25.3	189.3	0.91	0.87	43.2
Approach		1003	6.8	0.801	19.2	LOS B	25.3	189.3	0.71	0.82	46.6
All Vehicles		2061	5.8	0.801	22.7	LOS C	25.3	189.3	0.78	0.80	43.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



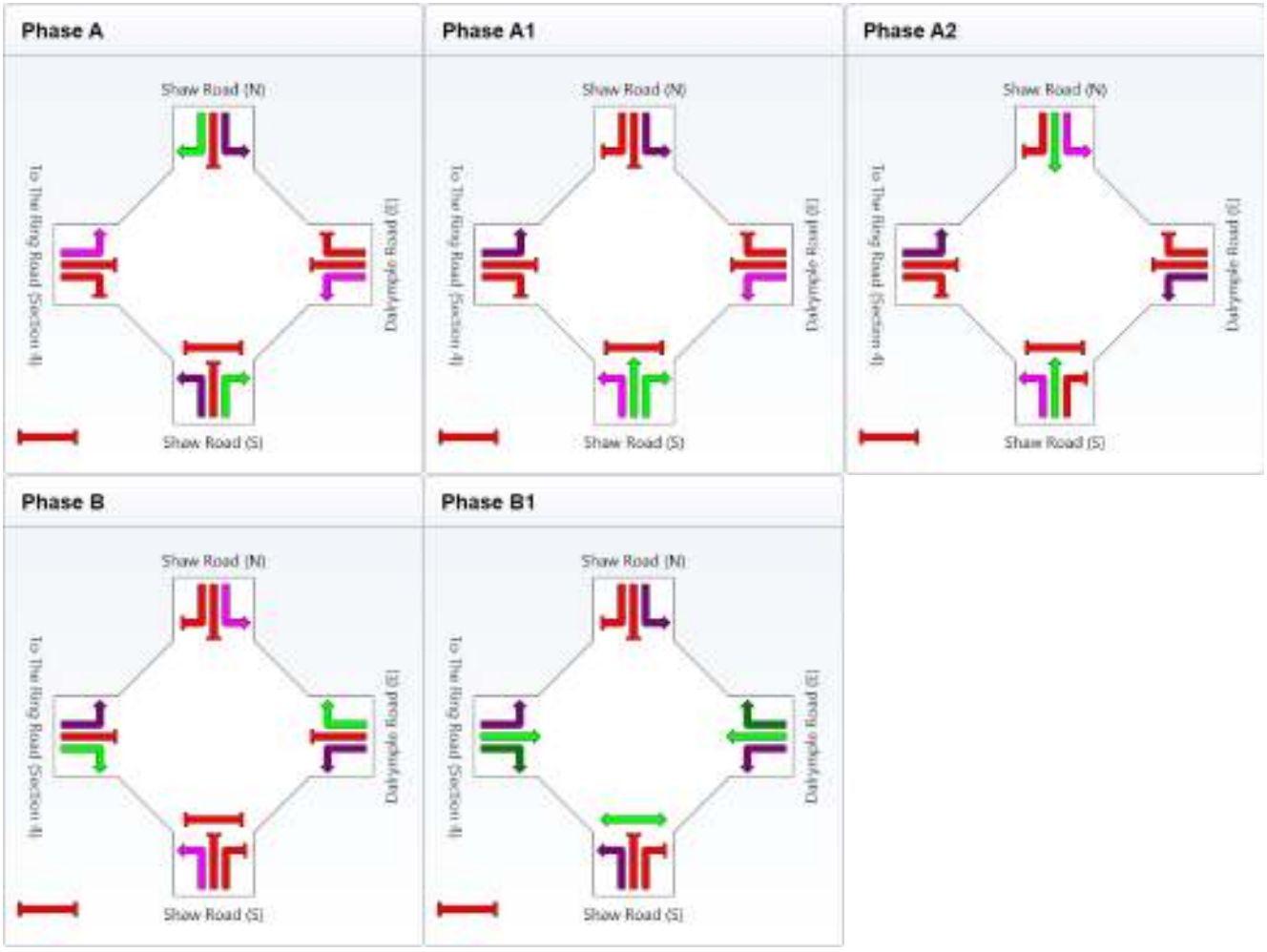
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	3	27	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	9	33	12	24
Phase Split	13 %	10 %	37 %	13 %	27 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.710	27.8	LOS C	18.8	136.4	0.87	0.94	35.7
2	T	295	4.0	0.710	19.9	LOS B	18.8	136.4	0.87	0.81	43.0
3	R	271	4.0	0.672	50.2	LOS D	8.8	63.6	0.97	0.82	30.3
Approach		860	4.0	0.710	32.1	LOS C	18.8	136.4	0.90	0.86	35.8
East: Dalrymple Road (E)											
4	L	154	4.0	0.530	15.8	LOS B	2.2	15.6	0.40	0.74	53.0
5	T	115	4.0	0.302	33.7	LOS C	4.4	31.7	0.89	0.71	29.8
6	R	115	4.0	0.390	37.7	LOS D	3.9	28.4	0.92	0.78	35.9
Approach		383	4.0	0.530	27.7	LOS C	4.4	31.7	0.71	0.74	38.9
North: Shaw Road (N)											
7	L	198	4.0	0.462	15.2	LOS B	2.6	18.9	0.39	0.74	53.6
8	T	402	4.0	0.705	31.0	LOS C	16.1	116.3	0.95	0.83	37.4
9	R	29	4.0	0.303	54.1	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.705	27.1	LOS C	16.1	116.3	0.77	0.80	40.3
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.559	46.4	LOS D	8.4	61.0	0.94	0.86	27.6
11	T	198	4.0	0.559	38.5	LOS D	8.4	61.0	0.94	0.81	27.8
12	R	121	4.0	0.536	34.1	LOS C	4.2	30.0	0.87	0.77	31.1
Approach		334	4.0	0.559	37.2	LOS D	8.4	61.0	0.92	0.79	28.9
All Vehicles		2206	4.0	0.710	30.7	LOS C	18.8	136.4	0.83	0.81	36.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	39.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

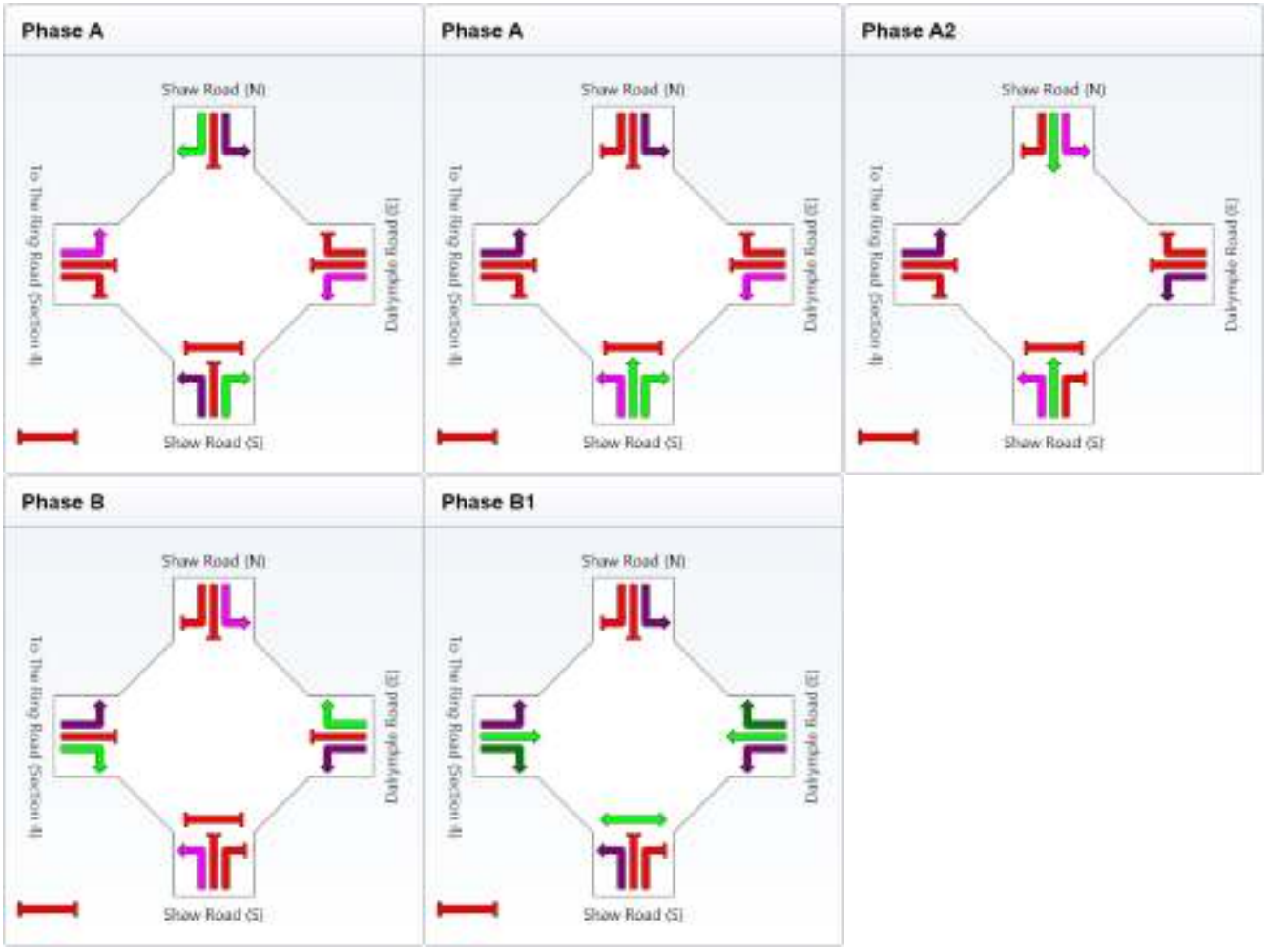
PHASING SUMMARY

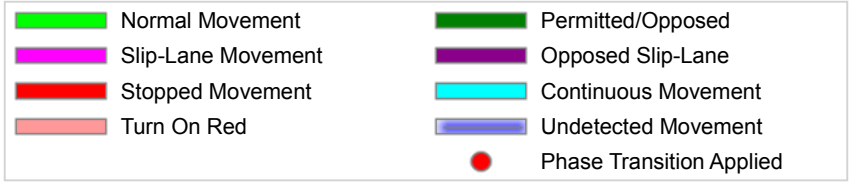
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	5	35	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	41	12	24
Phase Split	12 %	11 %	41 %	12 %	24 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.775	29.1	LOS C	26.6	192.9	0.88	0.96	35.0
2	T	361	4.0	0.775	21.1	LOS C	26.6	192.9	0.88	0.84	42.1
3	R	255	4.0	0.620	53.1	LOS D	8.9	64.4	0.96	0.81	29.3
Approach		977	4.0	0.775	32.4	LOS C	26.6	192.9	0.90	0.87	35.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.748	23.8	LOS C	4.5	32.6	0.42	0.79	45.3
5	T	149	4.0	0.437	40.2	LOS D	6.6	48.1	0.94	0.76	27.3
6	R	149	4.0	0.575	44.7	LOS D	6.1	44.0	0.96	0.80	32.6
Approach		508	4.0	0.748	34.8	LOS C	6.6	48.1	0.73	0.78	35.0
North: Shaw Road (N)											
7	L	185	4.0	0.437	14.8	LOS B	2.4	17.6	0.35	0.73	54.1
8	T	395	4.0	0.593	28.8	LOS C	15.8	114.7	0.88	0.76	38.9
9	R	28	4.0	0.325	59.9	LOS E	1.4	10.3	0.99	0.71	22.7
Approach		608	4.0	0.593	26.0	LOS C	15.8	114.7	0.72	0.75	41.2
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.584	52.5	LOS D	9.0	65.0	0.96	0.85	25.7
11	T	185	4.0	0.584	44.5	LOS D	9.0	65.0	0.96	0.82	25.8
12	R	119	4.0	0.606	40.5	LOS D	4.8	34.7	0.93	0.79	28.5
Approach		319	4.0	0.606	43.4	LOS D	9.0	65.0	0.95	0.81	26.7
All Vehicles		2413	4.0	0.775	32.7	LOS C	26.6	192.9	0.83	0.82	35.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		53	44.2	LOS E			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

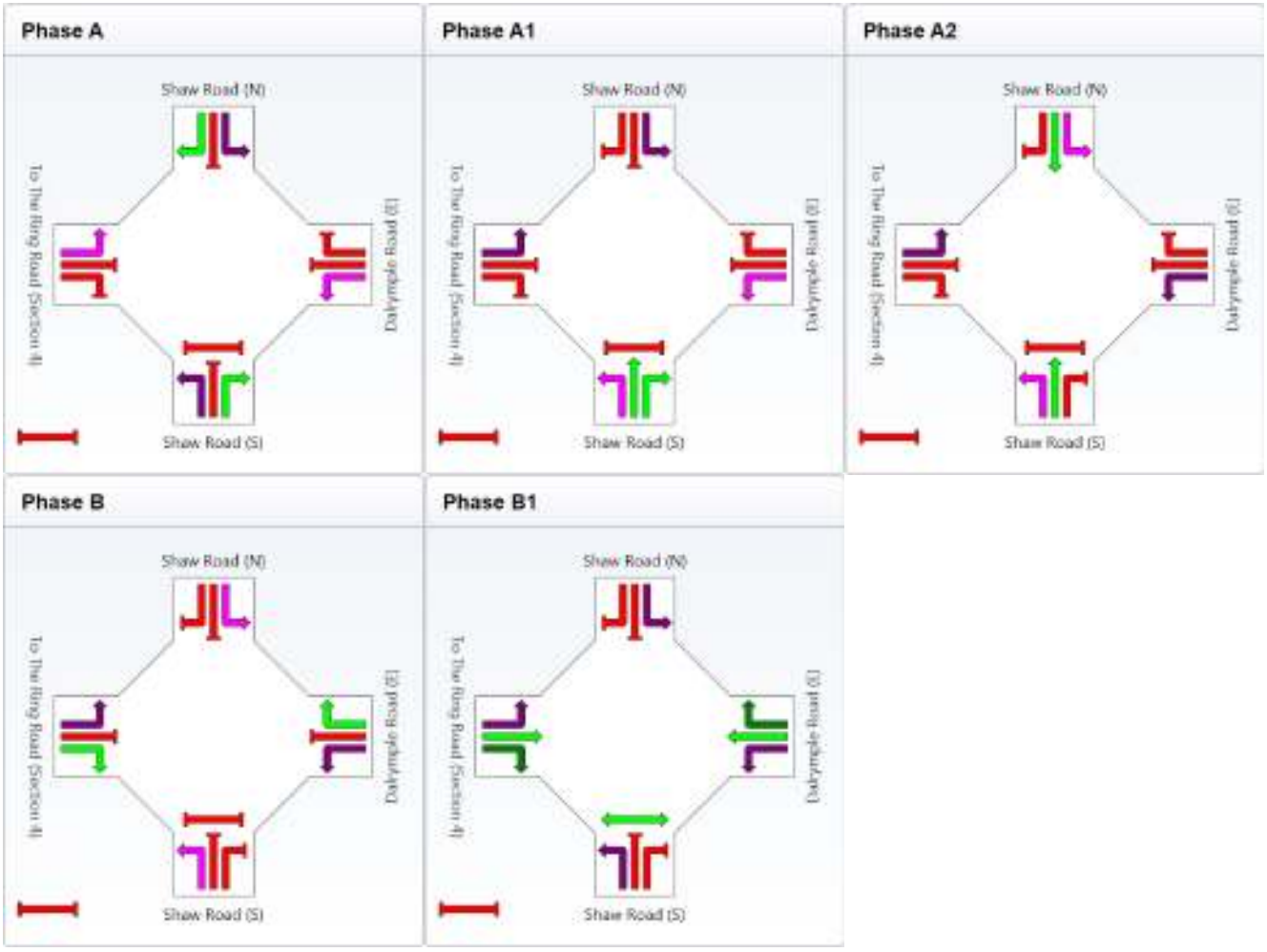
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	13	8	48	27	24
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	19	14	54	33	30
Phase Split	13 %	9 %	36 %	22 %	20 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.969	87.0	LOS F	70.8	520.9	1.00	1.19	18.2
2	T	414	8.0	0.969	79.0	LOS E	70.8	520.9	1.00	1.13	21.1
3	R	286	4.0	1.000[3]	72.0	LOS E	14.7	106.1	0.96	0.81	23.9
Approach		1069	5.4	1.000	79.9	LOS E	70.8	520.9	0.99	1.07	20.7
East: Dalrymple Road (E)											
4	L	160	4.0	1.000[3]	24.2	LOS C	4.5	32.8	0.55	0.75	44.9
5	T	213	4.0	0.712	66.0	LOS E	15.1	109.6	1.00	0.85	20.4
6	R	143	4.0	0.805	56.7	LOS E	8.1	58.4	0.89	0.86	28.1
Approach		516	4.0	1.000	50.5	LOS D	15.1	109.6	0.83	0.83	27.4
North: Shaw Road (N)											
7	L	244	4.0	0.884	25.5	LOS C	6.8	49.0	0.48	0.77	43.9
8	T	505	8.0	0.852	57.0	LOS E	36.9	276.3	1.00	0.95	26.8
9	R	37	4.0	0.582	79.6	LOS E	2.6	18.9	0.97	0.75	18.8
Approach		786	6.6	0.884	48.3	LOS D	36.9	276.3	0.84	0.89	29.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.914	100.4	LOS F	23.3	168.7	1.00	1.08	16.4
11	T	259	4.0	0.914	92.4	LOS F	23.3	168.7	1.00	1.08	16.4
12	R	137	4.0	1.000[3]	43.0	LOS D	6.8	49.0	0.83	0.77	27.5
Approach		415	4.0	1.000	76.5	LOS E	23.3	168.7	0.94	0.98	19.0
All Vehicles		2786	5.3	1.000	65.0	LOS E	70.8	520.9	0.91	0.96	23.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
All Pedestrians		53	63.5	LOS F			0.92	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

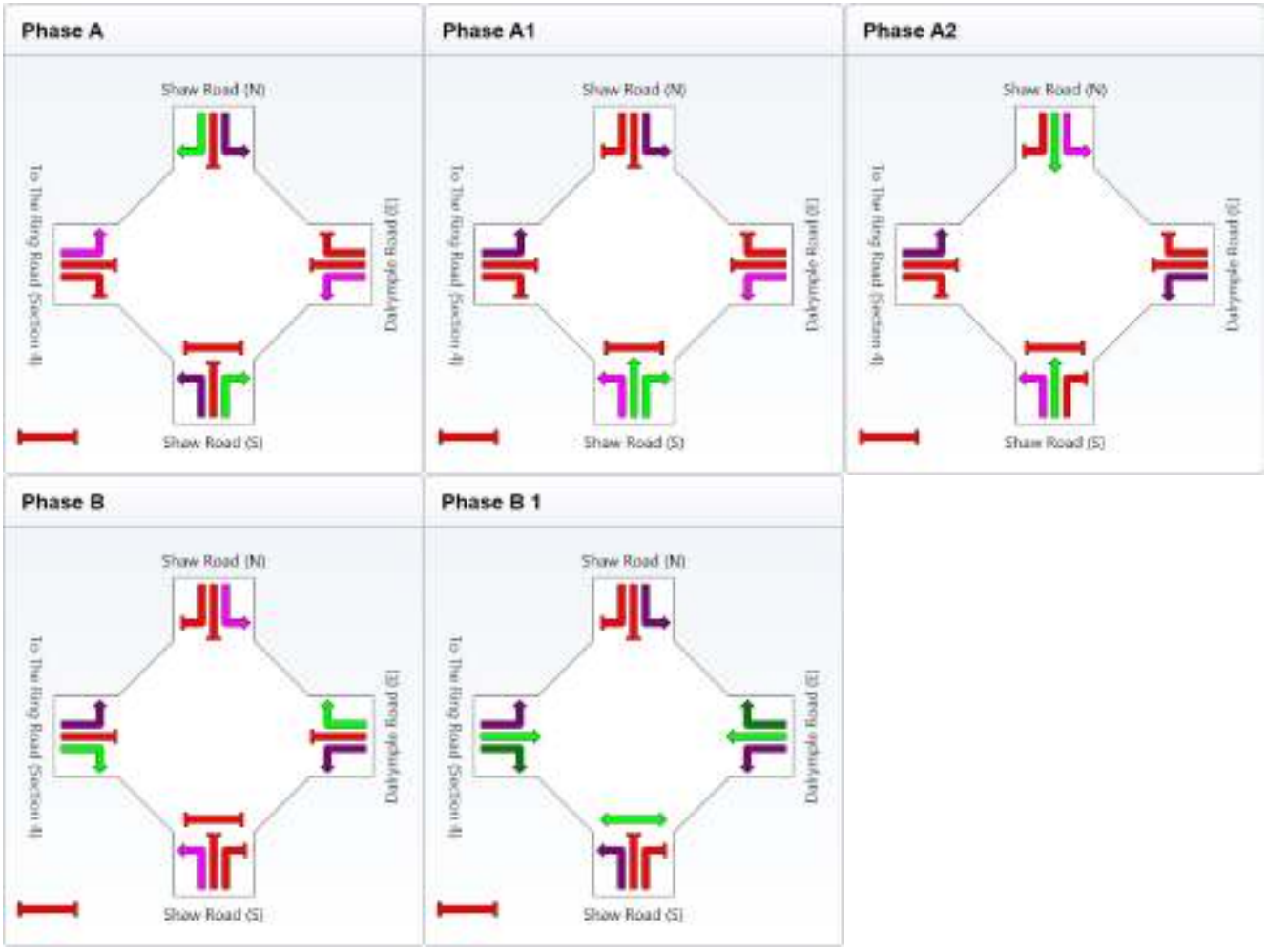
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	14	61	13	26
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	20	67	19	32
Phase Split	8 %	13 %	45 %	13 %	21 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026
ShawS Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.918	51.9	LOS D	69.7	504.6	0.98	1.06	25.7
2	T	512	4.0	0.918	44.0	LOS D	69.7	504.6	0.98	1.02	30.0
3	R	283	4.0	1.000[3]	73.0	LOS E	14.7	106.1	0.97	0.81	23.6
Approach		1249	4.0	1.000	53.4	LOS D	69.7	504.6	0.98	0.99	26.8
East: Dalrymple Road (E)											
4	L	178	4.0	1.000[3]	22.5	LOS C	4.5	32.8	0.55	0.76	46.3
5	T	358	4.0	1.103	186.8	LOS F	45.5	329.5	1.00	1.49	9.6
6	R	155	4.0	1.000[3]	58.7	LOS E	9.0	65.4	0.98	0.80	27.5
Approach		691	4.0	1.103	115.7	LOS F	45.5	329.5	0.88	1.15	15.3
North: Shaw Road (N)											
7	L	228	4.0	0.806	27.4	LOS C	6.8	49.0	0.43	0.78	42.5
8	T	496	4.0	0.641	37.9	LOS D	28.7	208.0	0.86	0.77	34.1
9	R	36	4.0	0.619	90.3	LOS F	2.8	20.1	1.00	0.76	17.3
Approach		760	4.0	0.806	37.2	LOS D	28.7	208.0	0.74	0.77	34.7
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.838	86.7	LOS F	21.0	152.1	1.00	0.98	18.3
11	T	258	4.0	0.838	78.7	LOS E	21.0	152.1	1.00	0.98	18.3
12	R	119	4.0	1.000[3]	54.6	LOS D	6.8	49.1	0.97	0.78	24.0
Approach		395	4.0	1.000	71.8	LOS E	21.0	152.1	0.99	0.92	19.7
All Vehicles		3095	4.0	1.103	65.7	LOS E	69.7	504.6	0.90	0.96	23.3

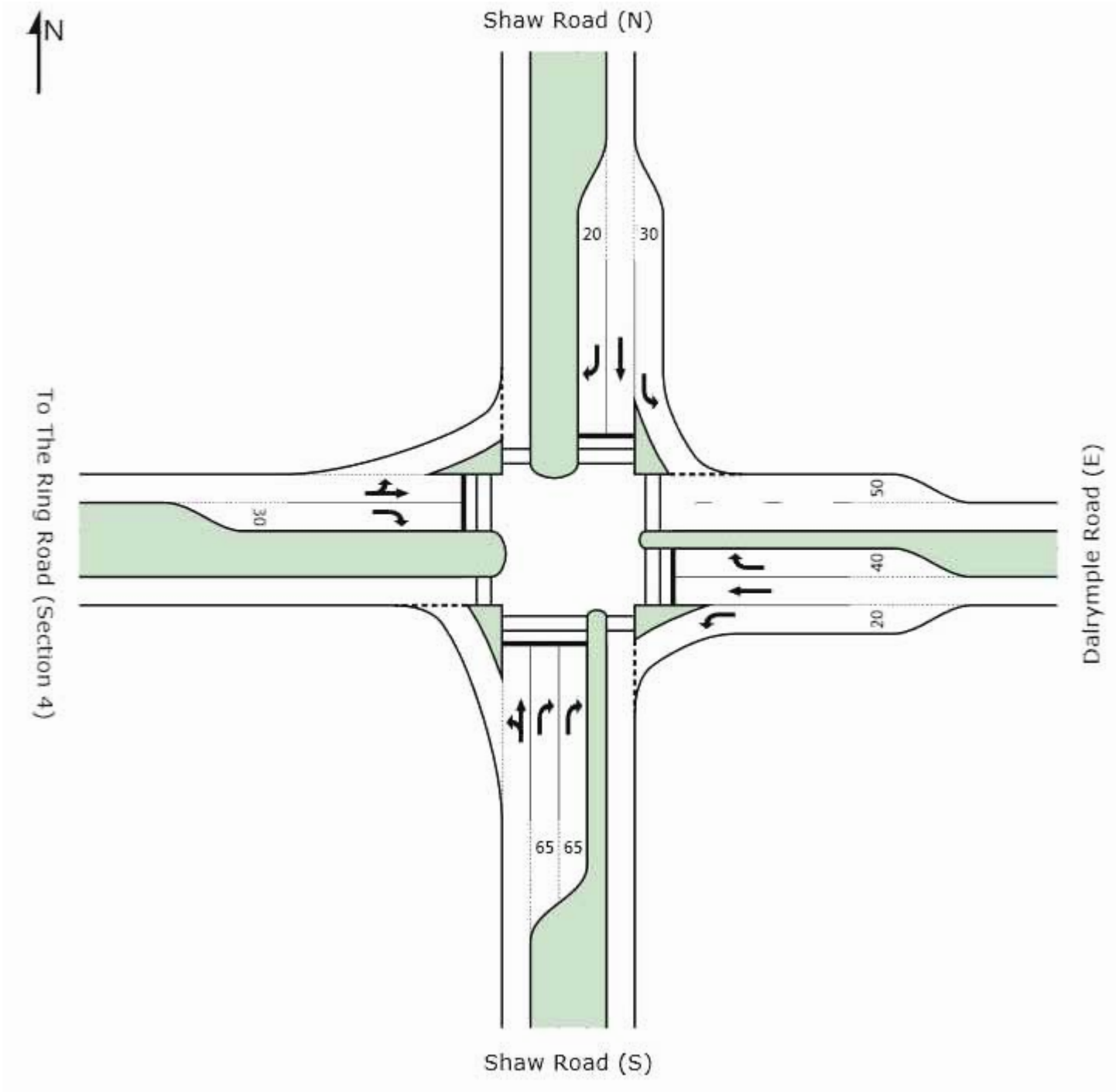
Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
All Pedestrians		53	61.7	LOS F			0.91	0.91

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



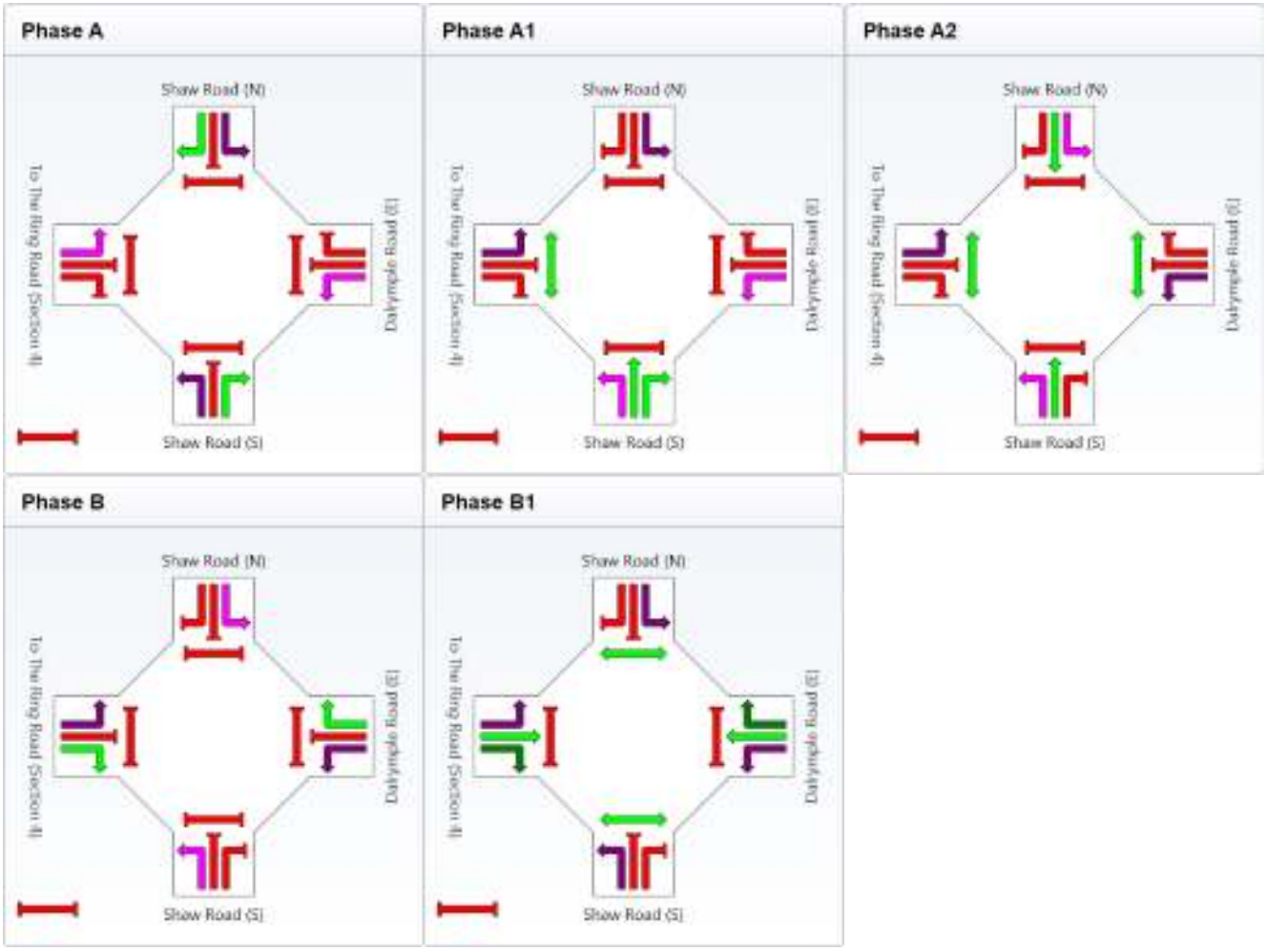
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	3	27	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	9	33	12	24
Phase Split	13 %	10 %	37 %	13 %	27 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.710	27.8	LOS C	18.8	136.4	0.87	0.94	35.7
2	T	295	4.0	0.710	19.9	LOS B	18.8	136.4	0.87	0.81	43.0
3	R	271	4.0	0.672	50.2	LOS D	8.8	63.6	0.97	0.82	30.3
Approach		860	4.0	0.710	32.1	LOS C	18.8	136.4	0.90	0.86	35.8
East: Dalrymple Road (E)											
4	L	154	4.0	0.530	15.8	LOS B	2.2	15.6	0.40	0.74	53.0
5	T	115	4.0	0.302	33.7	LOS C	4.4	31.7	0.89	0.71	29.8
6	R	115	4.0	0.390	37.7	LOS D	3.9	28.4	0.92	0.78	35.9
Approach		383	4.0	0.530	27.7	LOS C	4.4	31.7	0.71	0.74	38.9
North: Shaw Road (N)											
7	L	198	4.0	0.462	15.2	LOS B	2.6	18.9	0.39	0.74	53.6
8	T	402	4.0	0.705	31.0	LOS C	16.1	116.3	0.95	0.83	37.4
9	R	29	4.0	0.303	54.1	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.705	27.1	LOS C	16.1	116.3	0.77	0.80	40.3
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.559	46.4	LOS D	8.4	61.0	0.94	0.86	27.6
11	T	198	4.0	0.559	38.5	LOS D	8.4	61.0	0.94	0.81	27.8
12	R	121	4.0	0.536	34.1	LOS C	4.2	30.0	0.87	0.77	31.1
Approach		334	4.0	0.559	37.2	LOS D	8.4	61.0	0.92	0.79	28.9
All Vehicles		2206	4.0	0.710	30.7	LOS C	18.8	136.4	0.83	0.81	36.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	31.3	LOS D	0.1	0.1	0.83	0.83
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	22.1	LOS C	0.1	0.1	0.70	0.70
All Pedestrians		212	32.9	LOS D			0.85	0.85

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

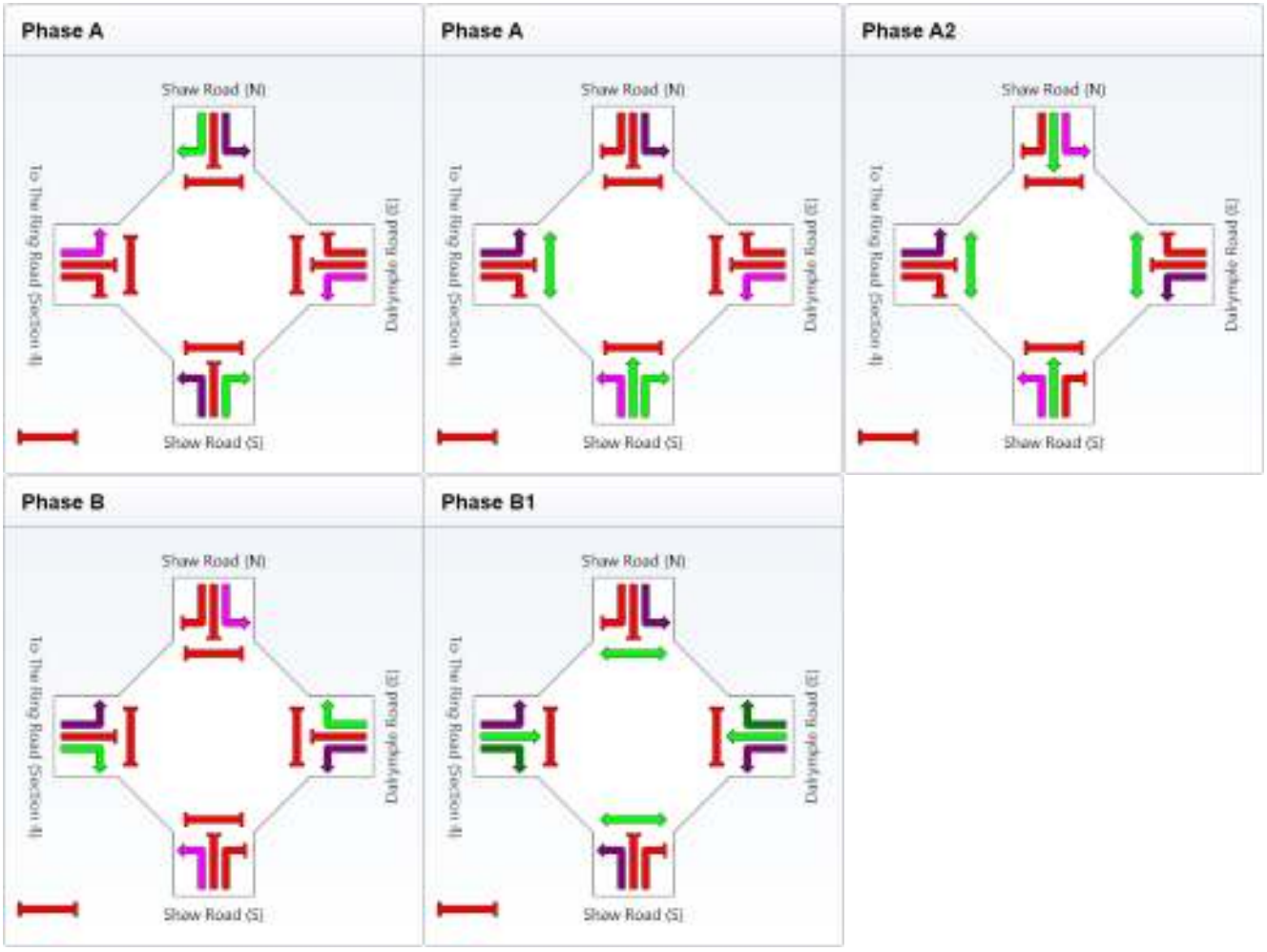
PHASING SUMMARY

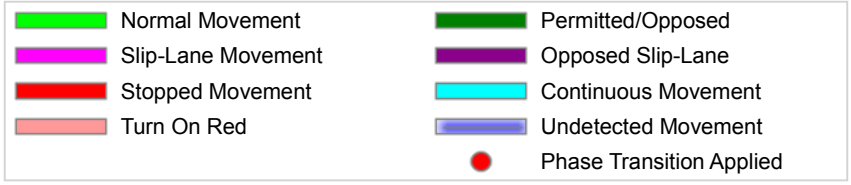
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	5	35	6	18
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	41	12	24
Phase Split	12 %	11 %	41 %	12 %	24 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 100 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.775	29.1	LOS C	26.6	192.9	0.88	0.96	35.0
2	T	361	4.0	0.775	21.1	LOS C	26.6	192.9	0.88	0.84	42.1
3	R	255	4.0	0.620	53.1	LOS D	8.9	64.4	0.96	0.81	29.3
Approach		977	4.0	0.775	32.4	LOS C	26.6	192.9	0.90	0.87	35.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.748	23.8	LOS C	4.5	32.6	0.42	0.79	45.3
5	T	149	4.0	0.437	40.2	LOS D	6.6	48.1	0.94	0.76	27.3
6	R	149	4.0	0.575	44.7	LOS D	6.1	44.0	0.96	0.80	32.6
Approach		508	4.0	0.748	34.8	LOS C	6.6	48.1	0.73	0.78	35.0
North: Shaw Road (N)											
7	L	185	4.0	0.437	14.8	LOS B	2.4	17.6	0.35	0.73	54.1
8	T	395	4.0	0.593	28.8	LOS C	15.8	114.7	0.88	0.76	38.9
9	R	28	4.0	0.325	59.9	LOS E	1.4	10.3	0.99	0.71	22.7
Approach		608	4.0	0.593	26.0	LOS C	15.8	114.7	0.72	0.75	41.2
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.584	52.5	LOS D	9.0	65.0	0.96	0.85	25.7
11	T	185	4.0	0.584	44.5	LOS D	9.0	65.0	0.96	0.82	25.8
12	R	119	4.0	0.606	40.5	LOS D	4.8	34.7	0.93	0.79	28.5
Approach		319	4.0	0.606	43.4	LOS D	9.0	65.0	0.95	0.81	26.7
All Vehicles		2413	4.0	0.775	32.7	LOS C	26.6	192.9	0.83	0.82	35.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
P3	Across E approach	53	29.6	LOS C	0.1	0.1	0.77	0.77
P5	Across N approach	53	44.2	LOS E	0.1	0.1	0.94	0.94
P7	Across W approach	53	19.8	LOS B	0.1	0.1	0.63	0.63
All Pedestrians		212	34.5	LOS D			0.82	0.82

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

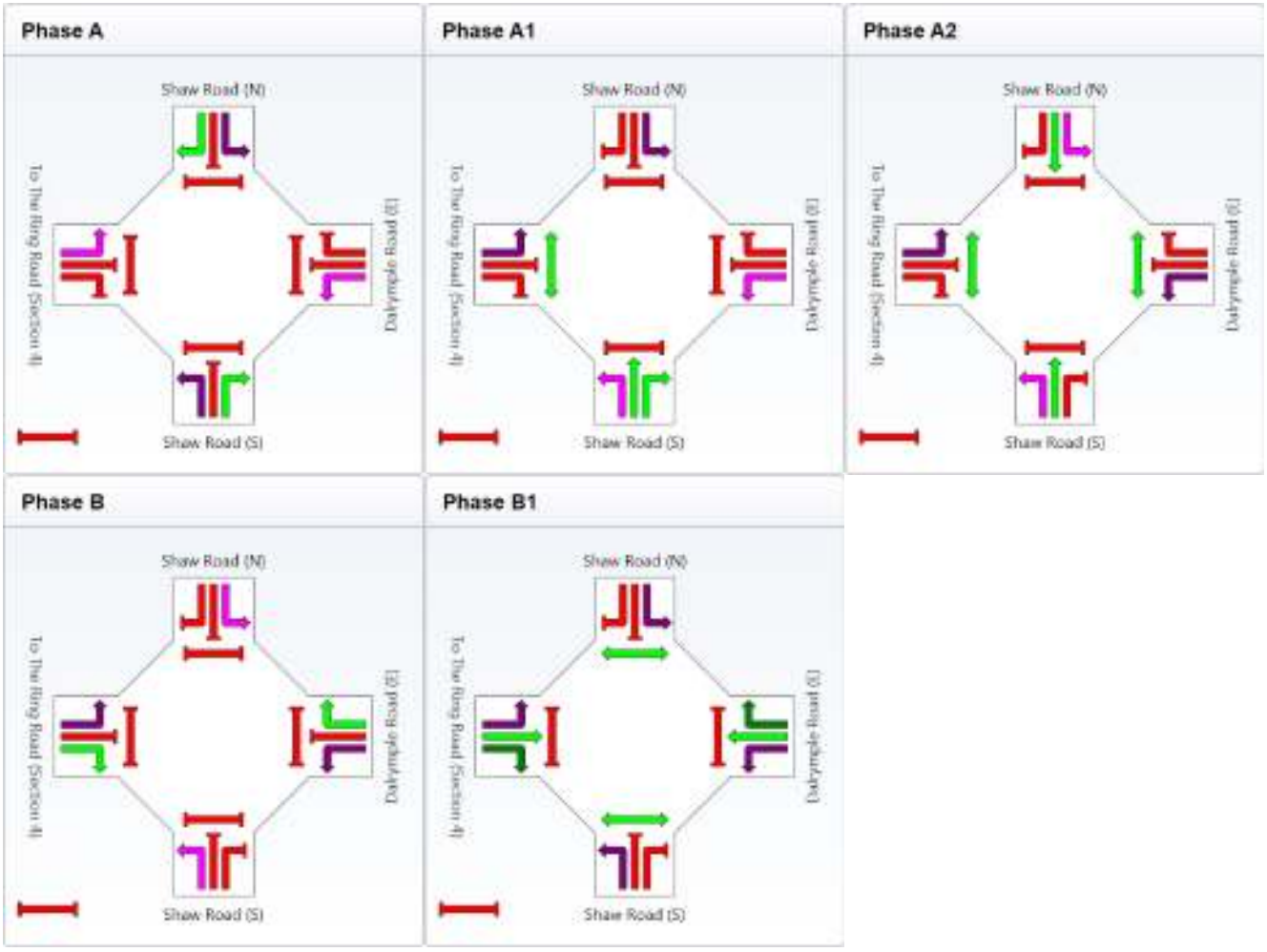
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	13	8	48	27	24
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	19	14	54	33	30
Phase Split	13 %	9 %	36 %	22 %	20 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.969	87.0	LOS F	70.8	520.9	1.00	1.19	18.2
2	T	414	8.0	0.969	79.0	LOS E	70.8	520.9	1.00	1.13	21.1
3	R	286	4.0	1.000[3]	72.0	LOS E	14.7	106.1	0.96	0.81	23.9
Approach		1069	5.4	1.000	79.9	LOS E	70.8	520.9	0.99	1.07	20.7
East: Dalrymple Road (E)											
4	L	160	4.0	1.000[3]	24.2	LOS C	4.5	32.8	0.55	0.75	44.9
5	T	213	4.0	0.712	66.0	LOS E	15.1	109.6	1.00	0.85	20.4
6	R	143	4.0	0.805	56.7	LOS E	8.1	58.4	0.89	0.86	28.1
Approach		516	4.0	1.000	50.5	LOS D	15.1	109.6	0.83	0.83	27.4
North: Shaw Road (N)											
7	L	244	4.0	0.884	25.5	LOS C	6.8	49.0	0.48	0.77	43.9
8	T	505	8.0	0.852	57.0	LOS E	36.9	276.3	1.00	0.95	26.8
9	R	37	4.0	0.582	79.6	LOS E	2.6	18.9	0.97	0.75	18.8
Approach		786	6.6	0.884	48.3	LOS D	36.9	276.3	0.84	0.89	29.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.914	100.4	LOS F	23.3	168.7	1.00	1.08	16.4
11	T	259	4.0	0.914	92.4	LOS F	23.3	168.7	1.00	1.08	16.4
12	R	137	4.0	1.000[3]	43.0	LOS D	6.8	49.0	0.83	0.77	27.5
Approach		415	4.0	1.000	76.5	LOS E	23.3	168.7	0.94	0.98	19.0
All Vehicles		2786	5.3	1.000	65.0	LOS E	70.8	520.9	0.91	0.96	23.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
P3	Across E approach	53	43.3	LOS E	0.2	0.2	0.76	0.76
P5	Across N approach	53	63.5	LOS F	0.2	0.2	0.92	0.92
P7	Across W approach	53	31.4	LOS D	0.1	0.1	0.65	0.65
All Pedestrians		212	50.4	LOS E			0.81	0.81

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

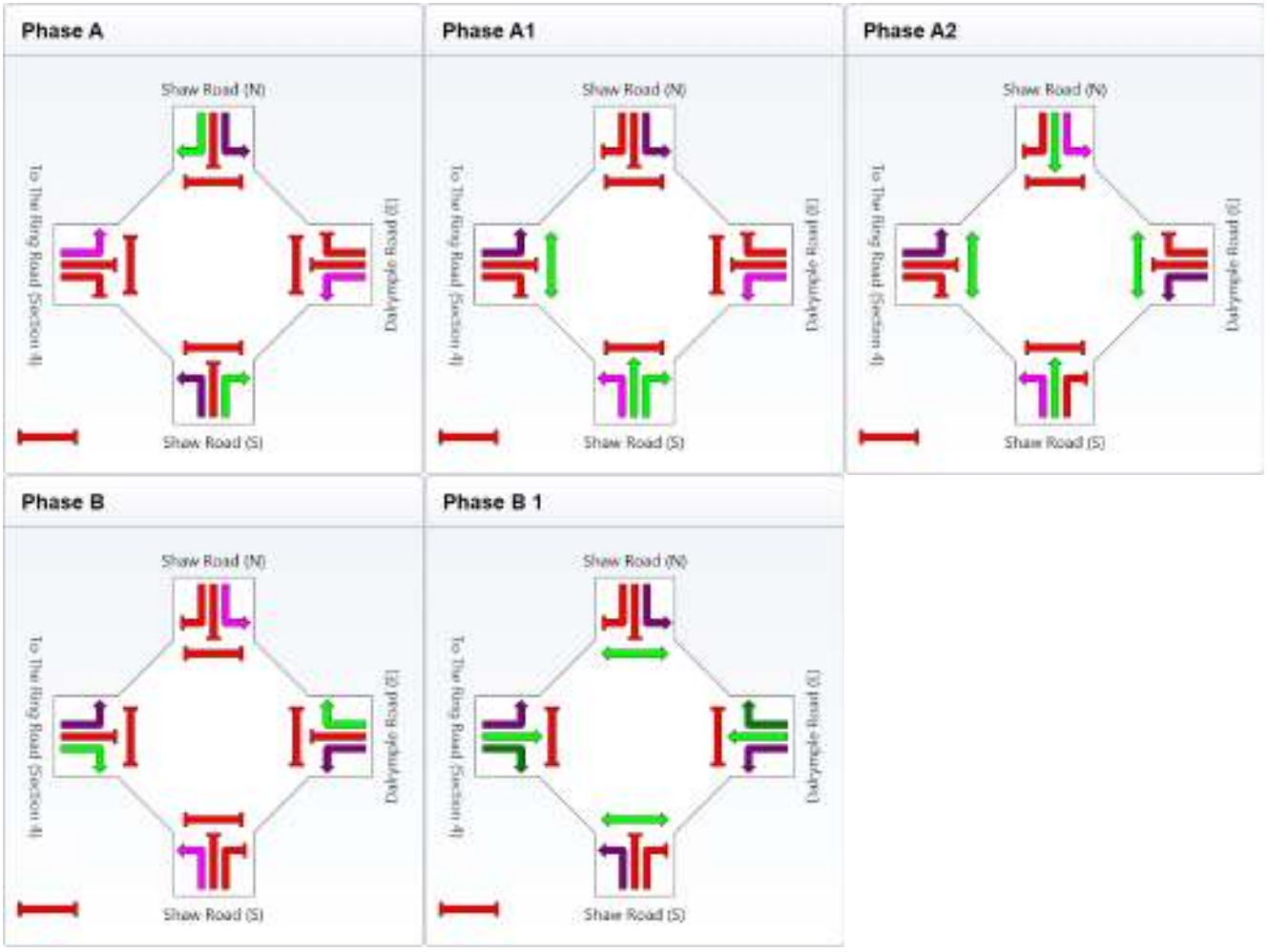
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	14	64	10	26
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	20	70	16	32
Phase Split	8 %	13 %	47 %	11 %	21 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 All Peds SINGLE

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.887	41.4	LOS D	61.2	442.9	0.94	1.02	29.2
2	T	512	4.0	0.887	33.4	LOS C	61.2	442.9	0.94	0.94	34.5
3	R	283	4.0	1.000[3]	73.0	LOS E	14.7	106.1	0.97	0.81	23.6
Approach		1249	4.0	1.000	45.3	LOS D	61.2	442.9	0.94	0.94	29.5
East: Dalrymple Road (E)											
4	L	181	4.0	1.000[3]	22.2	LOS C	4.5	32.8	0.56	0.76	46.5
5	T	326	4.0	1.002	115.7	LOS F	32.8	237.4	1.00	1.24	14.0
6	R	183	4.0	0.853	67.0	LOS E	11.2	81.0	1.00	0.86	25.1
Approach		691	4.0	1.002	78.3	LOS E	32.8	237.4	0.88	1.01	20.5
North: Shaw Road (N)											
7	L	228	4.0	0.188	18.0	LOS B	5.2	38.0	0.37	0.75	50.6
8	T	496	4.0	0.611	35.4	LOS D	27.7	200.7	0.83	0.74	35.4
9	R	36	4.0	0.619	90.3	LOS F	2.8	20.1	1.00	0.76	17.3
Approach		760	4.0	0.619	32.7	LOS C	27.7	200.7	0.70	0.75	37.1
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.855	87.5	LOS F	21.7	157.2	1.00	1.00	18.1
11	T	263	4.0	0.855	79.5	LOS E	21.7	157.2	1.00	1.00	18.1
12	R	114	4.0	1.000[3]	57.9	LOS E	6.8	49.1	0.99	0.78	23.2
Approach		395	4.0	1.000	73.7	LOS E	21.7	157.2	1.00	0.93	19.4
All Vehicles		3095	4.0	1.002	53.2	LOS D	61.2	442.9	0.88	0.91	26.7

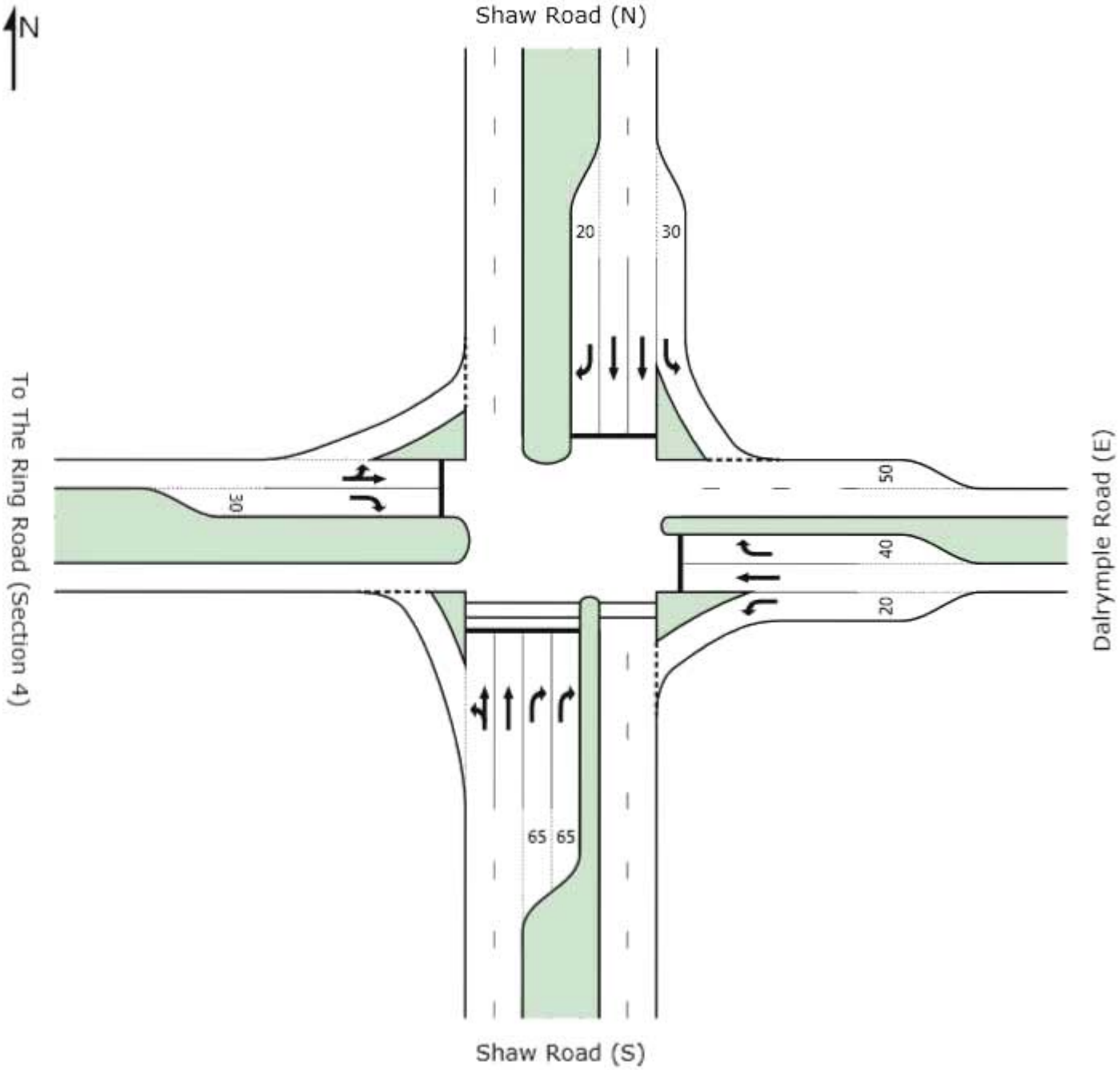
Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

3 x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
P3	Across E approach	53	32.0	LOS D	0.1	0.1	0.65	0.65
P5	Across N approach	53	61.7	LOS F	0.2	0.2	0.91	0.91
P7	Across W approach	53	18.8	LOS B	0.1	0.1	0.50	0.50
All Pedestrians		212	43.5	LOS E			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



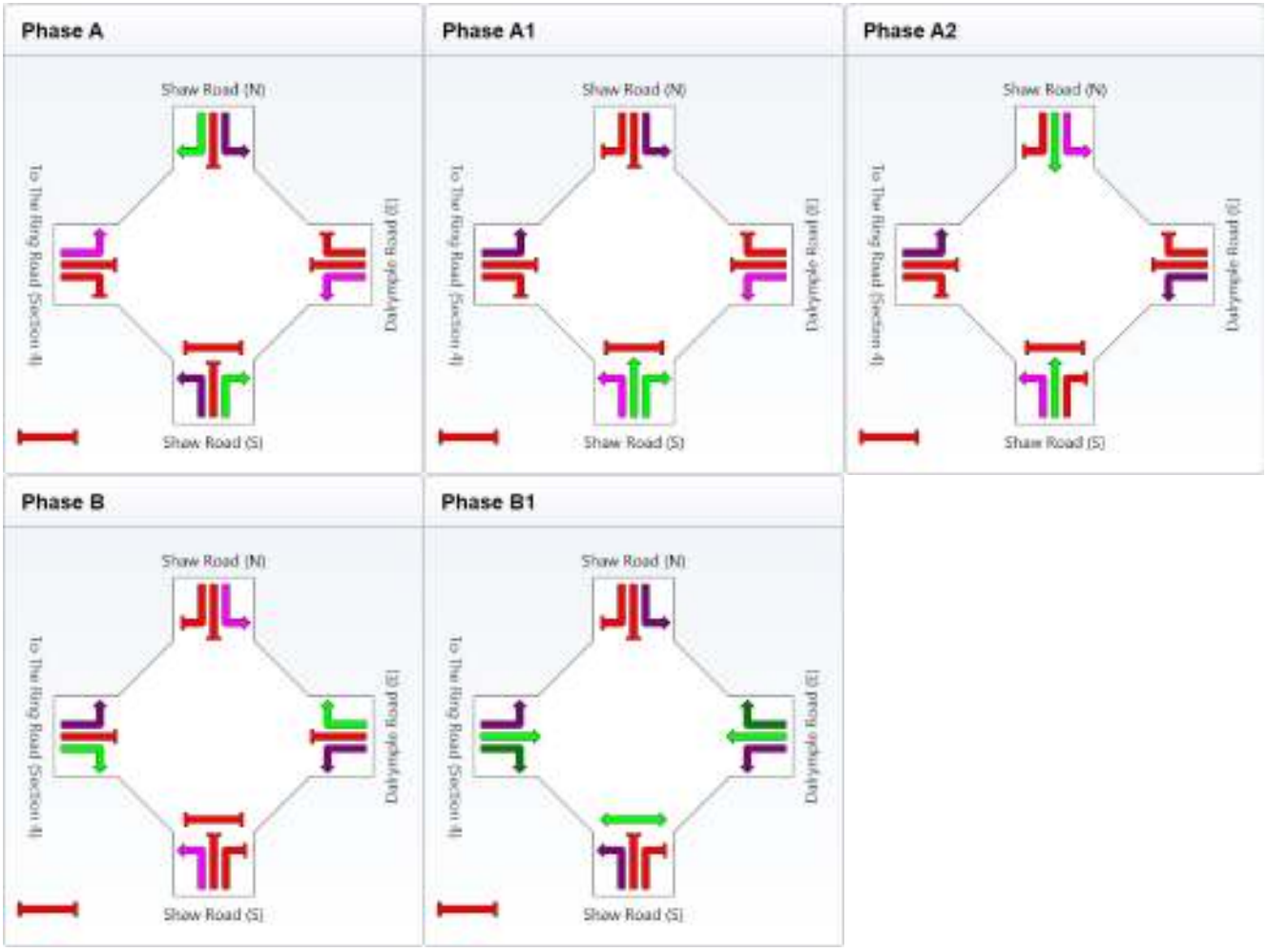
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	1	13	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	13	29
Phase Split	15 %	9 %	24 %	16 %	36 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.465	16.7	LOS B	6.2	45.2	0.73	0.82	42.0
2	T	295	4.0	0.465	23.2	LOS C	7.5	54.1	0.86	0.71	42.0
3	R	271	4.0	0.684	46.7	LOS D	7.9	57.2	0.97	0.83	31.7
Approach		860	4.0	0.684	28.4	LOS C	7.9	57.2	0.85	0.79	38.0
East: Dalrymple Road (E)											
4	L	154	4.0	0.369	13.5	LOS B	1.4	9.9	0.32	0.73	55.7
5	T	115	4.0	0.210	23.5	LOS C	3.4	24.8	0.80	0.64	34.8
6	R	115	4.0	0.294	27.4	LOS C	2.8	20.6	0.79	0.77	42.4
Approach		383	4.0	0.369	20.6	LOS C	3.4	24.8	0.60	0.71	44.1
North: Shaw Road (N)											
7	L	198	4.0	0.422	14.7	LOS B	2.3	16.4	0.39	0.74	54.2
8	T	402	4.0	0.651	35.7	LOS D	7.8	56.2	0.99	0.83	34.8
9	R	29	4.0	0.269	48.2	LOS D	1.2	8.4	0.97	0.71	25.9
Approach		629	4.0	0.651	29.7	LOS C	7.8	56.2	0.80	0.80	38.6
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.391	35.2	LOS D	6.5	47.3	0.84	0.87	32.0
11	T	198	4.0	0.391	27.2	LOS C	6.5	47.3	0.84	0.72	32.7
12	R	121	4.0	0.414	23.7	LOS C	3.0	21.8	0.75	0.75	36.5
Approach		334	4.0	0.414	26.3	LOS C	6.5	47.3	0.80	0.74	33.9
All Vehicles		2206	4.0	0.684	27.1	LOS C	7.9	57.2	0.79	0.77	38.5

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

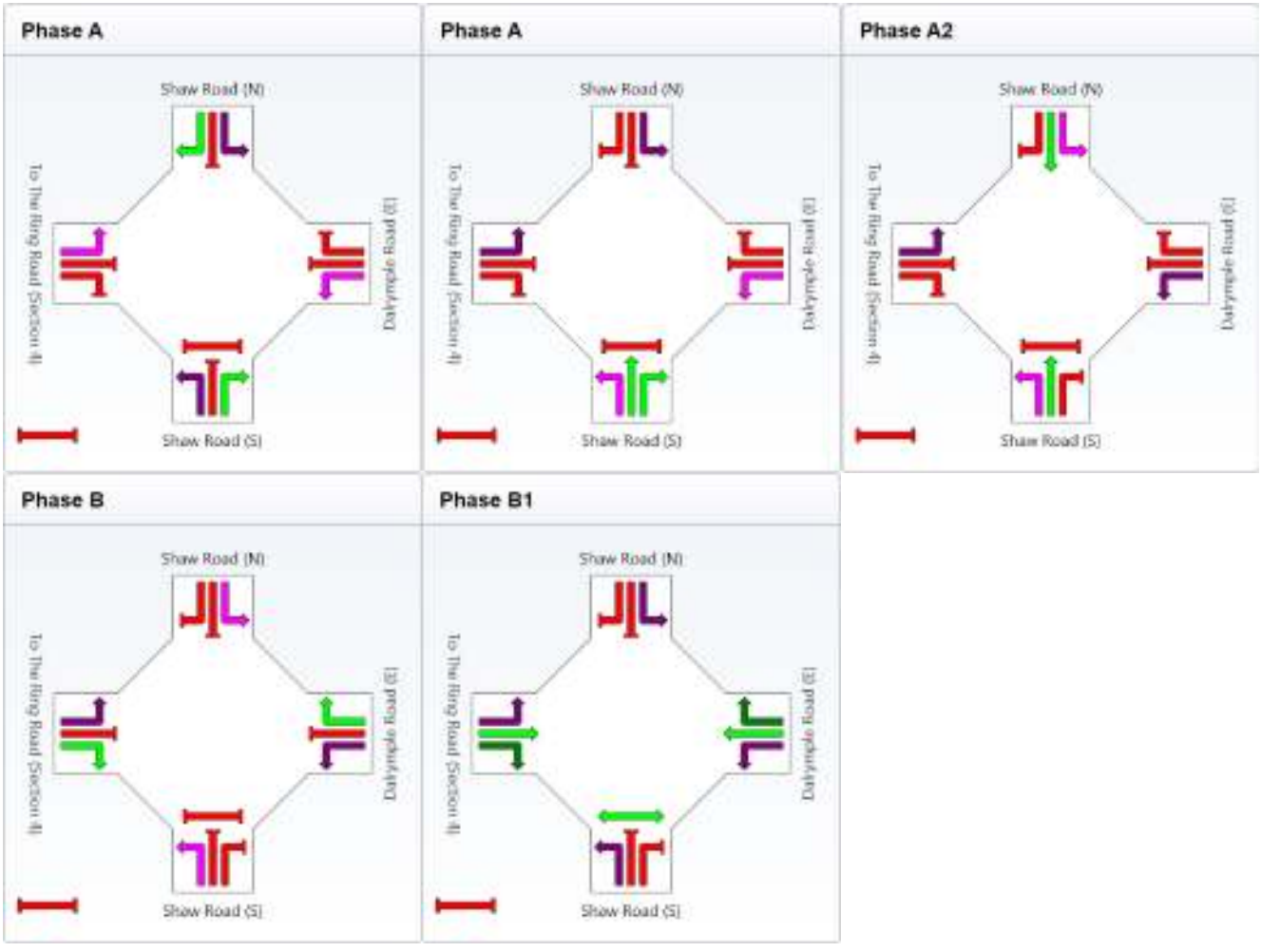
PHASING SUMMARY

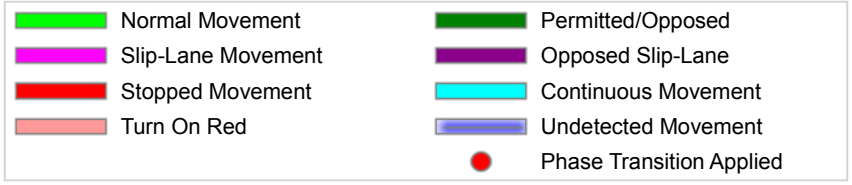
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	1	13	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	13	29
Phase Split	15 %	9 %	24 %	16 %	36 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 D
ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.570	17.2	LOS B	7.8	56.8	0.78	0.84	41.7
2	T	361	4.0	0.570	24.0	LOS C	9.5	68.5	0.89	0.75	41.3
3	R	255	4.0	0.645	46.1	LOS D	7.3	52.9	0.97	0.81	31.9
Approach		977	4.0	0.645	27.2	LOS C	9.5	68.5	0.87	0.80	38.4
East: Dalrymple Road (E)											
4	L	209	4.0	0.502	13.6	LOS B	1.9	14.1	0.33	0.73	55.6
5	T	149	4.0	0.274	24.0	LOS C	4.6	33.1	0.82	0.66	34.5
6	R	149	4.0	0.383	27.6	LOS C	3.8	27.4	0.79	0.78	42.2
Approach		508	4.0	0.502	20.8	LOS C	4.6	33.1	0.61	0.72	44.1
North: Shaw Road (N)											
7	L	185	4.0	0.371	14.1	LOS B	1.9	13.7	0.36	0.74	55.0
8	T	395	4.0	0.639	35.5	LOS D	7.6	54.9	0.98	0.82	34.9
9	R	28	4.0	0.259	48.1	LOS D	1.1	8.1	0.97	0.71	25.9
Approach		608	4.0	0.639	29.6	LOS C	7.6	54.9	0.79	0.79	38.7
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.368	35.8	LOS D	6.1	44.0	0.83	0.87	31.7
11	T	185	4.0	0.368	27.8	LOS C	6.1	44.0	0.83	0.71	32.4
12	R	119	4.0	0.407	23.9	LOS C	3.0	21.4	0.76	0.75	36.4
Approach		319	4.0	0.407	26.7	LOS C	6.1	44.0	0.80	0.74	33.8
All Vehicles		2413	4.0	0.645	26.4	LOS C	9.5	68.5	0.79	0.77	38.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	34.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

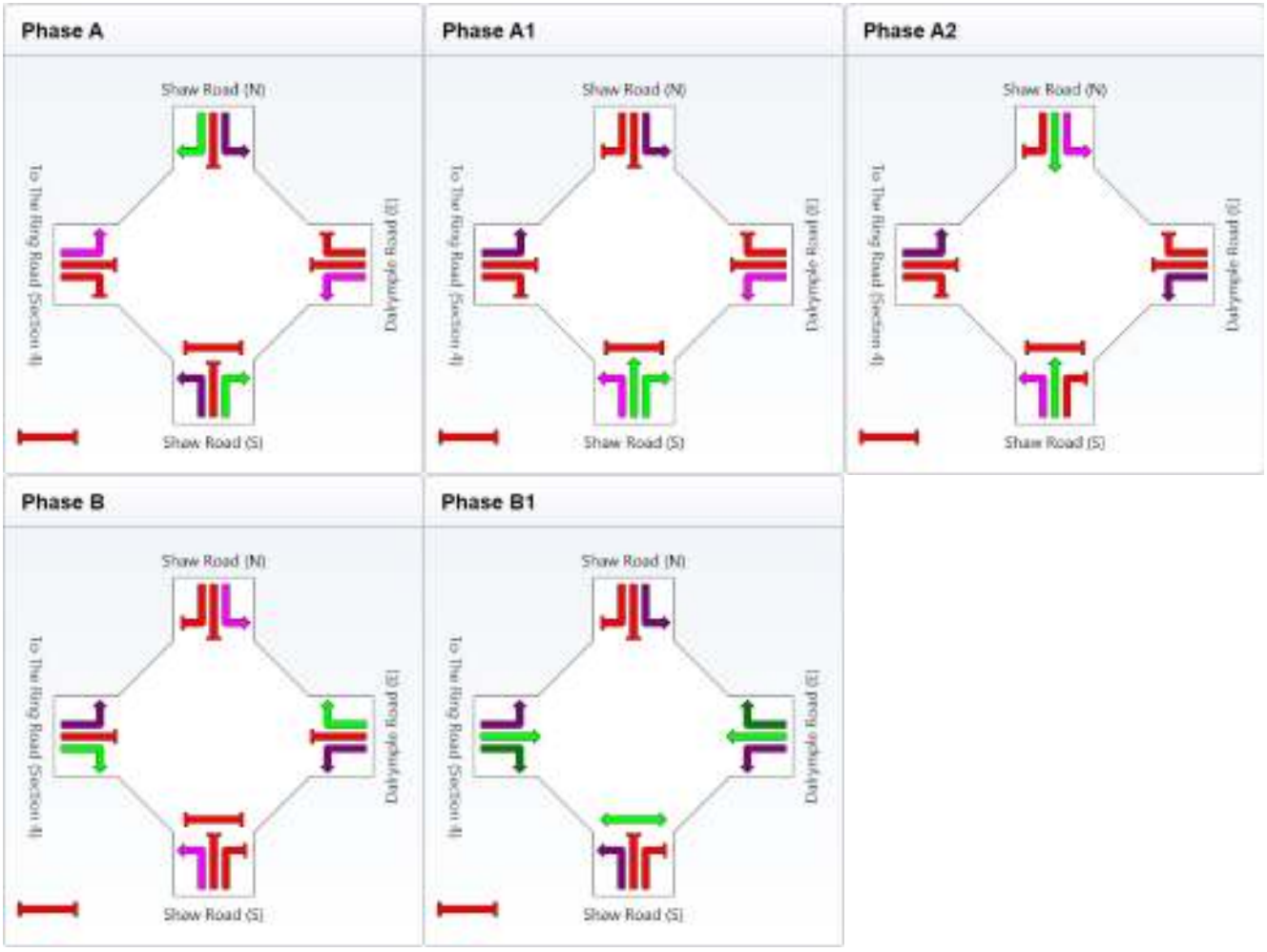
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	1	13	8	22
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	7	19	14	28
Phase Split	15 %	9 %	24 %	18 %	35 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.591	17.2	LOS B	7.9	57.2	0.80	0.84	41.7
2	T	369	8.0	0.591	24.0	LOS C	9.6	72.2	0.90	0.76	41.3
3	R	331	4.0	0.836	51.1	LOS D	10.7	77.5	0.98	0.90	30.0
Approach		1069	5.4	0.836	30.0	LOS C	10.7	77.5	0.89	0.83	37.0
East: Dalrymple Road (E)											
4	L	229	4.0	0.690	18.7	LOS B	3.6	26.1	0.41	0.78	50.0
5	T	143	4.0	0.274	24.8	LOS C	4.4	32.1	0.83	0.67	34.0
6	R	143	4.0	0.338	28.0	LOS C	3.6	25.9	0.83	0.78	42.0
Approach		516	4.0	0.690	23.0	LOS C	4.4	32.1	0.64	0.75	42.6
North: Shaw Road (N)											
7	L	244	4.0	0.592	16.2	LOS B	3.5	25.2	0.47	0.76	52.4
8	T	505	8.0	0.839	42.2	LOS D	11.0	82.4	1.00	0.96	31.9
9	R	37	4.0	0.337	48.5	LOS D	1.5	10.6	0.98	0.72	25.8
Approach		786	6.6	0.839	34.5	LOS C	11.0	82.4	0.83	0.89	35.9
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.505	38.3	LOS D	8.6	62.1	0.88	0.88	30.6
11	T	244	4.0	0.505	30.3	LOS C	8.6	62.1	0.88	0.77	31.1
12	R	152	4.0	0.528	24.1	LOS C	3.8	27.6	0.78	0.76	36.2
Approach		415	4.0	0.528	28.4	LOS C	8.6	62.1	0.84	0.77	32.8
All Vehicles		2786	5.3	0.839	29.7	LOS C	11.0	82.4	0.82	0.82	36.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	35.2	LOS D	0.1	0.1	0.94	0.94
All Pedestrians		53	35.2	LOS D			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

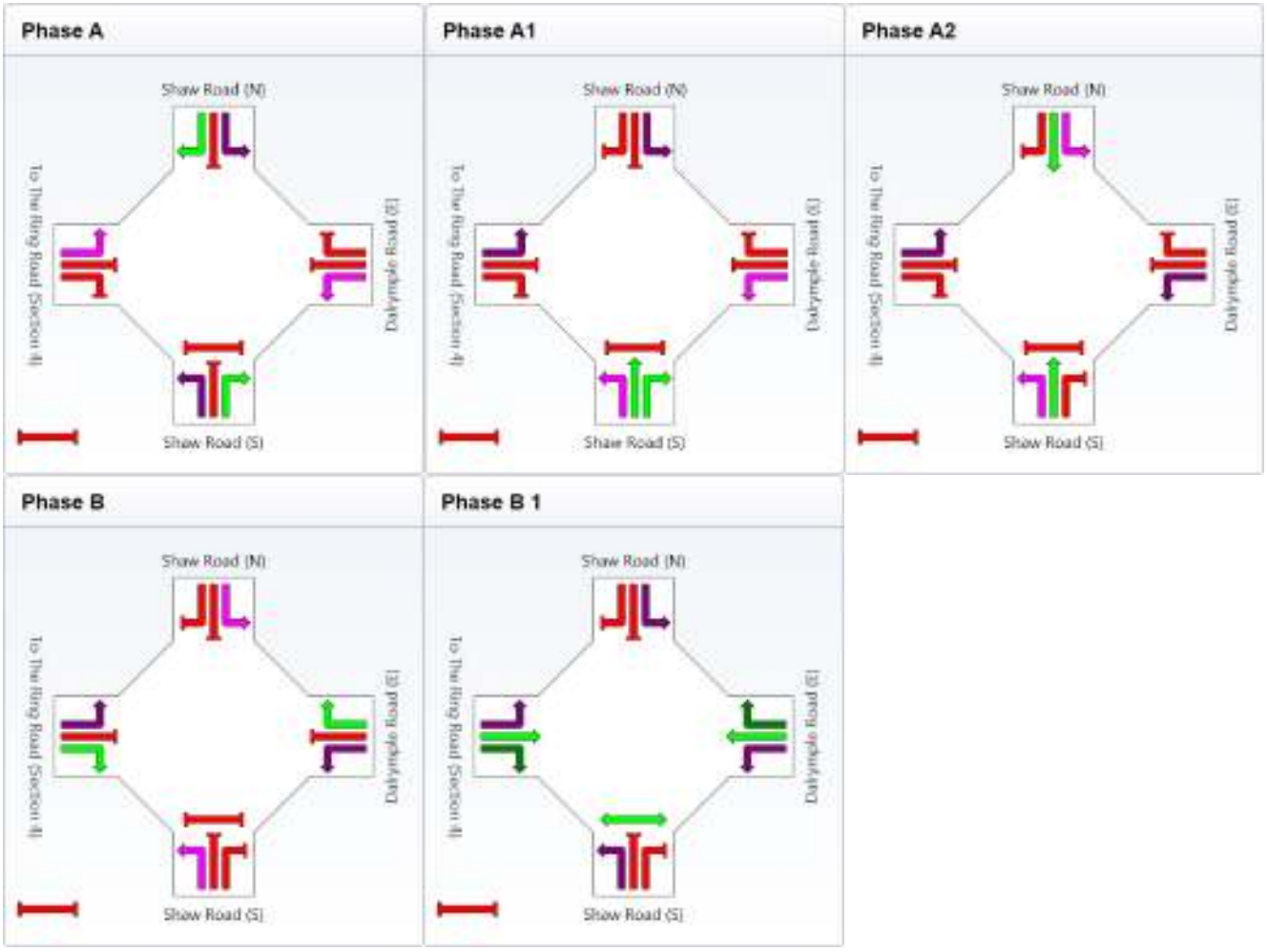
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	9	16	6	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	15	22	12	29
Phase Split	13 %	17 %	24 %	13 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 D ShawS Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

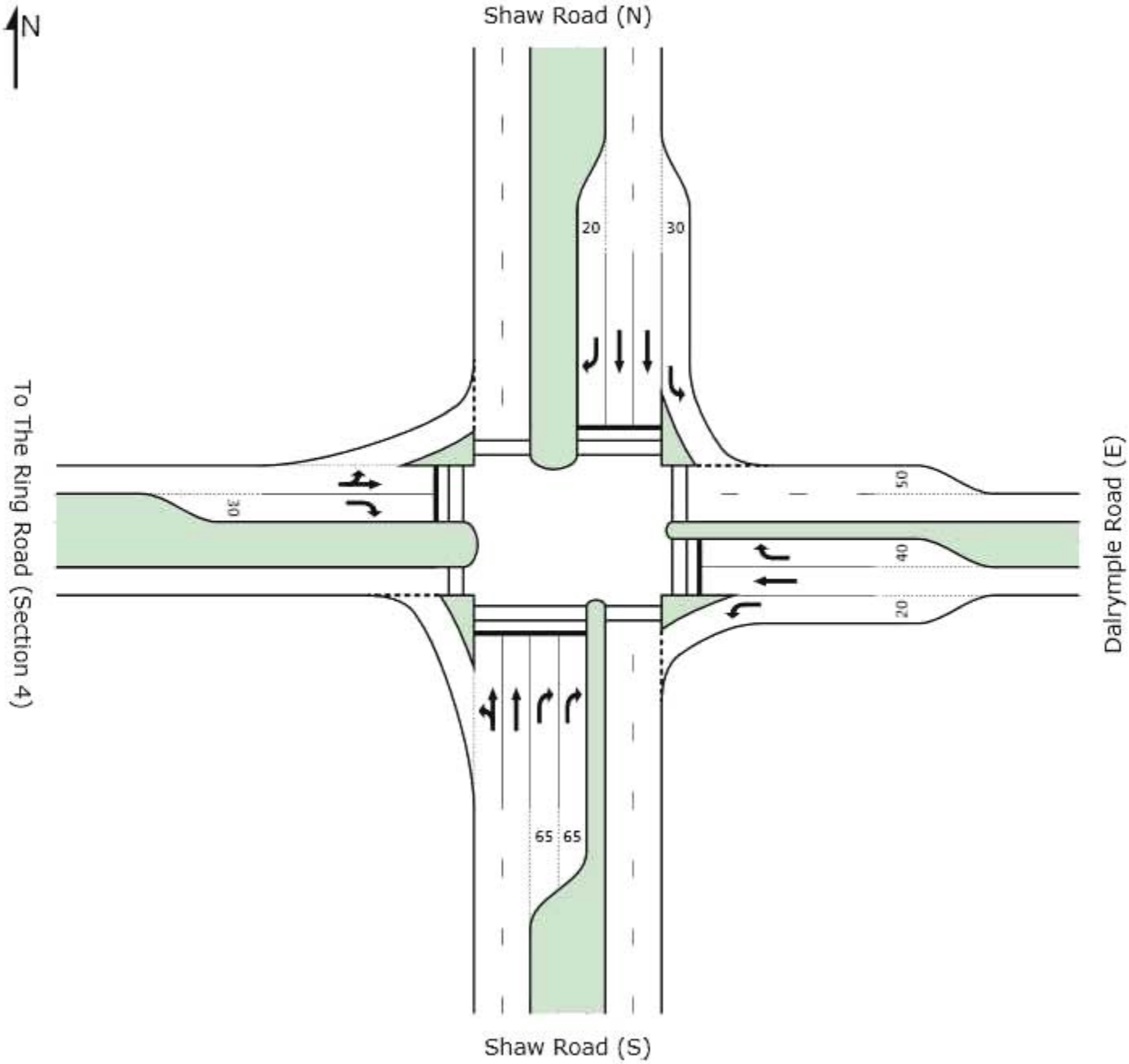
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.561	15.8	LOS B	9.4	67.8	0.71	0.83	42.6
2	T	454	4.0	0.561	22.5	LOS C	13.2	95.6	0.84	0.72	42.7
3	R	342	4.0	0.736	45.9	LOS D	10.6	77.1	0.92	0.84	32.0
Approach		1249	4.0	0.736	26.5	LOS C	13.2	95.6	0.81	0.79	39.0
East: Dalrymple Road (E)											
4	L	254	4.0	0.715	19.7	LOS B	4.1	29.7	0.41	0.78	48.9
5	T	254	4.0	0.522	31.5	LOS C	9.7	70.4	0.91	0.76	30.7
6	R	183	4.0	0.571	35.4	LOS D	6.0	43.4	0.92	0.80	37.2
Approach		691	4.0	0.715	28.2	LOS C	9.7	70.4	0.73	0.78	38.0
North: Shaw Road (N)											
7	L	228	4.0	0.592	16.4	LOS B	3.5	25.3	0.44	0.75	52.3
8	T	496	4.0	0.734	40.6	LOS D	11.0	79.6	1.00	0.88	32.6
9	R	36	4.0	0.369	54.3	LOS D	1.6	11.6	0.99	0.72	24.2
Approach		760	4.0	0.734	34.0	LOS C	11.0	79.6	0.83	0.83	36.1
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.509	43.4	LOS D	9.2	66.5	0.90	0.88	28.6
11	T	228	4.0	0.509	35.5	LOS D	9.2	66.5	0.90	0.78	29.0
12	R	148	4.0	0.607	31.8	LOS C	4.8	34.8	0.91	0.79	32.2
Approach		395	4.0	0.607	34.4	LOS C	9.2	66.5	0.90	0.79	30.1
All Vehicles		3095	4.0	0.736	29.7	LOS C	13.2	95.6	0.81	0.80	36.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		53	39.2	LOS D			0.93	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



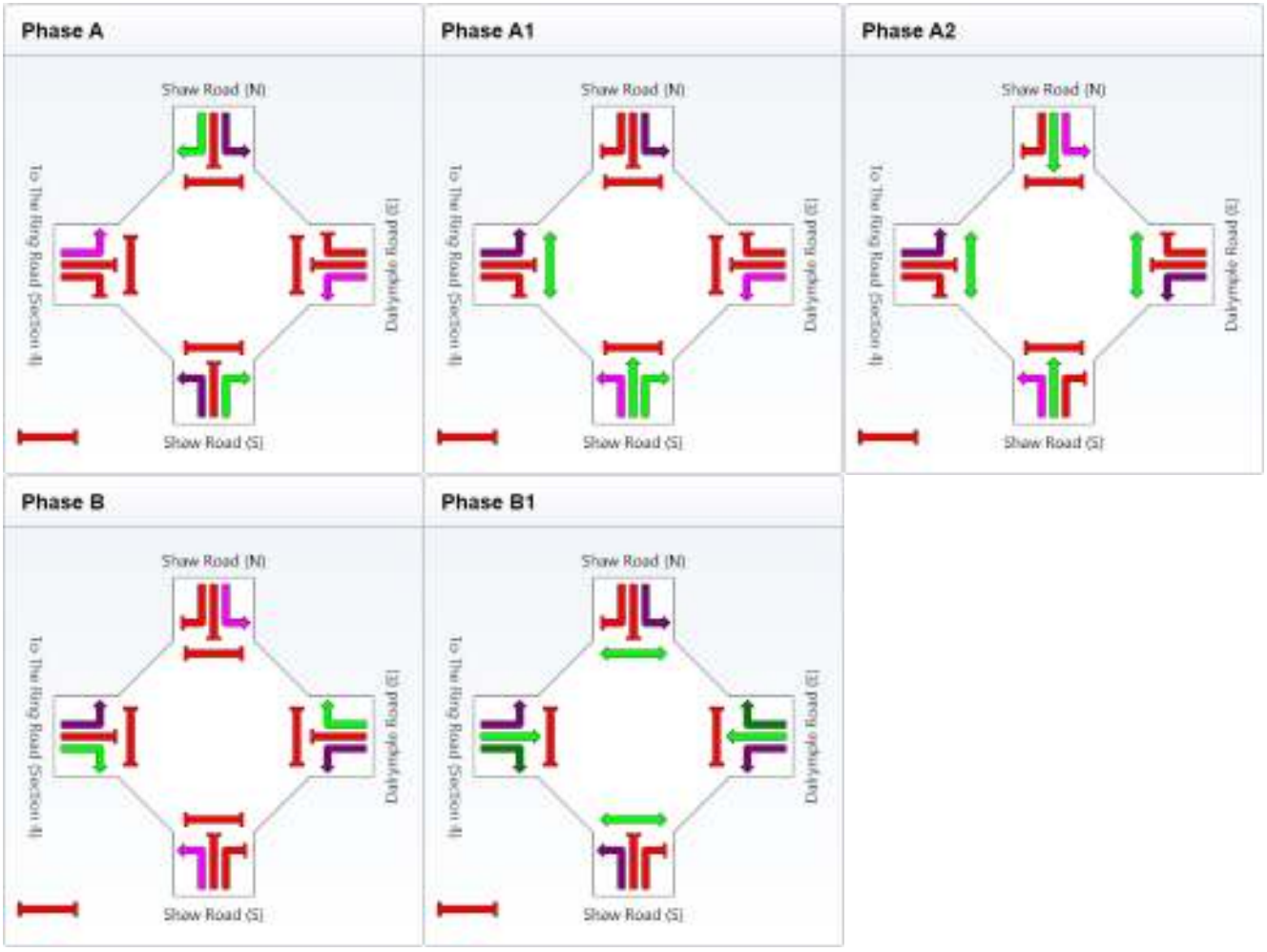
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	4	18	9	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	10	24	15	29
Phase Split	13 %	11 %	27 %	17 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2016 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	295	4.0	0.393	15.3	LOS B	5.5	39.7	0.64	0.80	42.9
2	T	295	4.0	0.393	22.3	LOS C	8.1	58.3	0.79	0.67	43.0
3	R	271	4.0	0.626	48.7	LOS D	8.5	61.3	0.96	0.81	30.9
Approach		860	4.0	0.626	28.2	LOS C	8.5	61.3	0.79	0.76	38.2
East: Dalrymple Road (E)											
4	L	154	4.0	0.393	13.5	LOS B	1.5	10.6	0.30	0.72	55.7
5	T	115	4.0	0.236	28.8	LOS C	4.0	29.2	0.83	0.67	32.0
6	R	115	4.0	0.352	30.8	LOS C	3.3	23.9	0.81	0.77	40.1
Approach		383	4.0	0.393	23.2	LOS C	4.0	29.2	0.61	0.72	42.1
North: Shaw Road (N)											
7	L	198	4.0	0.452	14.9	LOS B	2.5	18.0	0.38	0.74	54.0
8	T	402	4.0	0.529	35.5	LOS D	8.1	58.6	0.94	0.78	35.0
9	R	29	4.0	0.303	54.0	LOS D	1.3	9.5	0.98	0.71	24.2
Approach		629	4.0	0.529	29.9	LOS C	8.1	58.6	0.77	0.76	38.6
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.439	40.9	LOS D	7.7	56.0	0.88	0.87	29.6
11	T	198	4.0	0.439	32.9	LOS C	7.7	56.0	0.88	0.75	30.0
12	R	121	4.0	0.550	27.1	LOS C	3.5	25.3	0.78	0.75	34.5
Approach		334	4.0	0.550	31.2	LOS C	7.7	56.0	0.84	0.76	31.5
All Vehicles		2206	4.0	0.626	28.3	LOS C	8.5	61.3	0.76	0.75	37.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	28.0	LOS C	0.1	0.1	0.79	0.79
All Pedestrians		212	36.4	LOS D			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

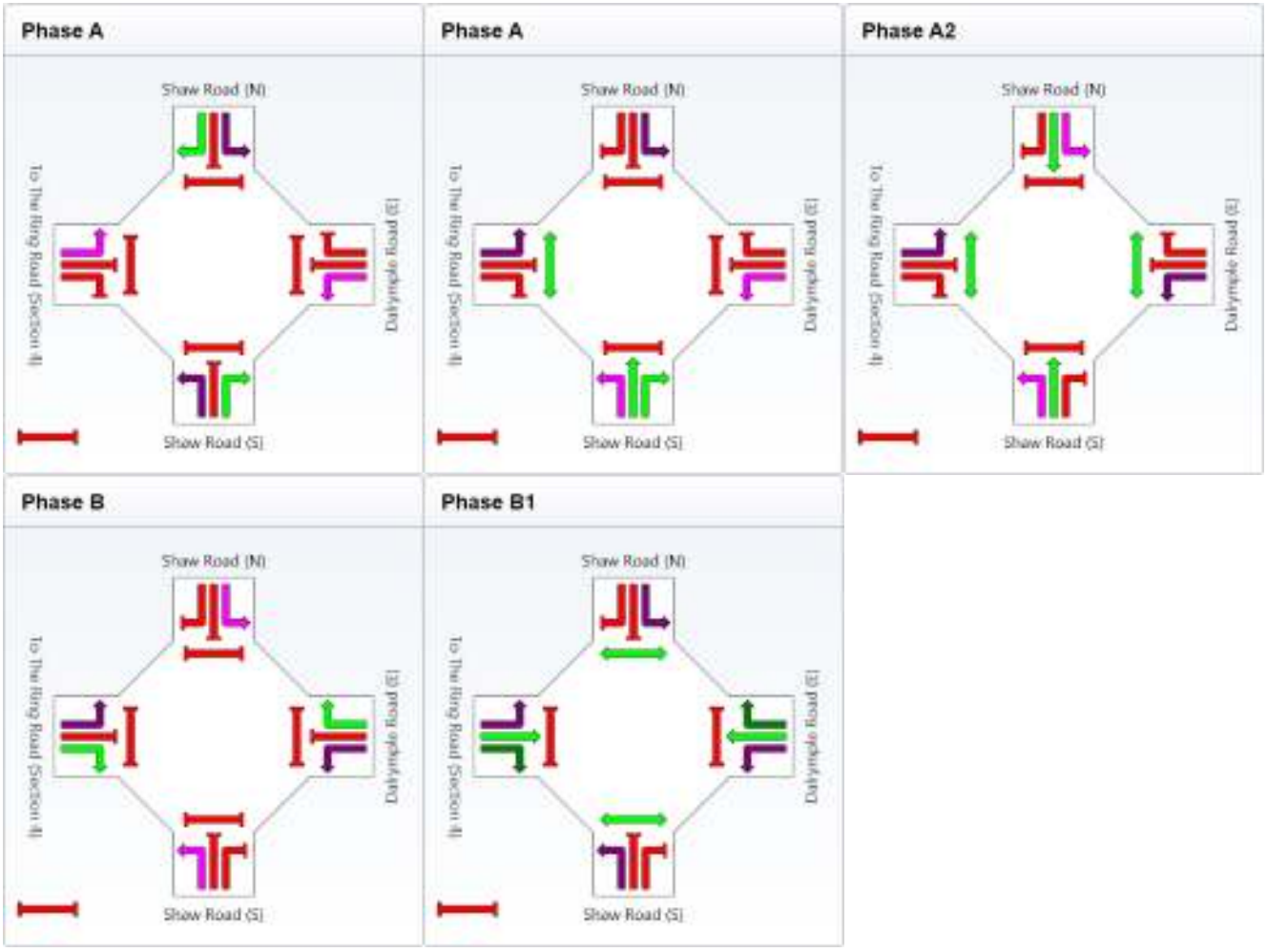
PHASING SUMMARY

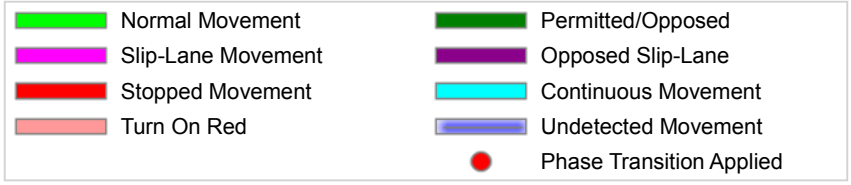
Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A, A2, B, B1
Output Sequence: A, A, A2, B, B1

Phase Timing Results

Phase	A	A	A2	B	B1
Green Time (sec)	6	4	18	9	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	10	24	15	29
Phase Split	13 %	11 %	27 %	17 %	32 %





MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2016 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	361	4.0	0.481	15.8	LOS B	6.8	49.5	0.69	0.82	42.6
2	T	361	4.0	0.481	23.2	LOS C	10.2	74.0	0.82	0.70	42.3
3	R	255	4.0	0.589	48.3	LOS D	7.9	57.1	0.95	0.80	31.1
Approach		977	4.0	0.589	27.0	LOS C	10.2	74.0	0.81	0.77	38.6
East: Dalrymple Road (E)											
4	L	209	4.0	0.534	13.6	LOS B	2.1	15.0	0.31	0.73	55.6
5	T	149	4.0	0.308	29.5	LOS C	5.4	38.9	0.85	0.69	31.7
6	R	149	4.0	0.458	31.2	LOS C	4.4	31.9	0.83	0.78	39.8
Approach		508	4.0	0.534	23.4	LOS C	5.4	38.9	0.62	0.73	42.0
North: Shaw Road (N)											
7	L	185	4.0	0.408	14.5	LOS B	2.2	15.9	0.36	0.74	54.4
8	T	395	4.0	0.519	35.5	LOS D	7.9	57.4	0.94	0.77	35.1
9	R	28	4.0	0.292	54.0	LOS D	1.3	9.2	0.98	0.71	24.2
Approach		608	4.0	0.519	30.0	LOS C	7.9	57.4	0.77	0.76	38.5
West: To The Ring Road (Section 4)											
10	L	15	4.0	0.414	41.4	LOS D	7.2	52.1	0.87	0.87	29.4
11	T	185	4.0	0.414	33.4	LOS C	7.2	52.1	0.87	0.75	29.9
12	R	119	4.0	0.540	27.2	LOS C	3.4	24.8	0.79	0.75	34.4
Approach		319	4.0	0.540	31.5	LOS C	7.2	52.1	0.84	0.75	31.4
All Vehicles		2413	4.0	0.589	27.6	LOS C	10.2	74.0	0.76	0.76	38.2

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	28.0	LOS C	0.1	0.1	0.79	0.79
All Pedestrians		212	36.4	LOS D			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

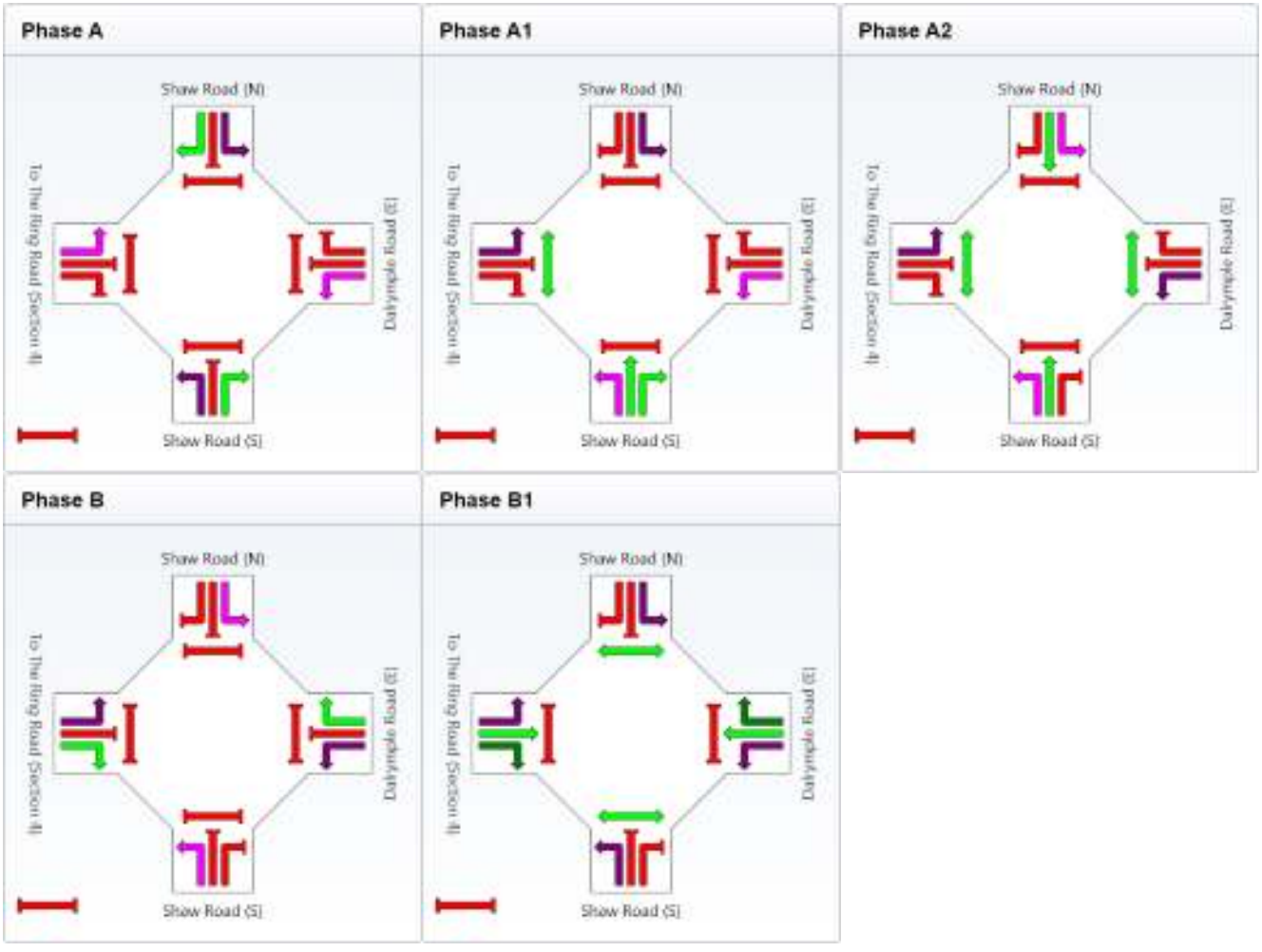
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 2
Input Sequence: A, A1, A2, B, B1
Output Sequence: A, A1, A2, B, B1

Phase Timing Results

Phase	A	A1	A2	B	B1
Green Time (sec)	6	5	18	8	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	11	24	14	29
Phase Split	13 %	12 %	27 %	16 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProAM2026 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	369	4.0	0.487	15.8	LOS B	7.0	51.1	0.69	0.82	42.6
2	T	369	8.0	0.487	22.6	LOS C	10.4	77.5	0.82	0.70	42.7
3	R	331	4.0	0.719	49.4	LOS D	10.8	77.9	0.97	0.84	30.6
Approach		1069	5.4	0.719	28.6	LOS C	10.8	77.9	0.82	0.78	37.9
East: Dalrymple Road (E)											
4	L	229	4.0	0.690	18.4	LOS B	3.6	26.1	0.39	0.77	50.3
5	T	143	4.0	0.295	29.4	LOS C	5.1	37.1	0.85	0.69	31.8
6	R	143	4.0	0.385	32.4	LOS C	4.3	31.2	0.87	0.79	39.0
Approach		516	4.0	0.690	25.3	LOS C	5.1	37.1	0.65	0.75	40.9
North: Shaw Road (N)											
7	L	244	4.0	0.635	16.7	LOS B	3.9	27.9	0.45	0.76	52.0
8	T	505	8.0	0.681	37.6	LOS D	10.7	80.3	0.98	0.84	34.0
9	R	37	4.0	0.380	54.3	LOS D	1.7	12.0	0.99	0.72	24.1
Approach		786	6.6	0.681	31.9	LOS C	10.7	80.3	0.82	0.81	37.3
West: To The Ring Road (Section 4)											
10	L	19	4.0	0.544	43.2	LOS D	9.9	71.9	0.91	0.88	28.7
11	T	244	4.0	0.544	35.3	LOS D	9.9	71.9	0.91	0.79	29.0
12	R	152	4.0	0.620	29.2	LOS C	4.7	34.0	0.82	0.78	33.4
Approach		415	4.0	0.620	33.4	LOS C	9.9	71.9	0.88	0.79	30.5
All Vehicles		2786	5.3	0.719	29.6	LOS C	10.8	80.3	0.80	0.79	37.0

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	27.2	LOS C	0.1	0.1	0.78	0.78
All Pedestrians		212	36.2	LOS D			0.89	0.89

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

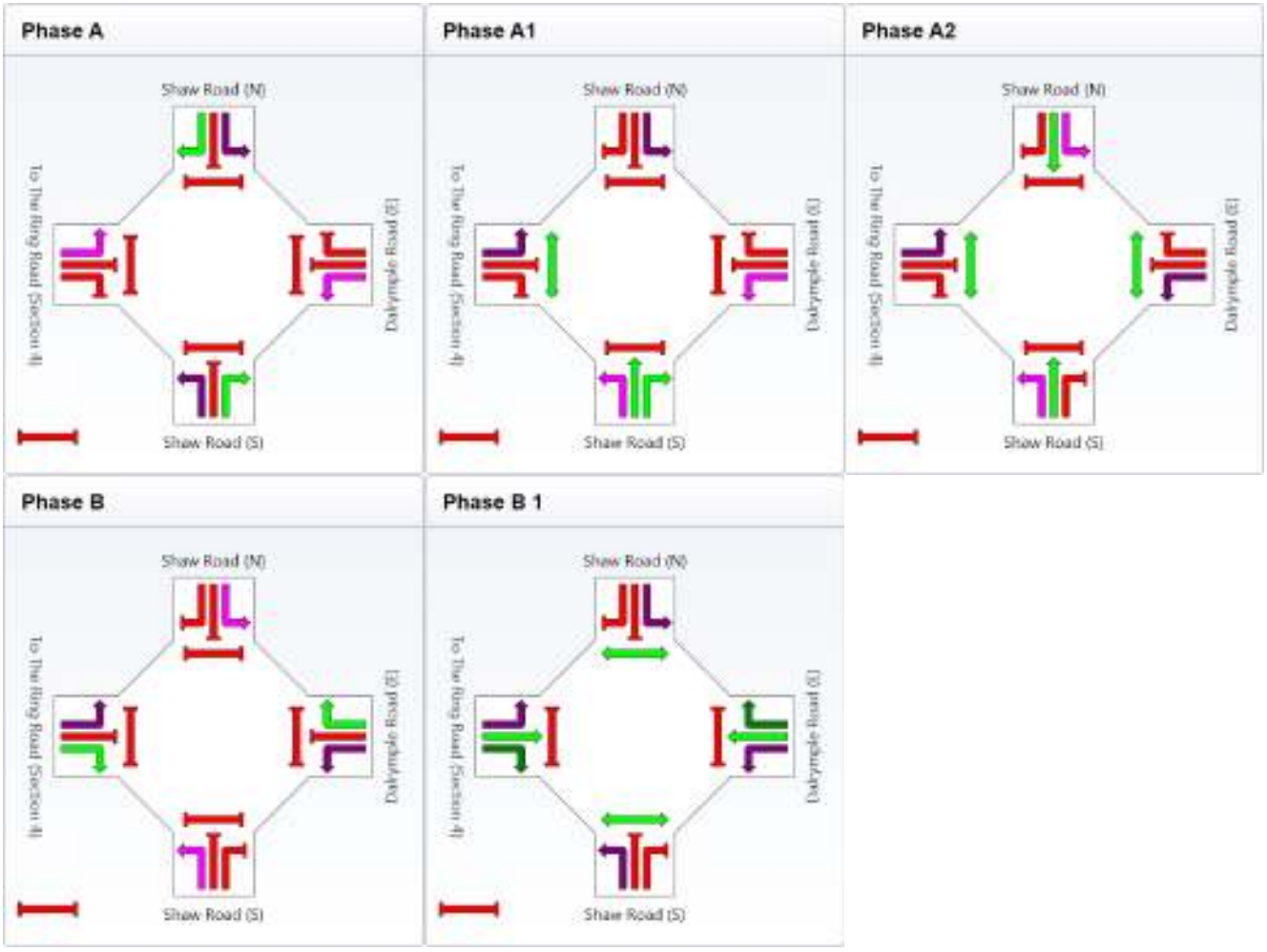
PHASING SUMMARY

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Diamond 1 - Copy
Input Sequence: A, A1, A2, B, B 1
Output Sequence: A, A1, A2, B, B 1

Phase Timing Results

Phase	A	A1	A2	B	B 1
Green Time (sec)	6	6	18	7	23
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	12	24	13	29
Phase Split	13 %	13 %	27 %	14 %	32 %



MOVEMENT SUMMARY

Site: Shaw/Dalr ProPM2026 All Peds

Shaw Road / Dalrymple Road / The Ring Road
Proposed Layout
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles

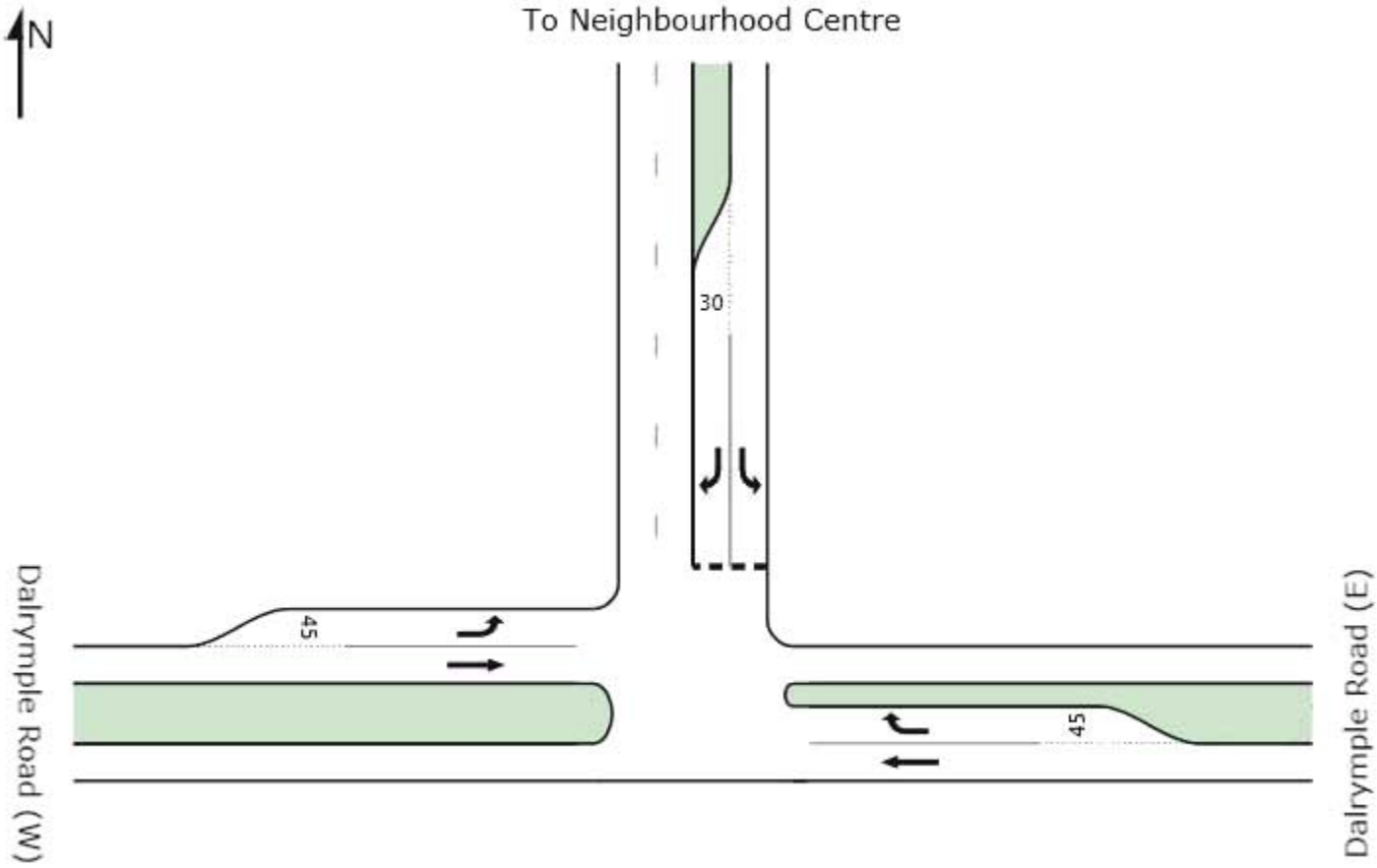
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Shaw Road (S)											
1	L	454	4.0	0.576	16.1	LOS B	9.4	68.3	0.72	0.83	42.4
2	T	454	4.0	0.576	23.2	LOS C	13.3	96.5	0.85	0.73	42.2
3	R	342	4.0	0.767	49.6	LOS D	11.3	81.7	0.96	0.86	30.6
Approach		1249	4.0	0.767	27.8	LOS C	13.3	96.5	0.83	0.80	38.2
East: Dalrymple Road (E)											
4	L	254	4.0	0.730	21.1	LOS C	4.4	31.9	0.42	0.79	47.7
5	T	254	4.0	0.522	31.5	LOS C	9.7	70.4	0.91	0.76	30.7
6	R	183	4.0	0.562	34.0	LOS C	5.8	42.3	0.90	0.80	38.1
Approach		691	4.0	0.730	28.3	LOS C	9.7	70.4	0.73	0.78	37.9
North: Shaw Road (N)											
7	L	228	4.0	0.214	16.4	LOS B	3.5	25.3	0.44	0.76	52.3
8	T	496	4.0	0.652	36.9	LOS D	10.4	75.0	0.97	0.82	34.3
9	R	36	4.0	0.369	54.3	LOS D	1.6	11.6	0.99	0.72	24.2
Approach		760	4.0	0.652	31.5	LOS C	10.4	75.0	0.81	0.80	37.5
West: To The Ring Road (Section 4)											
10	L	18	4.0	0.509	43.8	LOS D	9.2	66.5	0.90	0.88	28.5
11	T	228	4.0	0.509	35.8	LOS D	9.2	66.5	0.90	0.78	28.9
12	R	148	4.0	0.607	30.8	LOS C	4.7	33.8	0.89	0.79	32.6
Approach		395	4.0	0.607	34.3	LOS C	9.2	66.5	0.90	0.79	30.2
All Vehicles		3095	4.0	0.767	29.7	LOS C	13.3	96.5	0.81	0.79	36.8

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P3	Across E approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P5	Across N approach	53	39.2	LOS D	0.1	0.1	0.93	0.93
P7	Across W approach	53	26.5	LOS C	0.1	0.1	0.77	0.77
All Pedestrians		212	36.0	LOS D			0.89	0.89

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2016 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	262	4.0	0.368	10.1	LOS B	3.8	27.9	0.77	0.64	44.3
6	R	95	4.0	0.410	27.6	LOS C	1.9	13.6	0.96	0.76	34.1
Approach		357	4.0	0.410	14.8	LOS B	3.8	27.9	0.82	0.67	41.1
North: Neighbourhood Centre											
7	L	101	4.0	0.172	19.1	LOS B	1.5	10.6	0.75	0.76	39.4
9	R	75	4.0	0.192	18.9	LOS B	1.1	7.7	0.74	0.74	39.5
Approach		176	4.0	0.192	19.0	LOS B	1.5	10.6	0.74	0.75	39.4
West: Dalrymple Road (W)											
10	L	122	4.0	0.409	17.6	LOS B	1.6	11.9	0.70	0.75	40.5
11	T	545	4.0	0.765	14.9	LOS B	10.9	78.7	0.94	0.91	40.0
Approach		667	4.0	0.765	15.4	LOS B	10.9	78.7	0.89	0.88	40.1
All Vehicles		1200	4.0	0.765	15.7	LOS B	10.9	78.7	0.85	0.80	40.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P5	Across N approach	53	12.8	LOS B	0.0	0.0	0.80	0.80
All Pedestrians		106	13.6	LOS B			0.83	0.83

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

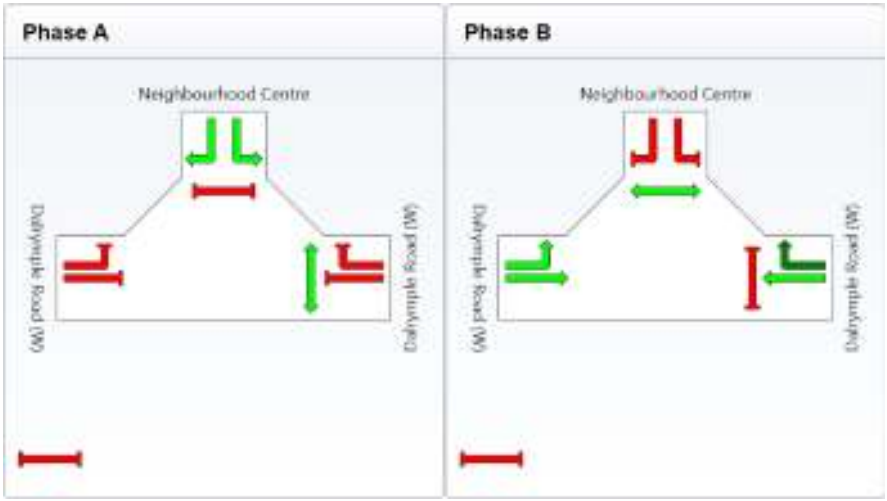
PHASING SUMMARY

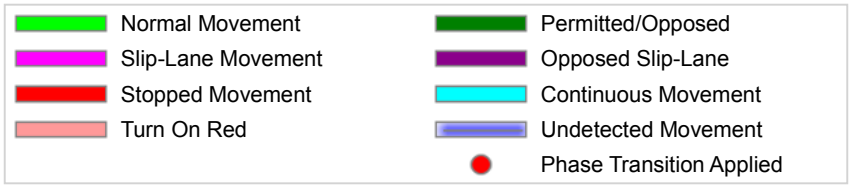
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	375	4.0	0.394	8.5	LOS A	5.8	41.9	0.66	0.57	46.2
6	R	156	4.0	0.624	29.4	LOS C	3.8	27.8	0.94	0.86	33.2
Approach		531	4.0	0.624	14.6	LOS B	5.8	41.9	0.75	0.66	41.5
North: Neighbourhood Centre											
7	L	95	4.0	0.202	24.5	LOS C	1.9	13.6	0.82	0.76	35.9
9	R	122	4.0	0.576	25.4	LOS C	2.5	18.3	0.83	0.80	35.4
Approach		217	4.0	0.576	25.0	LOS C	2.5	18.3	0.83	0.78	35.6
West: Dalrymple Road (W)											
10	L	158	4.0	0.520	15.8	LOS B	2.1	15.5	0.58	0.74	41.9
11	T	673	4.0	0.708	11.3	LOS B	13.4	96.9	0.83	0.76	43.1
Approach		831	4.0	0.708	12.1	LOS B	13.4	96.9	0.78	0.76	42.9
All Vehicles		1578	4.0	0.708	14.7	LOS B	13.4	96.9	0.78	0.73	41.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Processed: Thursday, 12 July 2012 4:39:13 PM
SIDRA INTERSECTION 5.1.12.2089
Project: T:\Job Data\TPAR\023\Engineering\Calcs & Data\KW\SIDRA KW\TPAR023SID002 V1 Dalrymple Neighbourhood Centre.sip
8000540, UDP CONSULTING ENGINEERS, FLOATING

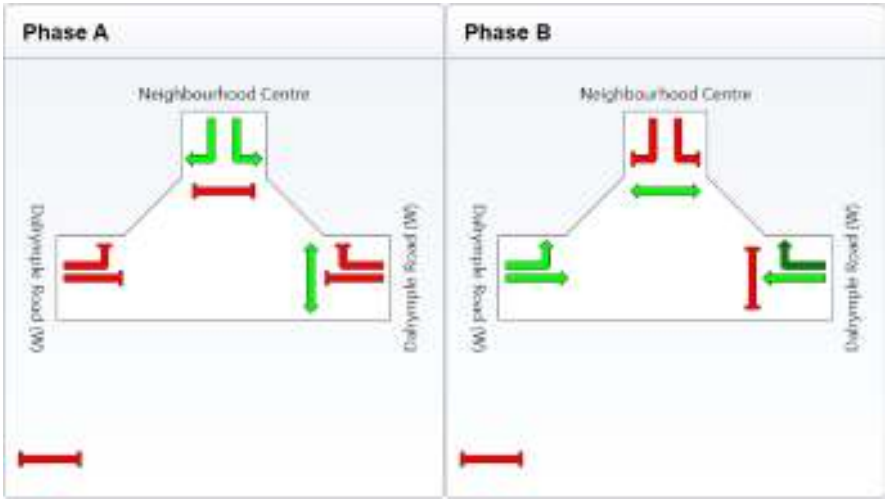
PHASING SUMMARY

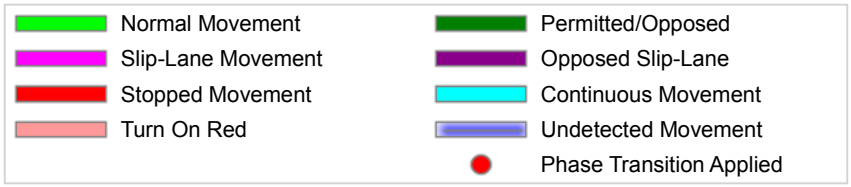
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2026 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	348	4.0	0.367	8.4	LOS A	5.3	38.3	0.65	0.56	46.4
6	R	108	4.0	0.596	29.0	LOS C	2.6	18.6	0.91	0.83	33.4
Approach		457	4.0	0.596	13.3	LOS B	5.3	38.3	0.71	0.62	42.5
North: Neighbourhood Centre											
7	L	158	4.0	0.336	25.2	LOS C	3.3	23.6	0.85	0.79	35.5
9	R	107	4.0	0.357	24.6	LOS C	2.1	15.5	0.82	0.76	35.8
Approach		265	4.0	0.357	25.0	LOS C	3.3	23.6	0.84	0.78	35.6
West: Dalrymple Road (W)											
10	L	131	4.0	0.429	15.7	LOS B	1.7	12.5	0.57	0.74	42.0
11	T	689	4.0	0.726	11.8	LOS B	14.1	102.4	0.84	0.78	42.6
Approach		820	4.0	0.726	12.4	LOS B	14.1	102.4	0.80	0.78	42.5
All Vehicles		1542	4.0	0.726	14.8	LOS B	14.1	102.4	0.78	0.73	41.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

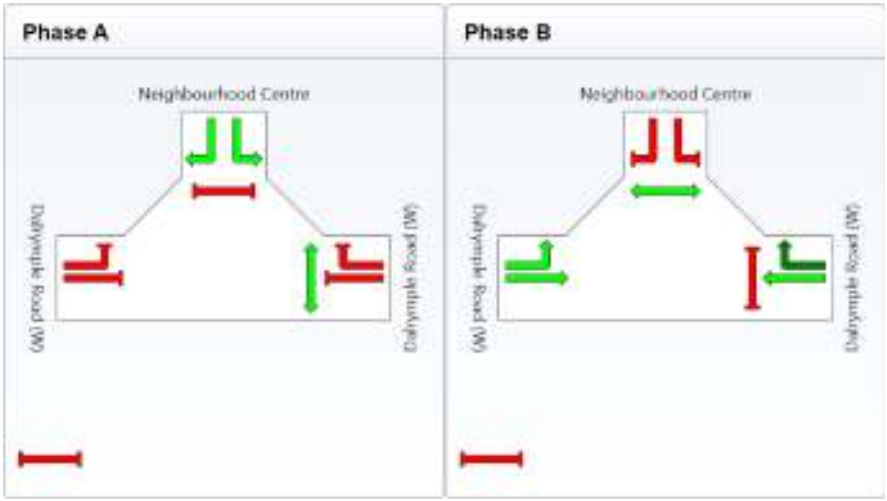
PHASING SUMMARY

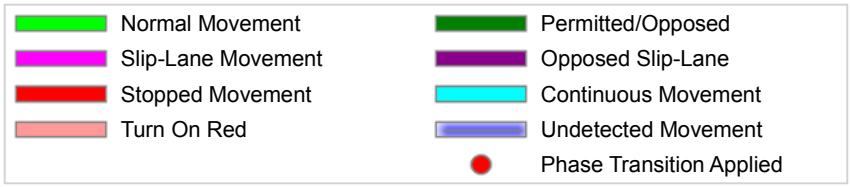
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Site: Dalry/Neigh ProPM2026 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	551	4.0	0.579	9.7	LOS A	9.6	69.8	0.75	0.66	44.8
6	R	213	4.0	0.771	32.4	LOS C	5.9	42.6	0.97	0.97	31.7
Approach		763	4.0	0.771	16.0	LOS B	9.6	69.8	0.81	0.75	40.2
North: Neighbourhood Centre											
7	L	108	4.0	0.231	24.6	LOS C	2.2	15.7	0.83	0.77	35.8
9	R	131	4.0	0.435	24.9	LOS C	2.6	19.1	0.84	0.77	35.7
Approach		239	4.0	0.435	24.8	LOS C	2.6	19.1	0.83	0.77	35.7
West: Dalrymple Road (W)											
10	L	189	4.0	0.624	17.4	LOS B	2.9	20.7	0.59	0.79	40.7
11	T	608	4.0	0.640	10.1	LOS B	11.1	80.6	0.79	0.70	44.3
Approach		798	4.0	0.640	11.8	LOS B	11.1	80.6	0.74	0.72	43.4
All Vehicles		1800	4.0	0.771	15.3	LOS B	11.1	80.6	0.78	0.74	40.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2016

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	262	4.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	95	4.0	0.135	12.2	LOS B	0.5	3.7	0.57	0.84	45.1
Approach		357	4.0	0.138	3.2	NA	0.5	3.7	0.15	0.22	55.2
North: To Neighbourhood Centre											
7	L	101	4.0	0.170	12.6	LOS B	0.6	4.5	0.56	0.85	44.6
9	R	75	4.0	0.427	35.4	LOS E	1.7	12.5	0.88	1.03	30.4
Approach		176	4.0	0.427	22.3	LOS C	1.7	12.5	0.70	0.93	37.2
West: Dalrymple Road (W)											
10	L	122	4.0	0.068	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	545	4.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		667	4.0	0.287	1.5	NA	0.0	0.0	0.00	0.12	57.6
All Vehicles		1200	4.0	0.427	5.1	NA	1.7	12.5	0.15	0.27	52.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProPM2016

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	375	4.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	156	4.0	0.275	14.6	LOS B	1.2	8.5	0.68	0.93	42.9
Approach		531	4.0	0.275	4.3	NA	1.2	8.5	0.20	0.27	53.7
North: To Neighbourhood Centre											
7	L	123	4.0	0.253	14.9	LOS B	1.0	7.1	0.66	0.91	42.6
9	R	94	4.0	1.061	201.9	LOS F	10.2	73.6	1.00	1.70	9.2
Approach		217	4.0	1.061	96.0	LOS F	10.2	73.6	0.81	1.25	16.5
West: Dalrymple Road (W)											
10	L	158	4.0	0.087	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	673	4.0	0.354	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		831	4.0	0.354	1.6	NA	0.0	0.0	0.00	0.13	57.5
All Vehicles		1578	4.0	1.061	15.5	NA	10.2	73.6	0.18	0.33	42.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2026

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	348	4.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	108	4.0	0.189	13.8	LOS B	0.7	5.2	0.65	0.89	43.6
Approach		457	4.0	0.189	3.3	NA	0.7	5.2	0.15	0.21	55.1
North: To Neighbourhood Centre											
7	L	158	4.0	0.327	15.7	LOS C	1.4	10.1	0.69	0.94	42.0
9	R	107	4.0	1.035	171.6	LOS F	10.1	73.2	1.00	1.71	10.5
Approach		265	4.0	1.035	78.8	LOS F	10.1	73.2	0.81	1.25	18.9
West: Dalrymple Road (W)											
10	L	131	4.0	0.072	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	689	4.0	0.363	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		820	4.0	0.363	1.3	NA	0.0	0.0	0.00	0.11	57.9
All Vehicles		1542	4.0	1.035	15.2	NA	10.1	73.2	0.19	0.33	42.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

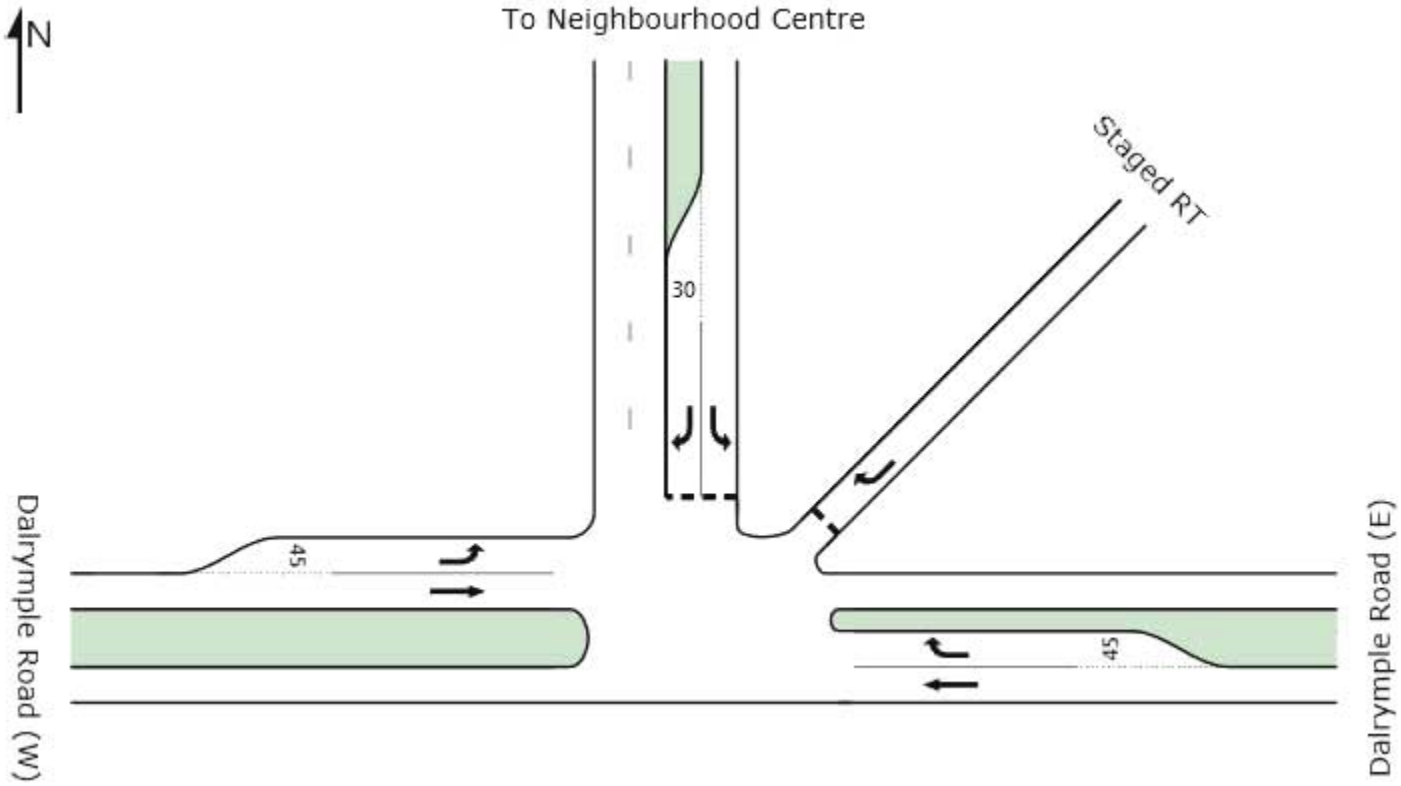
Site: Dalry/Neigh ProPM2026

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	551	4.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	213	4.0	0.359	15.0	LOS B	1.7	12.5	0.69	0.96	42.6
Approach		763	4.0	0.359	4.2	NA	1.7	12.5	0.19	0.27	53.9
North: To Neighbourhood Centre											
7	L	171	4.0	0.328	15.0	LOS B	1.4	10.4	0.66	0.93	42.6
9	R	68	4.0	1.132	292.2	LOS F	10.2	73.6	1.00	1.65	6.6
Approach		239	4.0	1.132	93.8	LOS F	10.2	73.6	0.76	1.14	16.8
West: Dalrymple Road (W)											
10	L	189	4.0	0.105	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		798	4.0	0.320	2.0	NA	0.0	0.0	0.00	0.16	57.0
All Vehicles		1800	4.0	1.132	15.1	NA	10.2	73.6	0.18	0.33	42.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



MOVEMENT SUMMARY

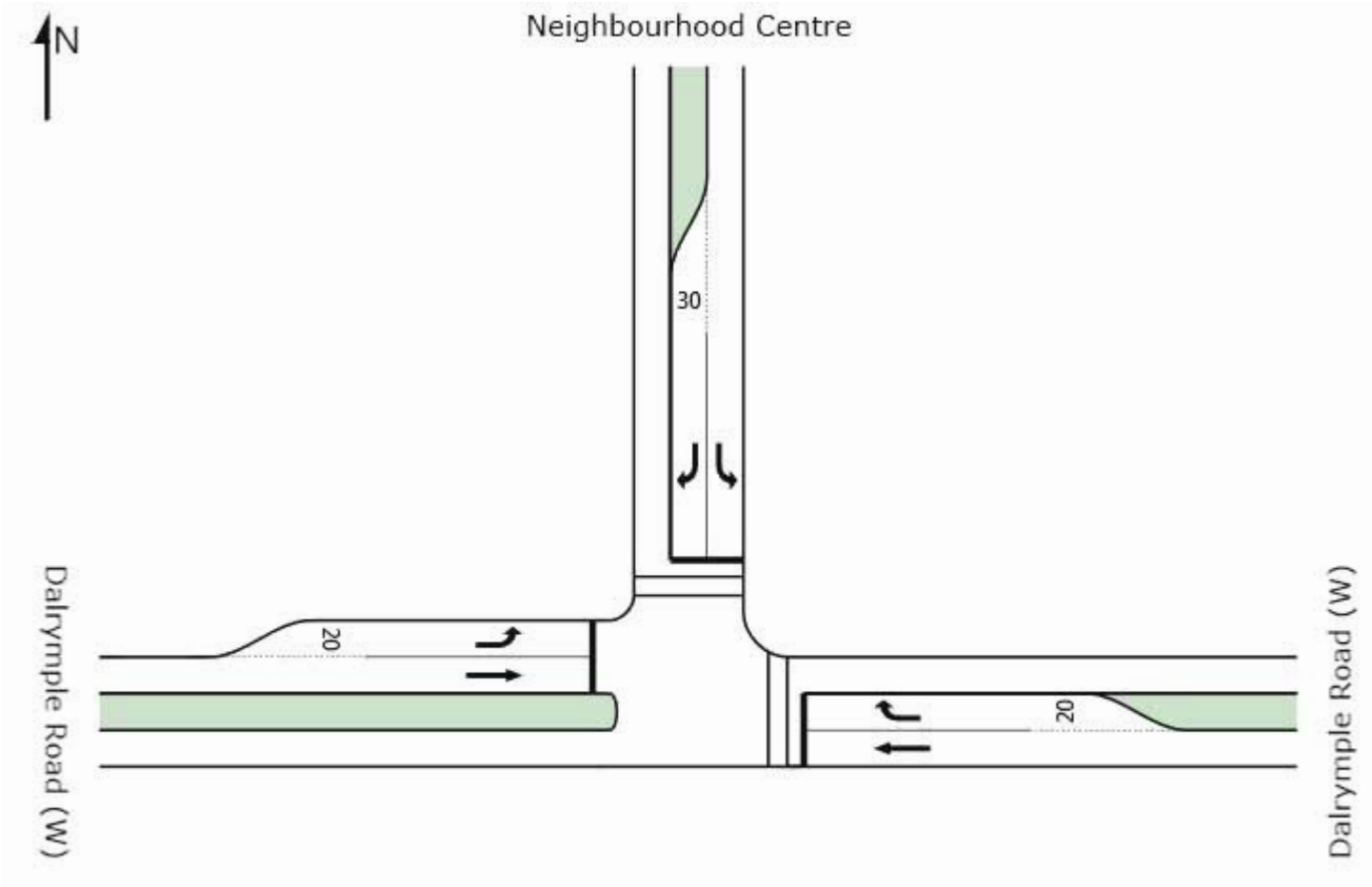
Site: Dalry/Neigh ProPM2026
Staged RT

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	551	4.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	213	4.0	0.359	15.0	LOS B	1.7	12.5	0.69	0.96	42.6
Approach		763	4.0	0.359	4.2	NA	1.7	12.5	0.19	0.27	53.9
North East: Staged RT											
26	R	131	4.0	0.552	29.6	LOS D	2.8	19.9	0.86	1.08	33.1
Approach		131	4.0	0.552	29.6	LOS D	2.8	19.9	0.86	1.08	33.1
North: To Neighbourhood Centre											
7	L	108	4.0	0.208	13.9	LOS B	0.8	5.5	0.62	0.88	43.5
9	R	131	4.0	0.678	42.8	LOS E	3.6	26.3	0.92	1.18	27.6
Approach		239	4.0	0.678	29.7	LOS D	3.6	26.3	0.78	1.04	33.1
West: Dalrymple Road (W)											
10	L	189	4.0	0.105	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		798	4.0	0.320	2.0	NA	0.0	0.0	0.00	0.16	57.0
All Vehicles		1931	4.0	0.678	8.1	NA	3.6	26.3	0.23	0.37	49.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



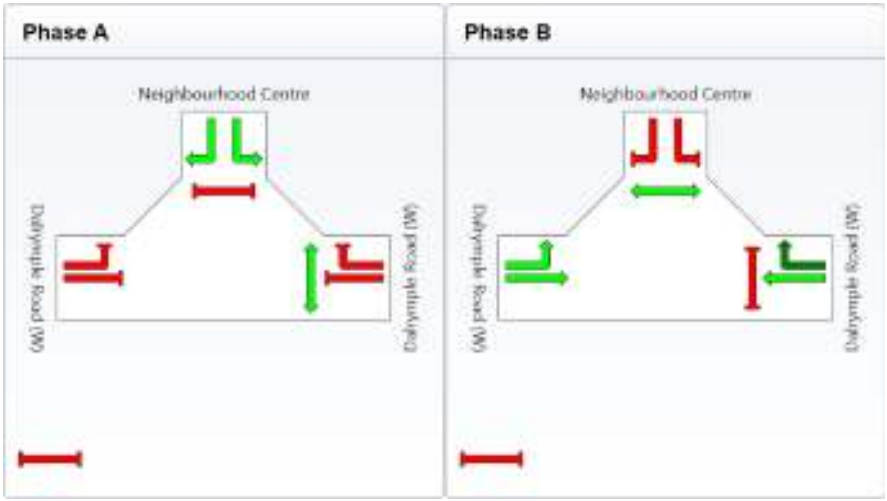
PHASING SUMMARY

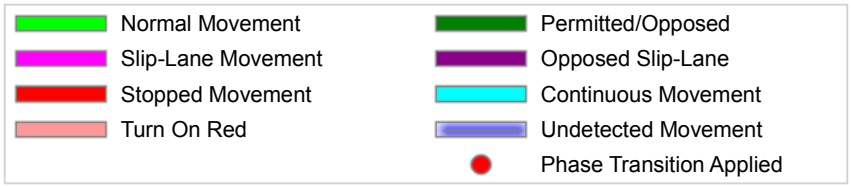
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

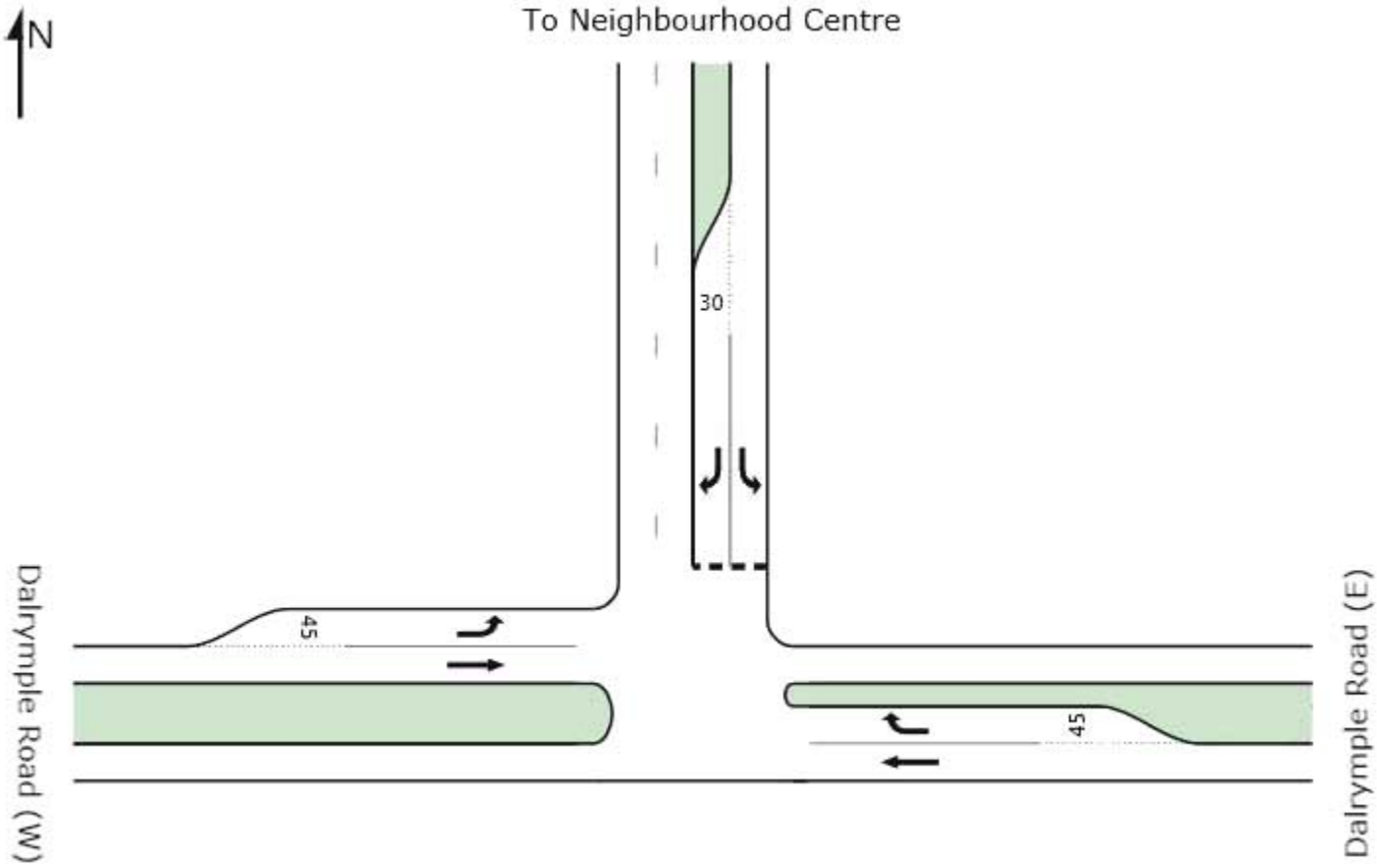
Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	15
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	21
Phase Split	48 %	53 %







MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2016 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	262	4.0	0.368	10.1	LOS B	3.8	27.9	0.77	0.64	44.3
6	R	95	4.0	0.410	27.6	LOS C	1.9	13.6	0.96	0.76	34.1
Approach		357	4.0	0.410	14.8	LOS B	3.8	27.9	0.82	0.67	41.1
North: Neighbourhood Centre											
7	L	101	4.0	0.172	19.1	LOS B	1.5	10.6	0.75	0.76	39.4
9	R	75	4.0	0.192	18.9	LOS B	1.1	7.7	0.74	0.74	39.5
Approach		176	4.0	0.192	19.0	LOS B	1.5	10.6	0.74	0.75	39.4
West: Dalrymple Road (W)											
10	L	122	4.0	0.409	17.6	LOS B	1.6	11.9	0.70	0.75	40.5
11	T	545	4.0	0.765	14.9	LOS B	10.9	78.7	0.94	0.91	40.0
Approach		667	4.0	0.765	15.4	LOS B	10.9	78.7	0.89	0.88	40.1
All Vehicles		1200	4.0	0.765	15.7	LOS B	10.9	78.7	0.85	0.80	40.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P5	Across N approach	53	12.8	LOS B	0.0	0.0	0.80	0.80
All Pedestrians		106	13.6	LOS B			0.83	0.83

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

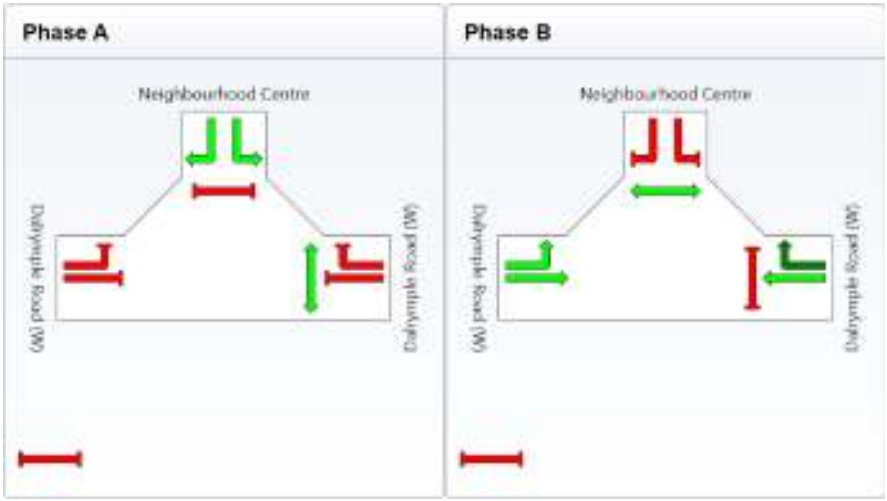
PHASING SUMMARY

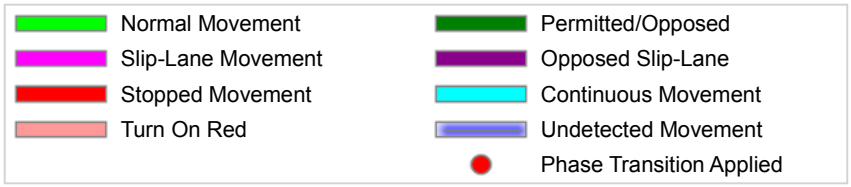
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	375	4.0	0.394	8.5	LOS A	5.8	41.9	0.66	0.57	46.2
6	R	156	4.0	0.624	29.4	LOS C	3.8	27.8	0.94	0.86	33.2
Approach		531	4.0	0.624	14.6	LOS B	5.8	41.9	0.75	0.66	41.5
North: Neighbourhood Centre											
7	L	95	4.0	0.202	24.5	LOS C	1.9	13.6	0.82	0.76	35.9
9	R	122	4.0	0.576	25.4	LOS C	2.5	18.3	0.83	0.80	35.4
Approach		217	4.0	0.576	25.0	LOS C	2.5	18.3	0.83	0.78	35.6
West: Dalrymple Road (W)											
10	L	158	4.0	0.520	15.8	LOS B	2.1	15.5	0.58	0.74	41.9
11	T	673	4.0	0.708	11.3	LOS B	13.4	96.9	0.83	0.76	43.1
Approach		831	4.0	0.708	12.1	LOS B	13.4	96.9	0.78	0.76	42.9
All Vehicles		1578	4.0	0.708	14.7	LOS B	13.4	96.9	0.78	0.73	41.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Processed: Thursday, 12 July 2012 4:39:13 PM
SIDRA INTERSECTION 5.1.12.2089
Project: T:\Job Data\TPAR\023\Engineering\Calcs & Data\KW\SIDRA KW\TPAR023SID002 V1 Dalrymple Neighbourhood Centre.sip
8000540, UDP CONSULTING ENGINEERS, FLOATING

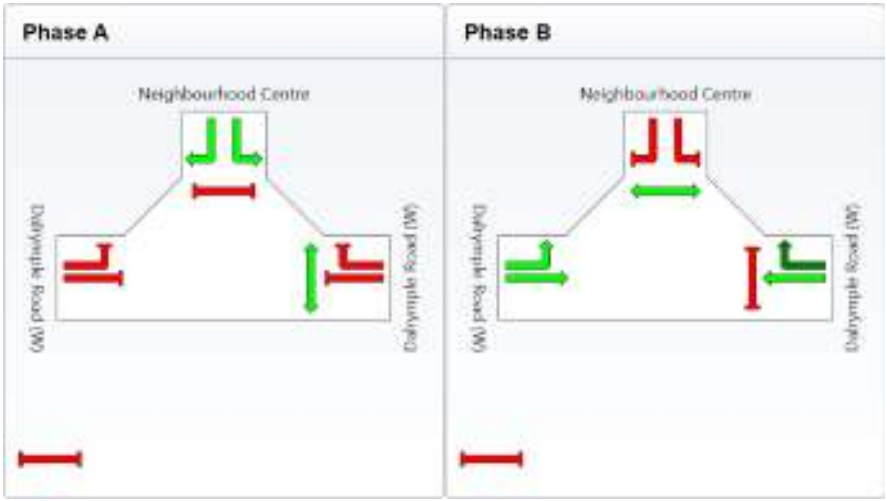
PHASING SUMMARY

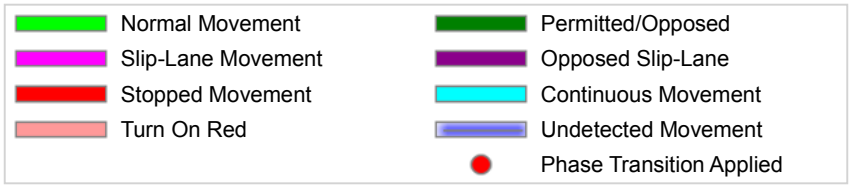
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2026 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	348	4.0	0.367	8.4	LOS A	5.3	38.3	0.65	0.56	46.4
6	R	108	4.0	0.596	29.0	LOS C	2.6	18.6	0.91	0.83	33.4
Approach		457	4.0	0.596	13.3	LOS B	5.3	38.3	0.71	0.62	42.5
North: Neighbourhood Centre											
7	L	158	4.0	0.336	25.2	LOS C	3.3	23.6	0.85	0.79	35.5
9	R	107	4.0	0.357	24.6	LOS C	2.1	15.5	0.82	0.76	35.8
Approach		265	4.0	0.357	25.0	LOS C	3.3	23.6	0.84	0.78	35.6
West: Dalrymple Road (W)											
10	L	131	4.0	0.429	15.7	LOS B	1.7	12.5	0.57	0.74	42.0
11	T	689	4.0	0.726	11.8	LOS B	14.1	102.4	0.84	0.78	42.6
Approach		820	4.0	0.726	12.4	LOS B	14.1	102.4	0.80	0.78	42.5
All Vehicles		1542	4.0	0.726	14.8	LOS B	14.1	102.4	0.78	0.73	41.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

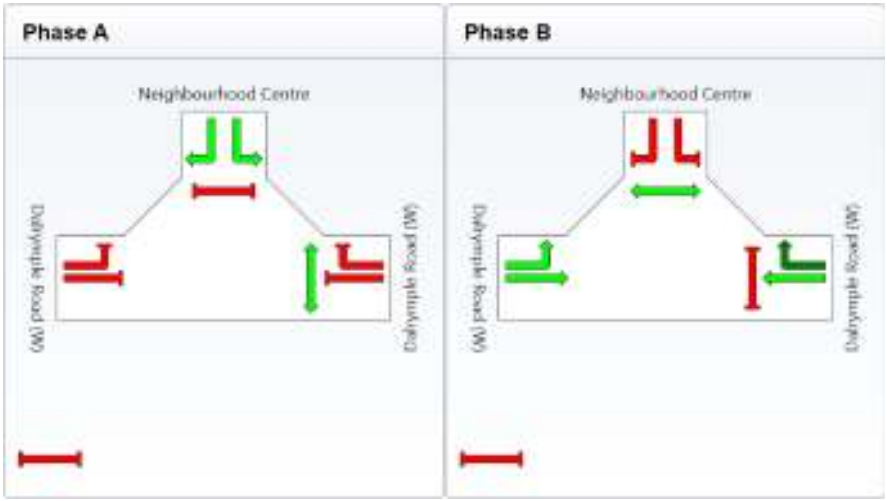
PHASING SUMMARY

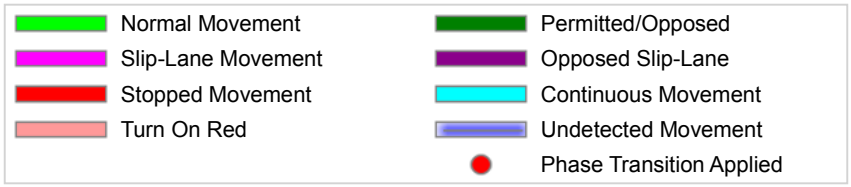
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	25
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	31
Phase Split	38 %	62 %





MOVEMENT SUMMARY

Site: Dalry/Neigh ProPM2026 Peds

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (W)											
5	T	551	4.0	0.579	9.7	LOS A	9.6	69.8	0.75	0.66	44.8
6	R	213	4.0	0.771	32.4	LOS C	5.9	42.6	0.97	0.97	31.7
Approach		763	4.0	0.771	16.0	LOS B	9.6	69.8	0.81	0.75	40.2
North: Neighbourhood Centre											
7	L	108	4.0	0.231	24.6	LOS C	2.2	15.7	0.83	0.77	35.8
9	R	131	4.0	0.435	24.9	LOS C	2.6	19.1	0.84	0.77	35.7
Approach		239	4.0	0.435	24.8	LOS C	2.6	19.1	0.83	0.77	35.7
West: Dalrymple Road (W)											
10	L	189	4.0	0.624	17.4	LOS B	2.9	20.7	0.59	0.79	40.7
11	T	608	4.0	0.640	10.1	LOS B	11.1	80.6	0.79	0.70	44.3
Approach		798	4.0	0.640	11.8	LOS B	11.1	80.6	0.74	0.72	43.4
All Vehicles		1800	4.0	0.771	15.3	LOS B	11.1	80.6	0.78	0.74	40.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P5	Across N approach	53	10.2	LOS B	0.0	0.0	0.64	0.64
All Pedestrians		106	14.8	LOS B			0.76	0.76

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2016

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	262	4.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	95	4.0	0.135	12.2	LOS B	0.5	3.7	0.57	0.84	45.1
Approach		357	4.0	0.138	3.2	NA	0.5	3.7	0.15	0.22	55.2
North: To Neighbourhood Centre											
7	L	101	4.0	0.170	12.6	LOS B	0.6	4.5	0.56	0.85	44.6
9	R	75	4.0	0.427	35.4	LOS E	1.7	12.5	0.88	1.03	30.4
Approach		176	4.0	0.427	22.3	LOS C	1.7	12.5	0.70	0.93	37.2
West: Dalrymple Road (W)											
10	L	122	4.0	0.068	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	545	4.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		667	4.0	0.287	1.5	NA	0.0	0.0	0.00	0.12	57.6
All Vehicles		1200	4.0	0.427	5.1	NA	1.7	12.5	0.15	0.27	52.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProPM2016

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	375	4.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	156	4.0	0.275	14.6	LOS B	1.2	8.5	0.68	0.93	42.9
Approach		531	4.0	0.275	4.3	NA	1.2	8.5	0.20	0.27	53.7
North: To Neighbourhood Centre											
7	L	123	4.0	0.253	14.9	LOS B	1.0	7.1	0.66	0.91	42.6
9	R	94	4.0	1.061	201.9	LOS F	10.2	73.6	1.00	1.70	9.2
Approach		217	4.0	1.061	96.0	LOS F	10.2	73.6	0.81	1.25	16.5
West: Dalrymple Road (W)											
10	L	158	4.0	0.087	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	673	4.0	0.354	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		831	4.0	0.354	1.6	NA	0.0	0.0	0.00	0.13	57.5
All Vehicles		1578	4.0	1.061	15.5	NA	10.2	73.6	0.18	0.33	42.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Neigh ProAM2026

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - AM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	348	4.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	108	4.0	0.189	13.8	LOS B	0.7	5.2	0.65	0.89	43.6
Approach		457	4.0	0.189	3.3	NA	0.7	5.2	0.15	0.21	55.1
North: To Neighbourhood Centre											
7	L	158	4.0	0.327	15.7	LOS C	1.4	10.1	0.69	0.94	42.0
9	R	107	4.0	1.035	171.6	LOS F	10.1	73.2	1.00	1.71	10.5
Approach		265	4.0	1.035	78.8	LOS F	10.1	73.2	0.81	1.25	18.9
West: Dalrymple Road (W)											
10	L	131	4.0	0.072	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	689	4.0	0.363	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		820	4.0	0.363	1.3	NA	0.0	0.0	0.00	0.11	57.9
All Vehicles		1542	4.0	1.035	15.2	NA	10.1	73.2	0.19	0.33	42.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

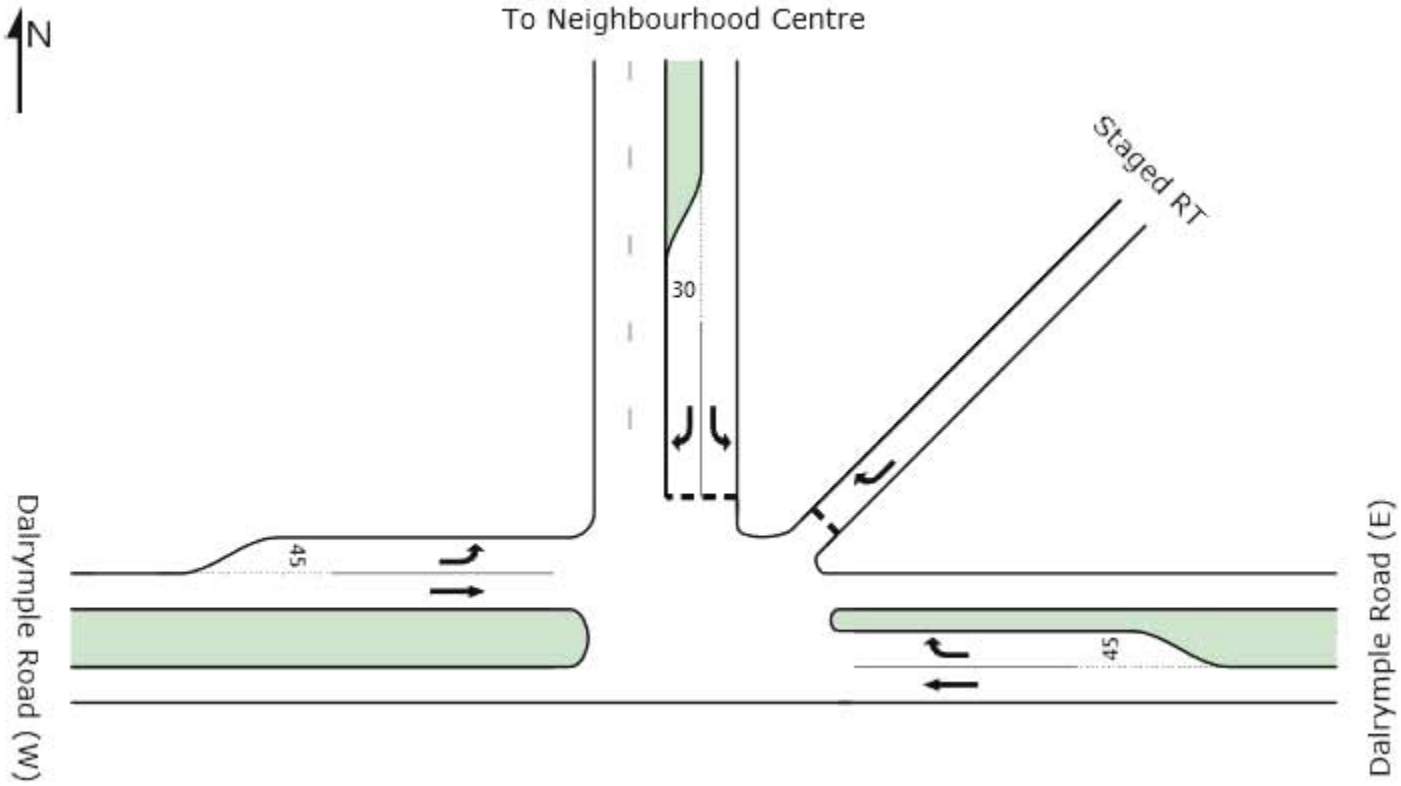
Site: Dalry/Neigh ProPM2026

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	551	4.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	213	4.0	0.359	15.0	LOS B	1.7	12.5	0.69	0.96	42.6
Approach		763	4.0	0.359	4.2	NA	1.7	12.5	0.19	0.27	53.9
North: To Neighbourhood Centre											
7	L	171	4.0	0.328	15.0	LOS B	1.4	10.4	0.66	0.93	42.6
9	R	68	4.0	1.132	292.2	LOS F	10.2	73.6	1.00	1.65	6.6
Approach		239	4.0	1.132	93.8	LOS F	10.2	73.6	0.76	1.14	16.8
West: Dalrymple Road (W)											
10	L	189	4.0	0.105	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		798	4.0	0.320	2.0	NA	0.0	0.0	0.00	0.16	57.0
All Vehicles		1800	4.0	1.132	15.1	NA	10.2	73.6	0.18	0.33	42.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



MOVEMENT SUMMARY

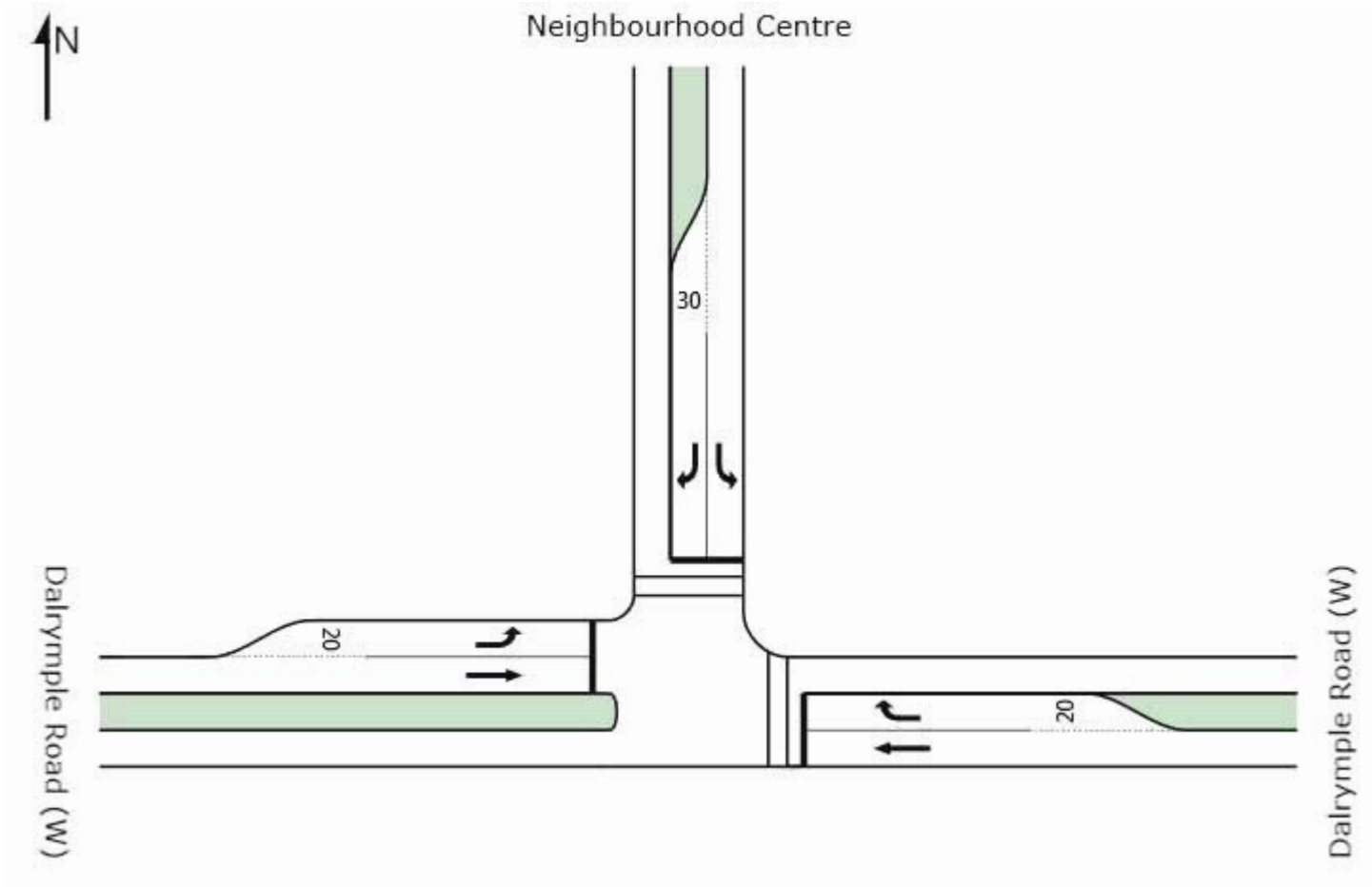
Site: Dalry/Neigh ProPM2026
Staged RT

Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Horizon 2026 - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	551	4.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	213	4.0	0.359	15.0	LOS B	1.7	12.5	0.69	0.96	42.6
Approach		763	4.0	0.359	4.2	NA	1.7	12.5	0.19	0.27	53.9
North East: Staged RT											
26	R	131	4.0	0.552	29.6	LOS D	2.8	19.9	0.86	1.08	33.1
Approach		131	4.0	0.552	29.6	LOS D	2.8	19.9	0.86	1.08	33.1
North: To Neighbourhood Centre											
7	L	108	4.0	0.208	13.9	LOS B	0.8	5.5	0.62	0.88	43.5
9	R	131	4.0	0.678	42.8	LOS E	3.6	26.3	0.92	1.18	27.6
Approach		239	4.0	0.678	29.7	LOS D	3.6	26.3	0.78	1.04	33.1
West: Dalrymple Road (W)											
10	L	189	4.0	0.105	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		798	4.0	0.320	2.0	NA	0.0	0.0	0.00	0.16	57.0
All Vehicles		1931	4.0	0.678	8.1	NA	3.6	26.3	0.23	0.37	49.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



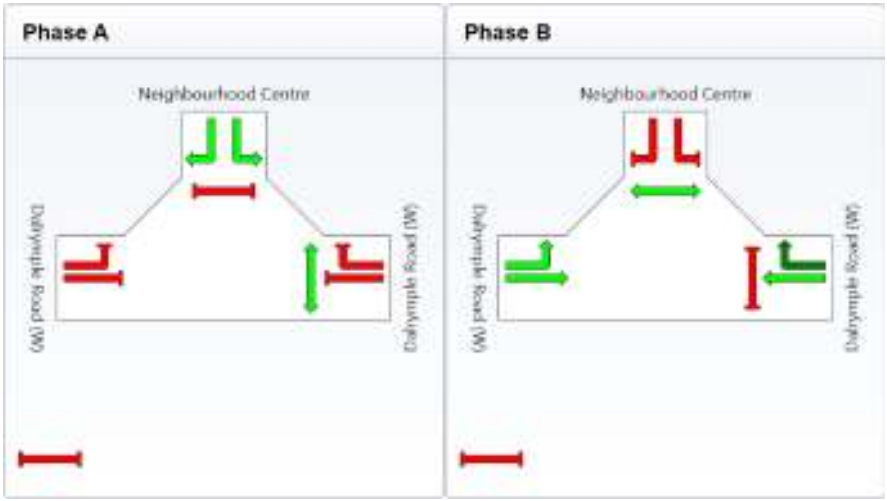
PHASING SUMMARY

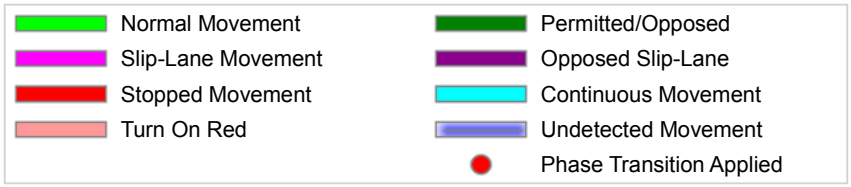
Dalrymple Road / Neighbourhood Centre
Proposed Intersection
Design Year 2016 - AM Peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

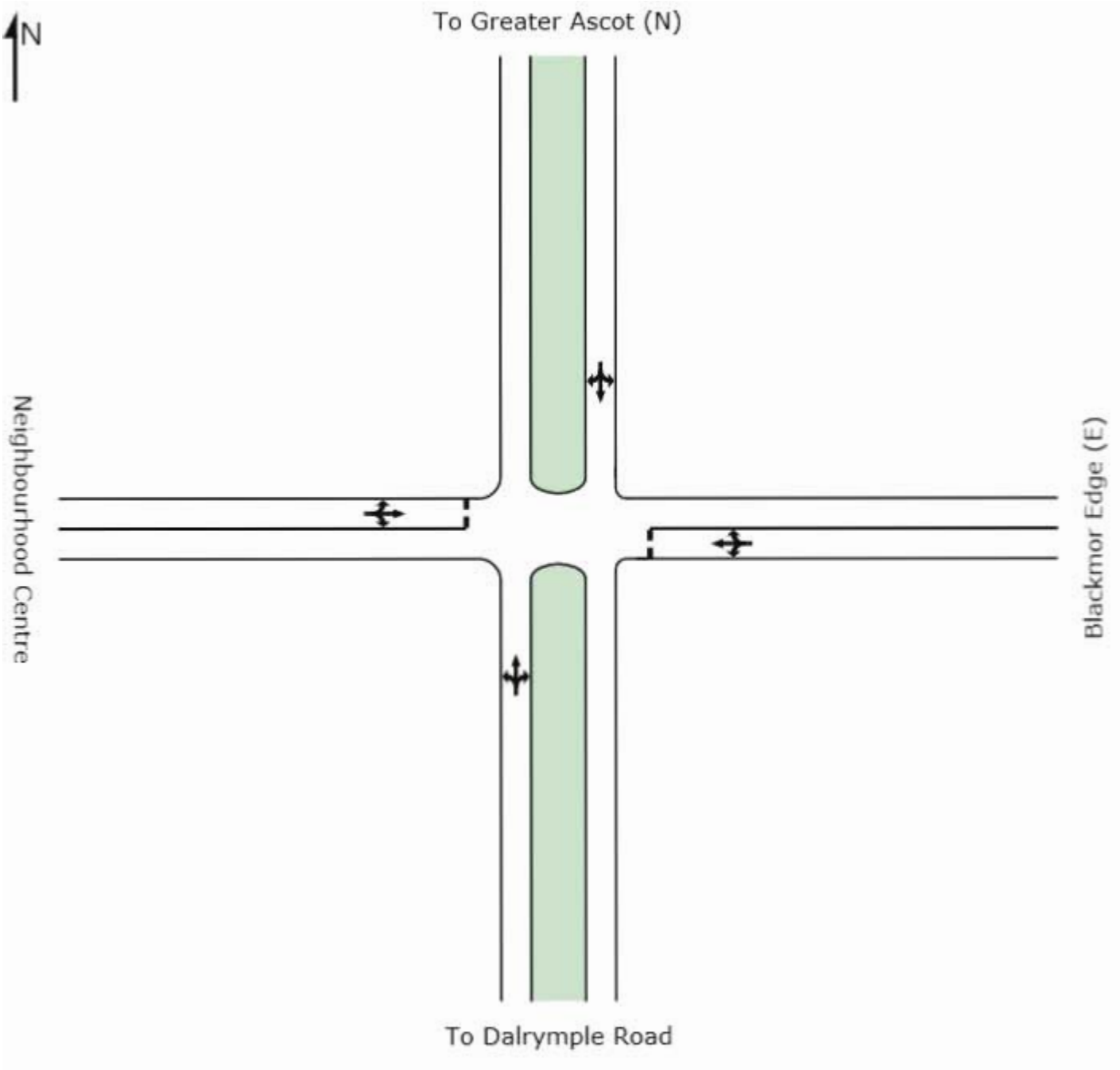
Phase times determined by the program
Sequence: Two-Phase
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	13	15
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	19	21
Phase Split	48 %	53 %







MOVEMENT SUMMARY

Site: Neigh/Ascot PM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.573	21.7	LOS C	5.5	38.9	0.90	0.83	38.5
2	T	116	2.0	0.573	13.4	LOS B	5.5	38.9	0.90	0.75	39.3
3	R	14	2.0	0.573	21.7	LOS C	5.5	38.9	0.90	0.83	38.5
Approach		314	2.0	0.573	18.7	LOS B	5.5	38.9	0.90	0.80	38.8
East: Blackmoor Edge (E)											
4	L	3	2.0	0.049	16.3	LOS B	0.3	2.3	0.64	0.75	42.2
5	T	11	2.0	0.049	8.2	LOS A	0.3	2.3	0.64	0.47	45.0
6	R	13	2.0	0.049	16.4	LOS B	0.3	2.3	0.64	0.75	42.2
Approach		26	2.0	0.049	13.1	LOS B	0.3	2.3	0.64	0.64	43.3
North: To Greater Ascot (N)											
7	L	3	2.0	0.226	20.4	LOS C	1.2	8.5	0.79	0.78	39.3
8	T	28	2.0	0.226	12.2	LOS B	1.2	8.5	0.79	0.62	40.7
9	R	44	2.0	0.226	20.4	LOS C	1.2	8.5	0.79	0.78	39.3
Approach		76	2.0	0.226	17.3	LOS B	1.2	8.5	0.79	0.72	39.8
West: Neighbourhood Centre											
10	L	169	2.0	0.621	19.3	LOS B	6.7	48.0	0.85	0.85	39.5
11	T	54	2.0	0.621	11.0	LOS B	6.7	48.0	0.85	0.74	40.6
12	R	184	2.0	0.621	19.3	LOS B	6.7	48.0	0.85	0.85	39.5
Approach		407	2.0	0.621	18.2	LOS B	6.7	48.0	0.85	0.83	39.7
All Vehicles		823	2.0	0.621	18.1	LOS B	6.7	48.0	0.85	0.81	39.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P3	Across E approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P5	Across N approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P7	Across W approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

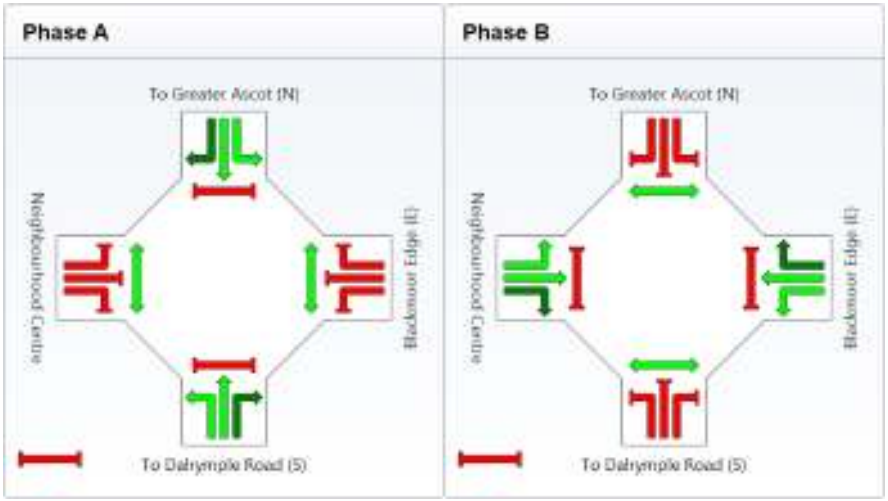
PHASING SUMMARY

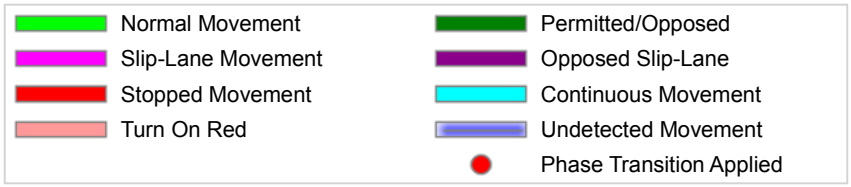
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	22	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	28	22
Phase Split	56 %	44 %





MOVEMENT SUMMARY

Site: Neigh/Ascot AM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.302	18.2	LOS B	3.8	27.4	0.68	0.80	40.4
2	T	48	2.0	0.302	9.9	LOS A	3.8	27.4	0.68	0.57	42.6
3	R	6	2.0	0.302	18.2	LOS B	3.8	27.4	0.68	0.80	40.4
Approach		239	2.0	0.302	16.5	LOS B	3.8	27.4	0.68	0.75	40.9
East: Blackmoor Edge (E)											
4	L	24	2.0	0.127	21.5	LOS C	1.3	9.3	0.74	0.80	38.9
5	T	44	2.0	0.127	13.3	LOS B	1.3	9.3	0.74	0.57	40.6
6	R	5	2.0	0.127	21.5	LOS C	1.3	9.3	0.74	0.80	38.9
Approach		74	2.0	0.127	16.6	LOS B	1.3	9.3	0.74	0.66	39.9
North: To Greater Ascot (N)											
7	L	22	2.0	0.748	24.3	LOS C	10.5	74.7	0.89	0.95	36.9
8	T	195	2.0	0.748	16.0	LOS B	10.5	74.7	0.89	0.87	37.7
9	R	226	2.0	0.748	24.3	LOS C	10.5	74.7	0.89	0.95	36.9
Approach		443	2.0	0.748	20.7	LOS C	10.5	74.7	0.89	0.92	37.3
West: Neighbourhood Centre											
10	L	77	2.0	0.276	22.4	LOS C	2.7	19.4	0.79	0.79	37.4
11	T	21	2.0	0.276	14.2	LOS B	2.7	19.4	0.79	0.64	38.8
12	R	46	2.0	0.276	22.4	LOS C	2.7	19.4	0.79	0.79	37.4
Approach		144	2.0	0.276	21.2	LOS C	2.7	19.4	0.79	0.77	37.6
All Vehicles		900	2.0	0.748	19.3	LOS B	10.5	74.7	0.81	0.83	38.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P3	Across E approach	53	10.9	LOS B	0.0	0.0	0.66	0.66
P5	Across N approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P7	Across W approach	53	10.9	LOS B	0.0	0.0	0.66	0.66
All Pedestrians		212	15.1	LOS B			0.77	0.77

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

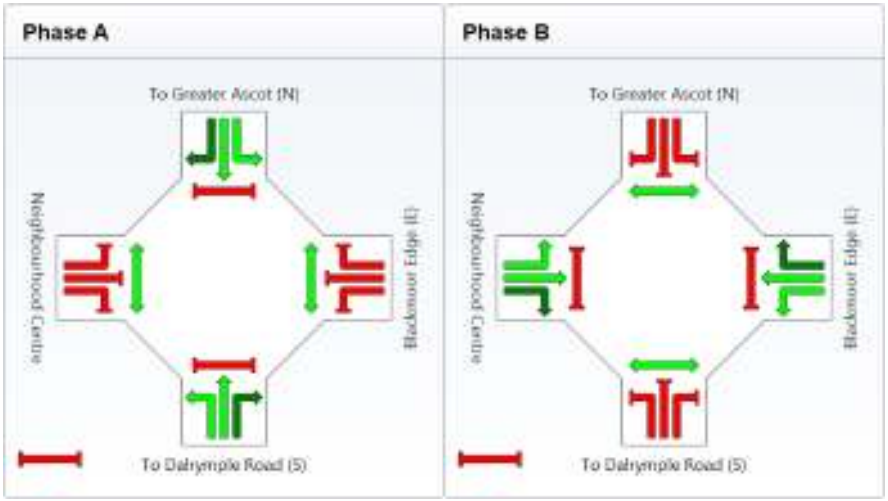
PHASING SUMMARY

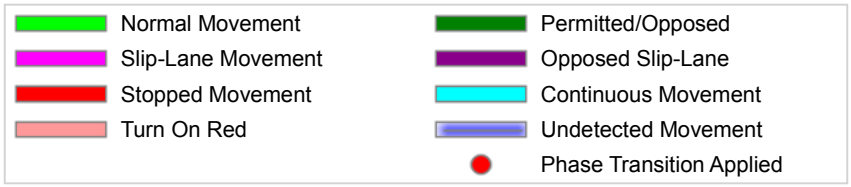
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	11	17
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	17	23
Phase Split	43 %	58 %





MOVEMENT SUMMARY

Site: Neigh/Ascot PM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.808	27.7	LOS C	9.0	63.9	0.99	1.01	35.1
2	T	195	2.0	0.808	19.5	LOS B	9.0	63.9	0.99	1.00	35.3
3	R	24	2.0	0.808	27.7	LOS C	9.0	63.9	0.99	1.01	35.1
Approach		403	2.0	0.808	23.7	LOS C	9.0	63.9	0.99	1.01	35.2
East: Blackmoor Edge (E)											
4	L	6	2.0	0.141	16.2	LOS B	0.9	6.5	0.64	0.82	42.9
5	T	44	2.0	0.141	7.9	LOS A	0.9	6.5	0.64	0.50	45.7
6	R	22	2.0	0.141	16.2	LOS B	0.9	6.5	0.64	0.82	42.9
Approach		73	2.0	0.141	11.1	LOS B	0.9	6.5	0.64	0.63	44.6
North: To Greater Ascot (N)											
7	L	3	2.0	0.437	22.5	LOS C	1.9	13.8	0.87	0.81	38.1
8	T	48	2.0	0.437	14.3	LOS B	1.9	13.8	0.87	0.70	39.0
9	R	57	2.0	0.437	22.5	LOS C	1.9	13.8	0.87	0.81	38.1
Approach		108	2.0	0.437	18.8	LOS B	1.9	13.8	0.87	0.76	38.5
West: Neighbourhood Centre											
10	L	306	2.0	0.817	24.9	LOS C	12.6	89.4	0.94	1.01	36.0
11	T	83	2.0	0.817	16.6	LOS B	12.6	89.4	0.94	0.96	36.4
12	R	184	2.0	0.817	24.9	LOS C	12.6	89.4	0.94	1.01	36.0
Approach		574	2.0	0.817	23.7	LOS C	12.6	89.4	0.94	1.00	36.0
All Vehicles		1158	2.0	0.817	22.5	LOS C	12.6	89.4	0.93	0.96	36.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P3	Across E approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P5	Across N approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P7	Across W approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Neigh/Ascot AM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.118	8.8	LOS A	0.7	5.1	0.59	0.29	46.8
2	T	28	2.0	0.118	0.5	LOS A	0.7	5.1	0.59	0.00	47.7
3	R	3	2.0	0.118	8.7	LOS A	0.7	5.1	0.59	0.59	46.8
Approach		216	2.0	0.118	7.7	NA	0.7	5.1	0.59	0.26	46.9
East: Blackmor Edge (E)											
4	L	14	2.0	0.104	12.4	LOS B	0.4	2.9	0.45	0.63	45.0
5	T	43	2.0	0.104	11.1	LOS B	0.4	2.9	0.45	0.73	45.9
6	R	3	2.0	0.104	12.3	LOS B	0.4	2.9	0.45	0.77	45.0
Approach		60	2.0	0.104	11.5	LOS B	0.4	2.9	0.45	0.71	45.6
North: To Greater Ascot (N)											
7	L	13	2.0	0.182	9.3	LOS A	1.0	7.2	0.37	0.51	48.1
8	T	116	2.0	0.182	1.0	LOS A	1.0	7.2	0.37	0.00	52.3
9	R	134	2.0	0.182	9.3	LOS A	1.0	7.2	0.37	0.75	48.1
Approach		262	2.0	0.182	5.6	NA	1.0	7.2	0.37	0.40	49.9
West: Neighbourhood Centre											
10	L	42	2.0	0.162	11.6	LOS B	0.6	4.5	0.38	0.63	45.6
11	T	14	2.0	0.162	10.3	LOS B	0.6	4.5	0.38	0.69	46.5
12	R	46	2.0	0.162	11.6	LOS B	0.6	4.5	0.38	0.78	45.6
Approach		102	2.0	0.162	11.4	LOS B	0.6	4.5	0.38	0.70	45.7
All Vehicles		640	2.0	0.182	7.8	NA	1.0	7.2	0.45	0.43	47.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Neigh/Ascot PM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.171	8.4	LOS A	1.0	7.2	0.18	0.64	48.5
2	T	116	2.0	0.171	0.1	LOS A	1.0	7.2	0.18	0.00	55.9
3	R	14	2.0	0.171	8.4	LOS A	1.0	7.2	0.18	0.69	48.5
Approach		314	2.0	0.171	5.3	NA	1.0	7.2	0.18	0.40	51.0
East: Blackmor Edge (E)											
4	L	3	2.0	0.048	12.1	LOS B	0.2	1.3	0.31	0.56	45.1
5	T	11	2.0	0.048	10.9	LOS B	0.2	1.3	0.31	0.64	46.1
6	R	13	2.0	0.048	12.1	LOS B	0.2	1.3	0.31	0.73	45.1
Approach		26	2.0	0.048	11.6	LOS B	0.2	1.3	0.31	0.67	45.5
North: To Greater Ascot (N)											
7	L	3	2.0	0.058	9.5	LOS A	0.3	2.0	0.39	0.48	48.0
8	T	28	2.0	0.058	1.3	LOS A	0.3	2.0	0.39	0.00	51.7
9	R	44	2.0	0.058	9.6	LOS A	0.3	2.0	0.39	0.73	48.0
Approach		76	2.0	0.058	6.5	NA	0.3	2.0	0.39	0.45	49.3
West: Neighbourhood Centre											
10	L	169	2.0	0.580	14.2	LOS B	5.3	37.4	0.61	0.86	43.2
11	T	54	2.0	0.580	13.0	LOS B	5.3	37.4	0.61	0.91	43.9
12	R	184	2.0	0.580	14.2	LOS B	5.3	37.4	0.61	0.97	43.2
Approach		407	2.0	0.580	14.0	LOS B	5.3	37.4	0.61	0.92	43.3
All Vehicles		823	2.0	0.580	10.0	NA	5.3	37.4	0.42	0.67	46.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Neigh/Ascot AM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.131	9.2	LOS A	0.9	6.2	0.67	0.24	46.7
2	T	48	2.0	0.131	1.0	LOS A	0.9	6.2	0.67	0.00	46.5
3	R	6	2.0	0.131	9.2	LOS A	0.9	6.2	0.67	0.66	46.7
Approach		239	2.0	0.131	7.6	NA	0.9	6.2	0.67	0.20	46.7
East: Blackmor Edge (E)											
4	L	24	2.0	0.165	14.9	LOS B	0.6	4.4	0.55	0.69	42.8
5	T	44	2.0	0.165	13.7	LOS B	0.6	4.4	0.55	0.81	43.5
6	R	5	2.0	0.165	14.9	LOS B	0.6	4.4	0.55	0.86	42.8
Approach		74	2.0	0.165	14.2	LOS B	0.6	4.4	0.55	0.77	43.2
North: To Greater Ascot (N)											
7	L	22	2.0	0.311	9.7	LOS A	2.0	14.4	0.45	0.44	48.0
8	T	195	2.0	0.311	1.4	LOS A	2.0	14.4	0.45	0.00	50.8
9	R	226	2.0	0.311	9.7	LOS A	2.0	14.4	0.45	0.76	48.0
Approach		443	2.0	0.311	6.0	NA	2.0	14.4	0.45	0.41	49.2
West: Neighbourhood Centre											
10	L	77	2.0	0.267	13.3	LOS B	1.1	7.6	0.43	0.65	44.0
11	T	21	2.0	0.267	12.1	LOS B	1.1	7.6	0.43	0.75	44.8
12	R	46	2.0	0.267	13.3	LOS B	1.1	7.6	0.43	0.81	44.0
Approach		144	2.0	0.267	13.1	LOS B	1.1	7.6	0.43	0.72	44.1
All Vehicles		900	2.0	0.311	8.2	NA	2.0	14.4	0.51	0.43	47.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

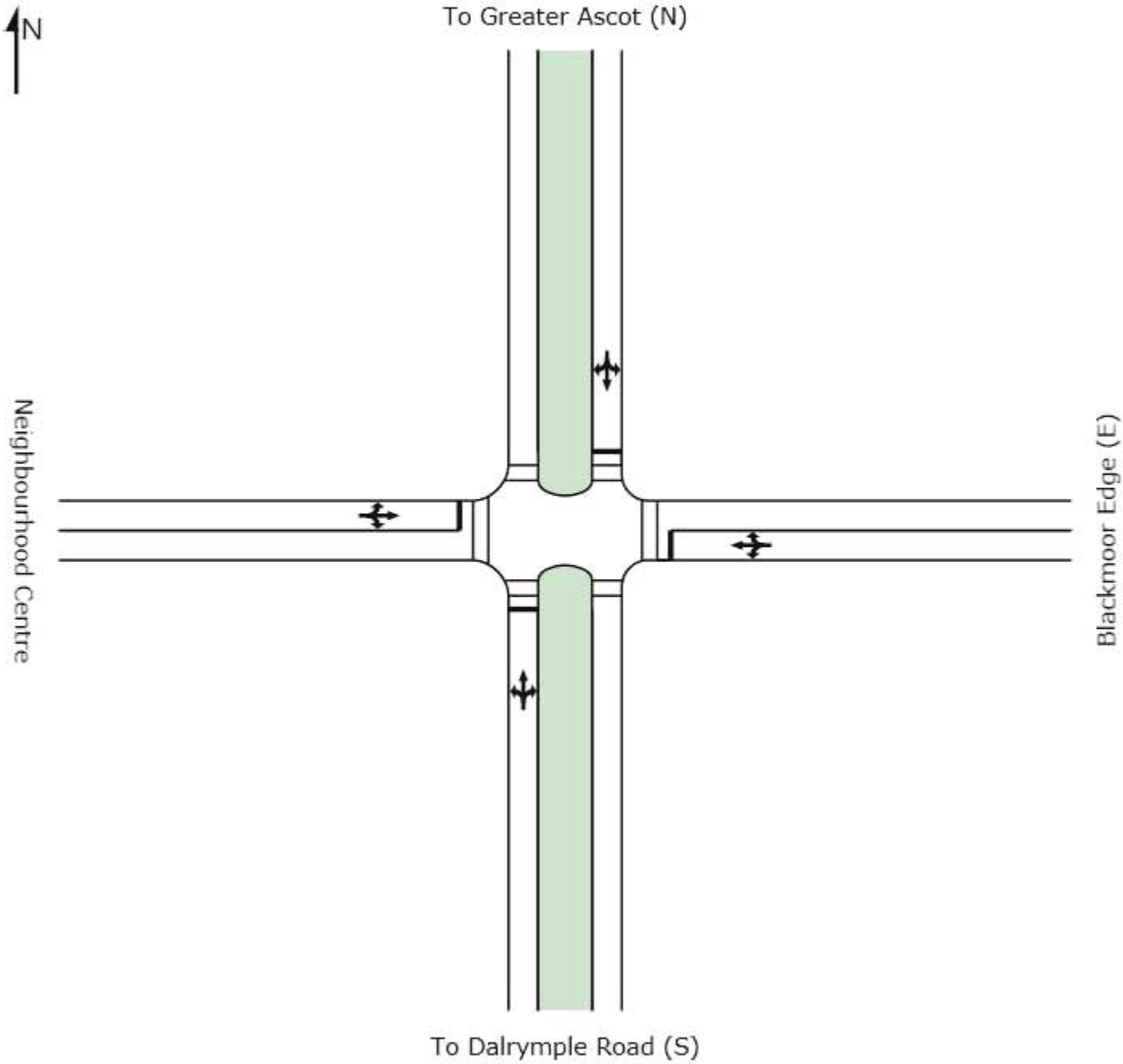
Site: Neigh/Ascot PM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.219	8.5	LOS A	1.4	10.0	0.23	0.63	48.5
2	T	195	2.0	0.219	0.2	LOS A	1.4	10.0	0.23	0.00	55.0
3	R	24	2.0	0.219	8.5	LOS A	1.4	10.0	0.23	0.72	48.5
Approach		403	2.0	0.219	4.5	NA	1.4	10.0	0.23	0.33	51.4
East: Blackmor Edge (E)											
4	L	6	2.0	0.177	15.6	LOS C	0.7	4.8	0.49	0.55	42.2
5	T	44	2.0	0.177	14.4	LOS B	0.7	4.8	0.49	0.78	42.9
6	R	22	2.0	0.177	15.6	LOS C	0.7	4.8	0.49	0.85	42.2
Approach		73	2.0	0.177	14.9	LOS B	0.7	4.8	0.49	0.78	42.6
North: To Greater Ascot (N)											
7	L	5	2.0	0.087	10.1	LOS B	0.5	3.2	0.45	0.44	47.8
8	T	48	2.0	0.087	1.9	LOS A	0.5	3.2	0.45	0.00	50.8
9	R	57	2.0	0.087	10.1	LOS B	0.5	3.2	0.45	0.78	47.8
Approach		111	2.0	0.087	6.5	NA	0.5	3.2	0.45	0.42	49.1
West: Neighbourhood Centre											
10	L	306	2.0	0.921	33.7	LOS D	21.5	153.4	0.91	1.88	31.2
11	T	83	2.0	0.921	32.5	LOS D	21.5	153.4	0.91	1.79	31.4
12	R	184	2.0	0.921	33.7	LOS D	21.5	153.4	0.91	1.74	31.2
Approach		574	2.0	0.921	33.6	LOS D	21.5	153.4	0.91	1.82	31.2
All Vehicles		1160	2.0	0.921	19.7	NA	21.5	153.4	0.60	1.11	38.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



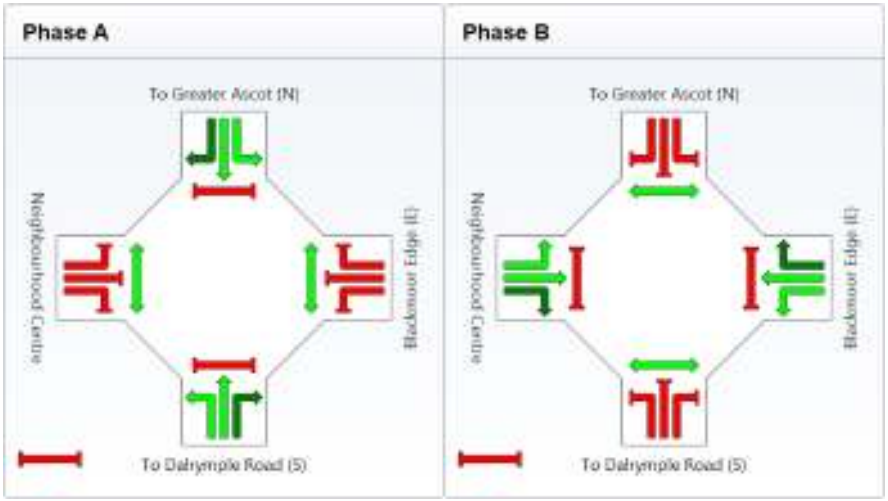
PHASING SUMMARY

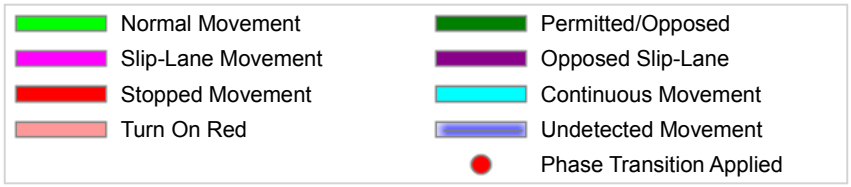
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	12	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	18	22
Phase Split	45 %	55 %





MOVEMENT SUMMARY

Site: Neigh/Ascot AM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.394	20.8	LOS C	3.5	25.0	0.84	0.80	38.5
2	T	28	2.0	0.394	12.6	LOS B	3.5	25.0	0.84	0.69	39.6
3	R	3	2.0	0.394	20.8	LOS C	3.5	25.0	0.84	0.80	38.5
Approach		216	2.0	0.394	19.7	LOS B	3.5	25.0	0.84	0.79	38.6
East: Blackmoor Edge (E)											
4	L	14	2.0	0.081	16.4	LOS B	0.7	5.3	0.65	0.82	43.0
5	T	43	2.0	0.081	8.2	LOS A	0.7	5.3	0.65	0.49	45.7
6	R	3	2.0	0.081	16.4	LOS B	0.7	5.3	0.65	0.82	43.0
Approach		60	2.0	0.081	10.5	LOS B	0.7	5.3	0.65	0.59	44.9
North: To Greater Ascot (N)											
7	L	13	2.0	0.640	23.1	LOS C	5.0	35.3	0.92	0.88	37.7
8	T	116	2.0	0.640	14.9	LOS B	5.0	35.3	0.92	0.81	38.4
9	R	134	2.0	0.640	23.1	LOS C	5.0	35.3	0.92	0.88	37.7
Approach		262	2.0	0.640	19.5	LOS B	5.0	35.3	0.92	0.85	38.0
West: Neighbourhood Centre											
10	L	42	2.0	0.161	16.8	LOS B	1.3	9.4	0.67	0.76	41.3
11	T	14	2.0	0.161	8.6	LOS A	1.3	9.4	0.67	0.53	43.7
12	R	46	2.0	0.161	16.8	LOS B	1.3	9.4	0.67	0.76	41.3
Approach		102	2.0	0.161	15.7	LOS B	1.3	9.4	0.67	0.73	41.6
All Vehicles		640	2.0	0.640	18.1	LOS B	5.0	35.3	0.83	0.79	39.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P3	Across E approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P5	Across N approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P7	Across W approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

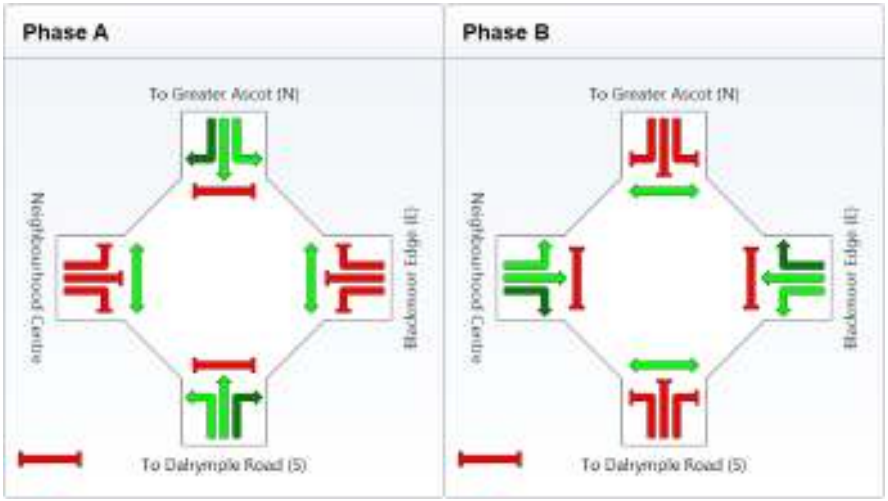
PHASING SUMMARY

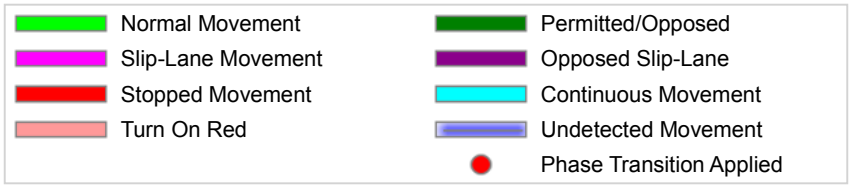
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

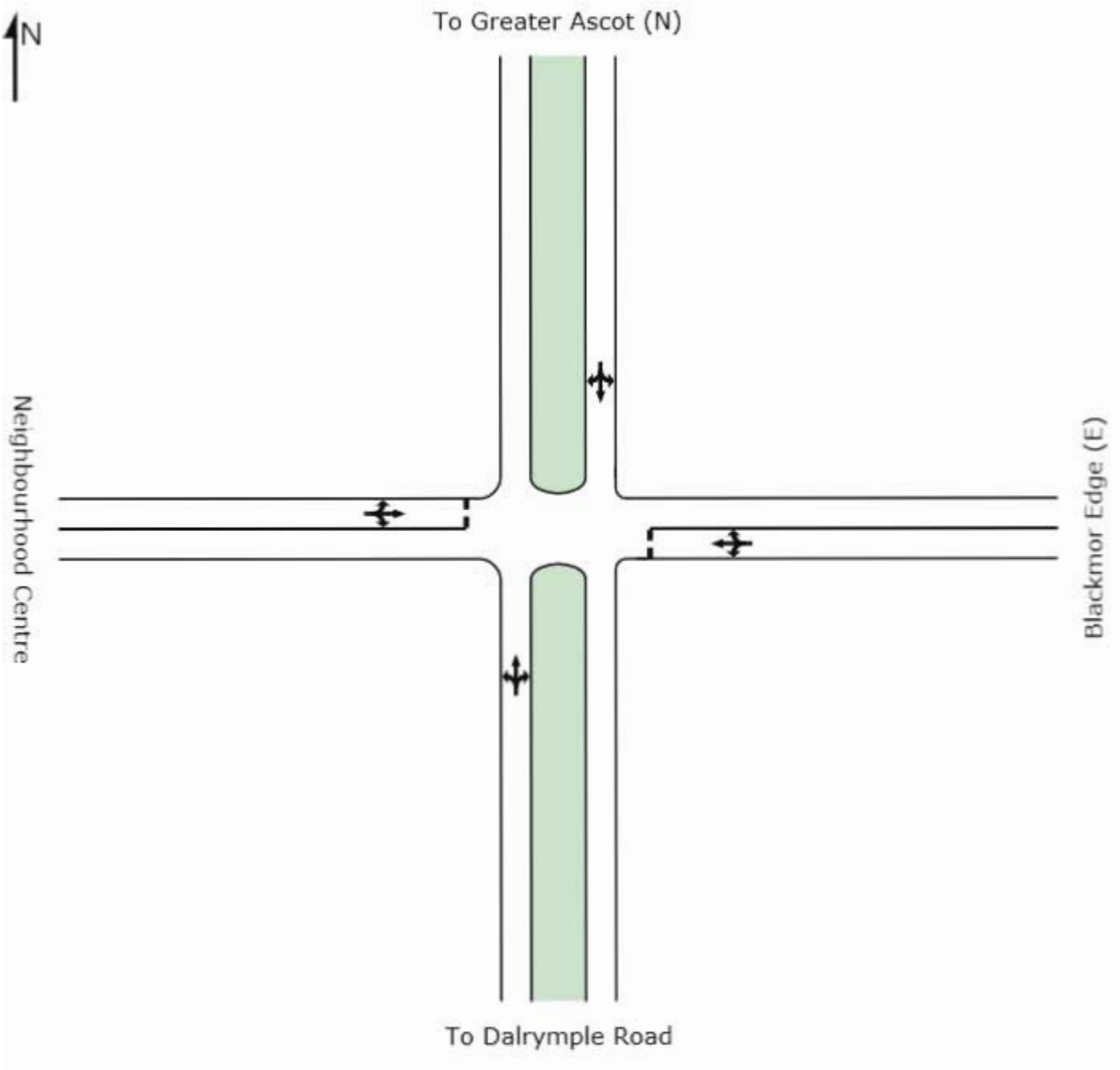
Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	12	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	18	22
Phase Split	45 %	55 %







MOVEMENT SUMMARY

Site: Neigh/Ascot PM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.573	21.7	LOS C	5.5	38.9	0.90	0.83	38.5
2	T	116	2.0	0.573	13.4	LOS B	5.5	38.9	0.90	0.75	39.3
3	R	14	2.0	0.573	21.7	LOS C	5.5	38.9	0.90	0.83	38.5
Approach		314	2.0	0.573	18.7	LOS B	5.5	38.9	0.90	0.80	38.8
East: Blackmoor Edge (E)											
4	L	3	2.0	0.049	16.3	LOS B	0.3	2.3	0.64	0.75	42.2
5	T	11	2.0	0.049	8.2	LOS A	0.3	2.3	0.64	0.47	45.0
6	R	13	2.0	0.049	16.4	LOS B	0.3	2.3	0.64	0.75	42.2
Approach		26	2.0	0.049	13.1	LOS B	0.3	2.3	0.64	0.64	43.3
North: To Greater Ascot (N)											
7	L	3	2.0	0.226	20.4	LOS C	1.2	8.5	0.79	0.78	39.3
8	T	28	2.0	0.226	12.2	LOS B	1.2	8.5	0.79	0.62	40.7
9	R	44	2.0	0.226	20.4	LOS C	1.2	8.5	0.79	0.78	39.3
Approach		76	2.0	0.226	17.3	LOS B	1.2	8.5	0.79	0.72	39.8
West: Neighbourhood Centre											
10	L	169	2.0	0.621	19.3	LOS B	6.7	48.0	0.85	0.85	39.5
11	T	54	2.0	0.621	11.0	LOS B	6.7	48.0	0.85	0.74	40.6
12	R	184	2.0	0.621	19.3	LOS B	6.7	48.0	0.85	0.85	39.5
Approach		407	2.0	0.621	18.2	LOS B	6.7	48.0	0.85	0.83	39.7
All Vehicles		823	2.0	0.621	18.1	LOS B	6.7	48.0	0.85	0.81	39.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P3	Across E approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P5	Across N approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P7	Across W approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

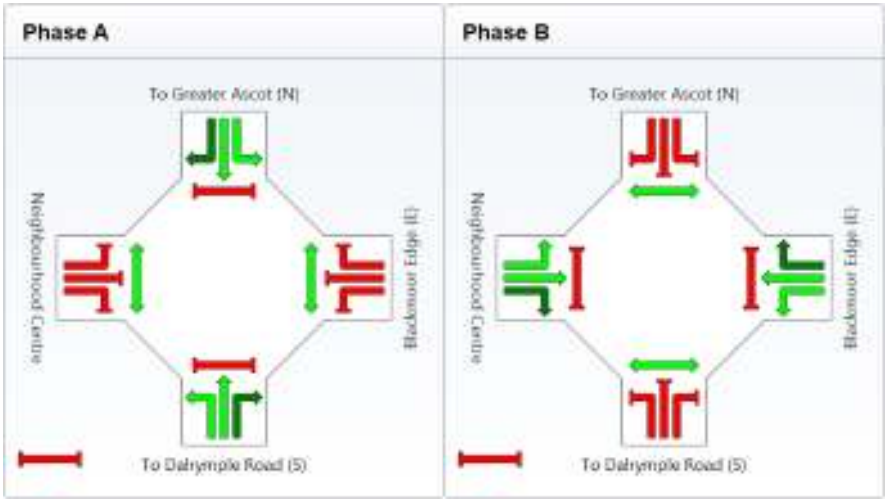
PHASING SUMMARY

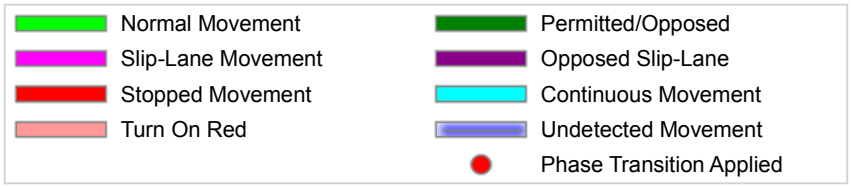
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	22	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	28	22
Phase Split	56 %	44 %





MOVEMENT SUMMARY

Site: Neigh/Ascot AM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.302	18.2	LOS B	3.8	27.4	0.68	0.80	40.4
2	T	48	2.0	0.302	9.9	LOS A	3.8	27.4	0.68	0.57	42.6
3	R	6	2.0	0.302	18.2	LOS B	3.8	27.4	0.68	0.80	40.4
Approach		239	2.0	0.302	16.5	LOS B	3.8	27.4	0.68	0.75	40.9
East: Blackmoor Edge (E)											
4	L	24	2.0	0.127	21.5	LOS C	1.3	9.3	0.74	0.80	38.9
5	T	44	2.0	0.127	13.3	LOS B	1.3	9.3	0.74	0.57	40.6
6	R	5	2.0	0.127	21.5	LOS C	1.3	9.3	0.74	0.80	38.9
Approach		74	2.0	0.127	16.6	LOS B	1.3	9.3	0.74	0.66	39.9
North: To Greater Ascot (N)											
7	L	22	2.0	0.748	24.3	LOS C	10.5	74.7	0.89	0.95	36.9
8	T	195	2.0	0.748	16.0	LOS B	10.5	74.7	0.89	0.87	37.7
9	R	226	2.0	0.748	24.3	LOS C	10.5	74.7	0.89	0.95	36.9
Approach		443	2.0	0.748	20.7	LOS C	10.5	74.7	0.89	0.92	37.3
West: Neighbourhood Centre											
10	L	77	2.0	0.276	22.4	LOS C	2.7	19.4	0.79	0.79	37.4
11	T	21	2.0	0.276	14.2	LOS B	2.7	19.4	0.79	0.64	38.8
12	R	46	2.0	0.276	22.4	LOS C	2.7	19.4	0.79	0.79	37.4
Approach		144	2.0	0.276	21.2	LOS C	2.7	19.4	0.79	0.77	37.6
All Vehicles		900	2.0	0.748	19.3	LOS B	10.5	74.7	0.81	0.83	38.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P3	Across E approach	53	10.9	LOS B	0.0	0.0	0.66	0.66
P5	Across N approach	53	19.4	LOS B	0.1	0.1	0.88	0.88
P7	Across W approach	53	10.9	LOS B	0.0	0.0	0.66	0.66
All Pedestrians		212	15.1	LOS B			0.77	0.77

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

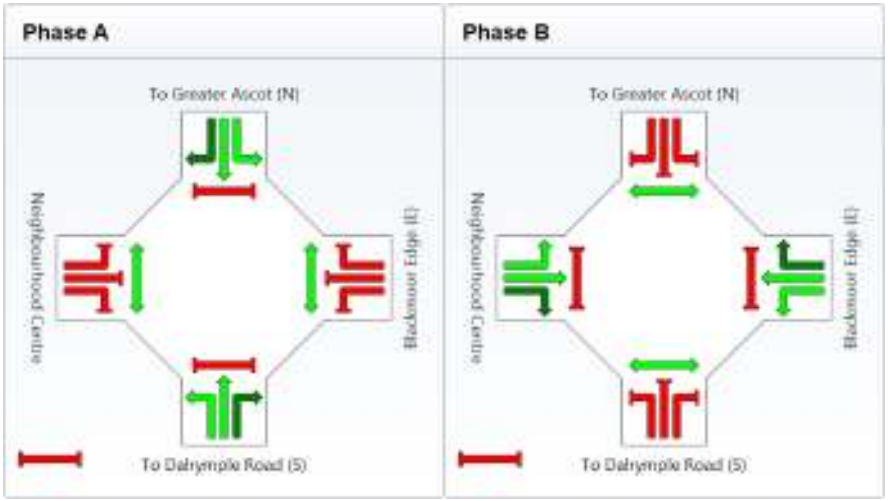
PHASING SUMMARY

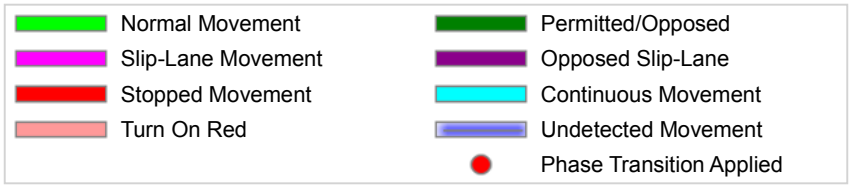
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	11	17
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	17	23
Phase Split	43 %	58 %





MOVEMENT SUMMARY

Site: Neigh/Ascot PM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.808	27.7	LOS C	9.0	63.9	0.99	1.01	35.1
2	T	195	2.0	0.808	19.5	LOS B	9.0	63.9	0.99	1.00	35.3
3	R	24	2.0	0.808	27.7	LOS C	9.0	63.9	0.99	1.01	35.1
Approach		403	2.0	0.808	23.7	LOS C	9.0	63.9	0.99	1.01	35.2
East: Blackmoor Edge (E)											
4	L	6	2.0	0.141	16.2	LOS B	0.9	6.5	0.64	0.82	42.9
5	T	44	2.0	0.141	7.9	LOS A	0.9	6.5	0.64	0.50	45.7
6	R	22	2.0	0.141	16.2	LOS B	0.9	6.5	0.64	0.82	42.9
Approach		73	2.0	0.141	11.1	LOS B	0.9	6.5	0.64	0.63	44.6
North: To Greater Ascot (N)											
7	L	3	2.0	0.437	22.5	LOS C	1.9	13.8	0.87	0.81	38.1
8	T	48	2.0	0.437	14.3	LOS B	1.9	13.8	0.87	0.70	39.0
9	R	57	2.0	0.437	22.5	LOS C	1.9	13.8	0.87	0.81	38.1
Approach		108	2.0	0.437	18.8	LOS B	1.9	13.8	0.87	0.76	38.5
West: Neighbourhood Centre											
10	L	306	2.0	0.817	24.9	LOS C	12.6	89.4	0.94	1.01	36.0
11	T	83	2.0	0.817	16.6	LOS B	12.6	89.4	0.94	0.96	36.4
12	R	184	2.0	0.817	24.9	LOS C	12.6	89.4	0.94	1.01	36.0
Approach		574	2.0	0.817	23.7	LOS C	12.6	89.4	0.94	1.00	36.0
All Vehicles		1158	2.0	0.817	22.5	LOS C	12.6	89.4	0.93	0.96	36.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P3	Across E approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P5	Across N approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P7	Across W approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Neigh/Ascot AM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.118	8.8	LOS A	0.7	5.1	0.59	0.29	46.8
2	T	28	2.0	0.118	0.5	LOS A	0.7	5.1	0.59	0.00	47.7
3	R	3	2.0	0.118	8.7	LOS A	0.7	5.1	0.59	0.59	46.8
Approach		216	2.0	0.118	7.7	NA	0.7	5.1	0.59	0.26	46.9
East: Blackmor Edge (E)											
4	L	14	2.0	0.104	12.4	LOS B	0.4	2.9	0.45	0.63	45.0
5	T	43	2.0	0.104	11.1	LOS B	0.4	2.9	0.45	0.73	45.9
6	R	3	2.0	0.104	12.3	LOS B	0.4	2.9	0.45	0.77	45.0
Approach		60	2.0	0.104	11.5	LOS B	0.4	2.9	0.45	0.71	45.6
North: To Greater Ascot (N)											
7	L	13	2.0	0.182	9.3	LOS A	1.0	7.2	0.37	0.51	48.1
8	T	116	2.0	0.182	1.0	LOS A	1.0	7.2	0.37	0.00	52.3
9	R	134	2.0	0.182	9.3	LOS A	1.0	7.2	0.37	0.75	48.1
Approach		262	2.0	0.182	5.6	NA	1.0	7.2	0.37	0.40	49.9
West: Neighbourhood Centre											
10	L	42	2.0	0.162	11.6	LOS B	0.6	4.5	0.38	0.63	45.6
11	T	14	2.0	0.162	10.3	LOS B	0.6	4.5	0.38	0.69	46.5
12	R	46	2.0	0.162	11.6	LOS B	0.6	4.5	0.38	0.78	45.6
Approach		102	2.0	0.162	11.4	LOS B	0.6	4.5	0.38	0.70	45.7
All Vehicles		640	2.0	0.182	7.8	NA	1.0	7.2	0.45	0.43	47.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Neigh/Ascot PM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.171	8.4	LOS A	1.0	7.2	0.18	0.64	48.5
2	T	116	2.0	0.171	0.1	LOS A	1.0	7.2	0.18	0.00	55.9
3	R	14	2.0	0.171	8.4	LOS A	1.0	7.2	0.18	0.69	48.5
Approach		314	2.0	0.171	5.3	NA	1.0	7.2	0.18	0.40	51.0
East: Blackmor Edge (E)											
4	L	3	2.0	0.048	12.1	LOS B	0.2	1.3	0.31	0.56	45.1
5	T	11	2.0	0.048	10.9	LOS B	0.2	1.3	0.31	0.64	46.1
6	R	13	2.0	0.048	12.1	LOS B	0.2	1.3	0.31	0.73	45.1
Approach		26	2.0	0.048	11.6	LOS B	0.2	1.3	0.31	0.67	45.5
North: To Greater Ascot (N)											
7	L	3	2.0	0.058	9.5	LOS A	0.3	2.0	0.39	0.48	48.0
8	T	28	2.0	0.058	1.3	LOS A	0.3	2.0	0.39	0.00	51.7
9	R	44	2.0	0.058	9.6	LOS A	0.3	2.0	0.39	0.73	48.0
Approach		76	2.0	0.058	6.5	NA	0.3	2.0	0.39	0.45	49.3
West: Neighbourhood Centre											
10	L	169	2.0	0.580	14.2	LOS B	5.3	37.4	0.61	0.86	43.2
11	T	54	2.0	0.580	13.0	LOS B	5.3	37.4	0.61	0.91	43.9
12	R	184	2.0	0.580	14.2	LOS B	5.3	37.4	0.61	0.97	43.2
Approach		407	2.0	0.580	14.0	LOS B	5.3	37.4	0.61	0.92	43.3
All Vehicles		823	2.0	0.580	10.0	NA	5.3	37.4	0.42	0.67	46.6

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Neigh/Ascot AM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.131	9.2	LOS A	0.9	6.2	0.67	0.24	46.7
2	T	48	2.0	0.131	1.0	LOS A	0.9	6.2	0.67	0.00	46.5
3	R	6	2.0	0.131	9.2	LOS A	0.9	6.2	0.67	0.66	46.7
Approach		239	2.0	0.131	7.6	NA	0.9	6.2	0.67	0.20	46.7
East: Blackmor Edge (E)											
4	L	24	2.0	0.165	14.9	LOS B	0.6	4.4	0.55	0.69	42.8
5	T	44	2.0	0.165	13.7	LOS B	0.6	4.4	0.55	0.81	43.5
6	R	5	2.0	0.165	14.9	LOS B	0.6	4.4	0.55	0.86	42.8
Approach		74	2.0	0.165	14.2	LOS B	0.6	4.4	0.55	0.77	43.2
North: To Greater Ascot (N)											
7	L	22	2.0	0.311	9.7	LOS A	2.0	14.4	0.45	0.44	48.0
8	T	195	2.0	0.311	1.4	LOS A	2.0	14.4	0.45	0.00	50.8
9	R	226	2.0	0.311	9.7	LOS A	2.0	14.4	0.45	0.76	48.0
Approach		443	2.0	0.311	6.0	NA	2.0	14.4	0.45	0.41	49.2
West: Neighbourhood Centre											
10	L	77	2.0	0.267	13.3	LOS B	1.1	7.6	0.43	0.65	44.0
11	T	21	2.0	0.267	12.1	LOS B	1.1	7.6	0.43	0.75	44.8
12	R	46	2.0	0.267	13.3	LOS B	1.1	7.6	0.43	0.81	44.0
Approach		144	2.0	0.267	13.1	LOS B	1.1	7.6	0.43	0.72	44.1
All Vehicles		900	2.0	0.311	8.2	NA	2.0	14.4	0.51	0.43	47.1

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

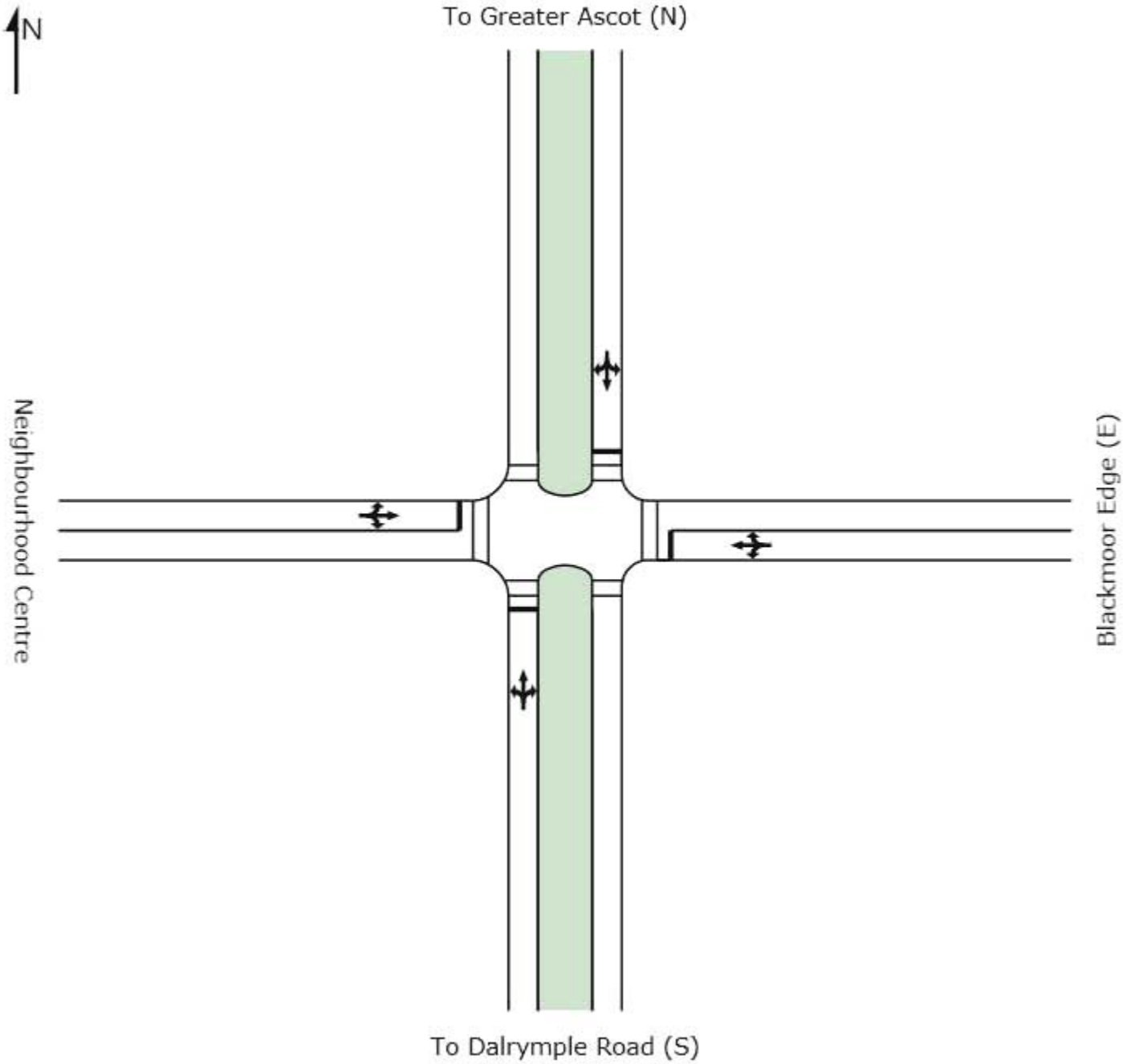
Site: Neigh/Ascot PM2026

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Horizon 2026 - PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road											
1	L	184	2.0	0.219	8.5	LOS A	1.4	10.0	0.23	0.63	48.5
2	T	195	2.0	0.219	0.2	LOS A	1.4	10.0	0.23	0.00	55.0
3	R	24	2.0	0.219	8.5	LOS A	1.4	10.0	0.23	0.72	48.5
Approach		403	2.0	0.219	4.5	NA	1.4	10.0	0.23	0.33	51.4
East: Blackmor Edge (E)											
4	L	6	2.0	0.177	15.6	LOS C	0.7	4.8	0.49	0.55	42.2
5	T	44	2.0	0.177	14.4	LOS B	0.7	4.8	0.49	0.78	42.9
6	R	22	2.0	0.177	15.6	LOS C	0.7	4.8	0.49	0.85	42.2
Approach		73	2.0	0.177	14.9	LOS B	0.7	4.8	0.49	0.78	42.6
North: To Greater Ascot (N)											
7	L	5	2.0	0.087	10.1	LOS B	0.5	3.2	0.45	0.44	47.8
8	T	48	2.0	0.087	1.9	LOS A	0.5	3.2	0.45	0.00	50.8
9	R	57	2.0	0.087	10.1	LOS B	0.5	3.2	0.45	0.78	47.8
Approach		111	2.0	0.087	6.5	NA	0.5	3.2	0.45	0.42	49.1
West: Neighbourhood Centre											
10	L	306	2.0	0.921	33.7	LOS D	21.5	153.4	0.91	1.88	31.2
11	T	83	2.0	0.921	32.5	LOS D	21.5	153.4	0.91	1.79	31.4
12	R	184	2.0	0.921	33.7	LOS D	21.5	153.4	0.91	1.74	31.2
Approach		574	2.0	0.921	33.6	LOS D	21.5	153.4	0.91	1.82	31.2
All Vehicles		1160	2.0	0.921	19.7	NA	21.5	153.4	0.60	1.11	38.4

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



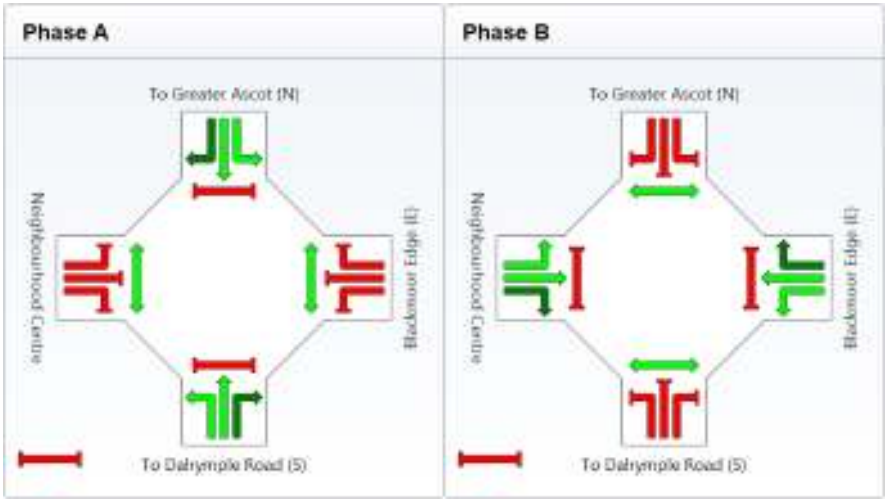
PHASING SUMMARY

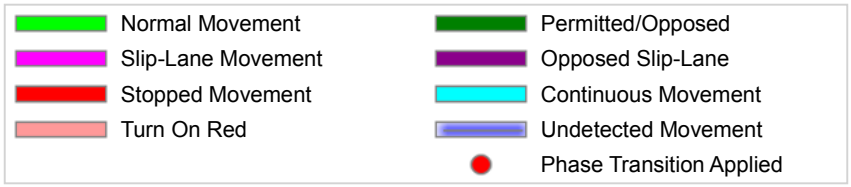
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	12	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	18	22
Phase Split	45 %	55 %





MOVEMENT SUMMARY

Site: Neigh/Ascot AM2016

Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - AM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Dalrymple Road (S)											
1	L	184	2.0	0.394	20.8	LOS C	3.5	25.0	0.84	0.80	38.5
2	T	28	2.0	0.394	12.6	LOS B	3.5	25.0	0.84	0.69	39.6
3	R	3	2.0	0.394	20.8	LOS C	3.5	25.0	0.84	0.80	38.5
Approach		216	2.0	0.394	19.7	LOS B	3.5	25.0	0.84	0.79	38.6
East: Blackmoor Edge (E)											
4	L	14	2.0	0.081	16.4	LOS B	0.7	5.3	0.65	0.82	43.0
5	T	43	2.0	0.081	8.2	LOS A	0.7	5.3	0.65	0.49	45.7
6	R	3	2.0	0.081	16.4	LOS B	0.7	5.3	0.65	0.82	43.0
Approach		60	2.0	0.081	10.5	LOS B	0.7	5.3	0.65	0.59	44.9
North: To Greater Ascot (N)											
7	L	13	2.0	0.640	23.1	LOS C	5.0	35.3	0.92	0.88	37.7
8	T	116	2.0	0.640	14.9	LOS B	5.0	35.3	0.92	0.81	38.4
9	R	134	2.0	0.640	23.1	LOS C	5.0	35.3	0.92	0.88	37.7
Approach		262	2.0	0.640	19.5	LOS B	5.0	35.3	0.92	0.85	38.0
West: Neighbourhood Centre											
10	L	42	2.0	0.161	16.8	LOS B	1.3	9.4	0.67	0.76	41.3
11	T	14	2.0	0.161	8.6	LOS A	1.3	9.4	0.67	0.53	43.7
12	R	46	2.0	0.161	16.8	LOS B	1.3	9.4	0.67	0.76	41.3
Approach		102	2.0	0.161	15.7	LOS B	1.3	9.4	0.67	0.73	41.6
All Vehicles		640	2.0	0.640	18.1	LOS B	5.0	35.3	0.83	0.79	39.3

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P3	Across E approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
P5	Across N approach	53	14.5	LOS B	0.1	0.1	0.85	0.85
P7	Across W approach	53	13.6	LOS B	0.0	0.0	0.83	0.83
All Pedestrians		212	14.0	LOS B			0.84	0.84

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

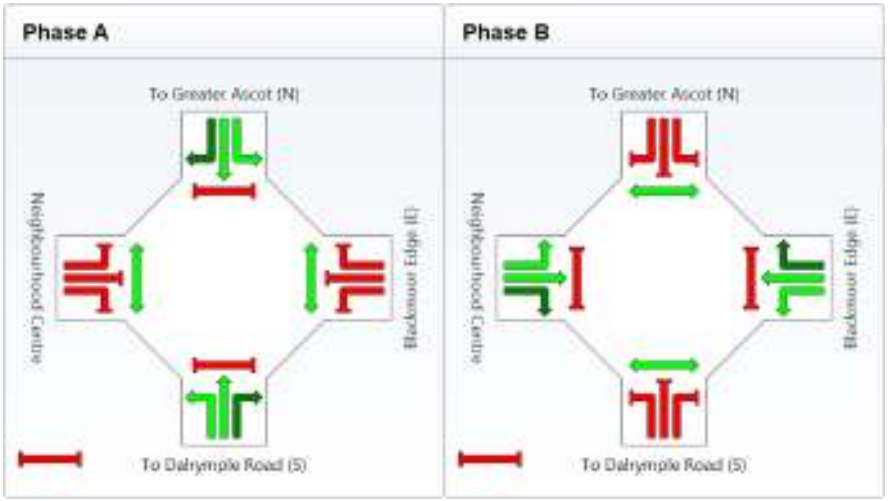
PHASING SUMMARY

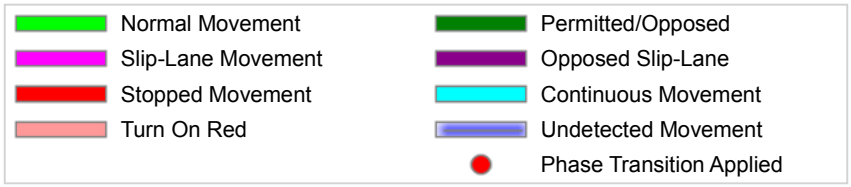
Neighbourhood Centre / Greater Ascot
Proposed Intersection
Design Year 2016 - PM peak
Signals - Fixed Time Cycle Time = 40 seconds (Practical Cycle Time)

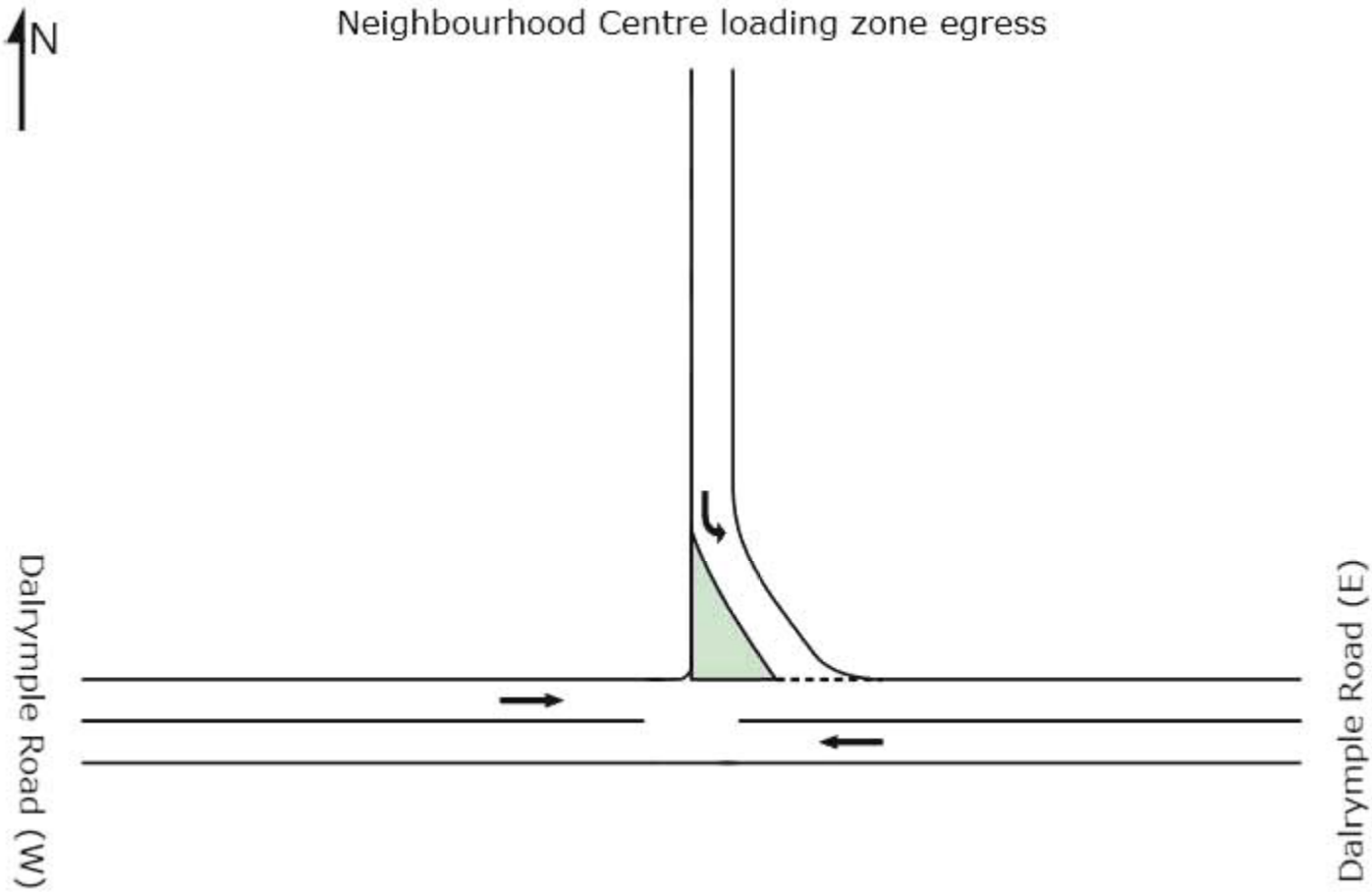
Phase times determined by the program
Sequence: Two-Phase - Copy
Input Sequence: A, B
Output Sequence: A, B

Phase Timing Results

Phase	A	B
Green Time (sec)	12	16
Yellow Time (sec)	4	4
All-Red Time (sec)	2	2
Phase Time (sec)	18	22
Phase Split	45 %	55 %







MOVEMENT SUMMARY

Site: Dalry/Truck AM2016

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Year 2016 - AM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	262	4.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		262	4.0	0.138	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Neighbourhood Centre loading zone egress											
7	L	2	100.0	0.012	27.8	LOS D	0.0	0.5	0.73	0.82	35.8
Approach		2	100.0	0.012	27.8	LOS D	0.0	0.5	0.73	0.82	35.8
West: Dalrymple Road (W)											
11	T	545	4.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		545	4.0	0.287	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		809	4.2	0.287	0.1	NA	0.0	0.5	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Truck PM2016

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Year 2016 - PM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	375	4.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		375	4.0	0.197	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Neighbourhood Centre loading zone egress											
7	L	2	100.0	0.019	39.3	LOS E	0.1	0.8	0.82	0.93	30.7
Approach		2	100.0	0.019	39.3	LOS E	0.1	0.8	0.82	0.93	30.7
West: Dalrymple Road (W)											
11	T	673	4.0	0.354	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		673	4.0	0.354	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1049	4.2	0.354	0.1	NA	0.1	0.8	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Truck AM2026

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Horizon 2026 - AM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	338	4.0	0.178	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		338	4.0	0.178	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Neighbourhood Centre loading zone egress											
7	L	2	100.0	0.020	41.4	LOS E	0.1	0.8	0.83	0.93	30.0
Approach		2	100.0	0.020	41.4	LOS E	0.1	0.8	0.83	0.93	30.0
West: Dalrymple Road (W)											
11	T	689	4.0	0.363	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		689	4.0	0.363	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1029	4.2	0.363	0.1	NA	0.1	0.8	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
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SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

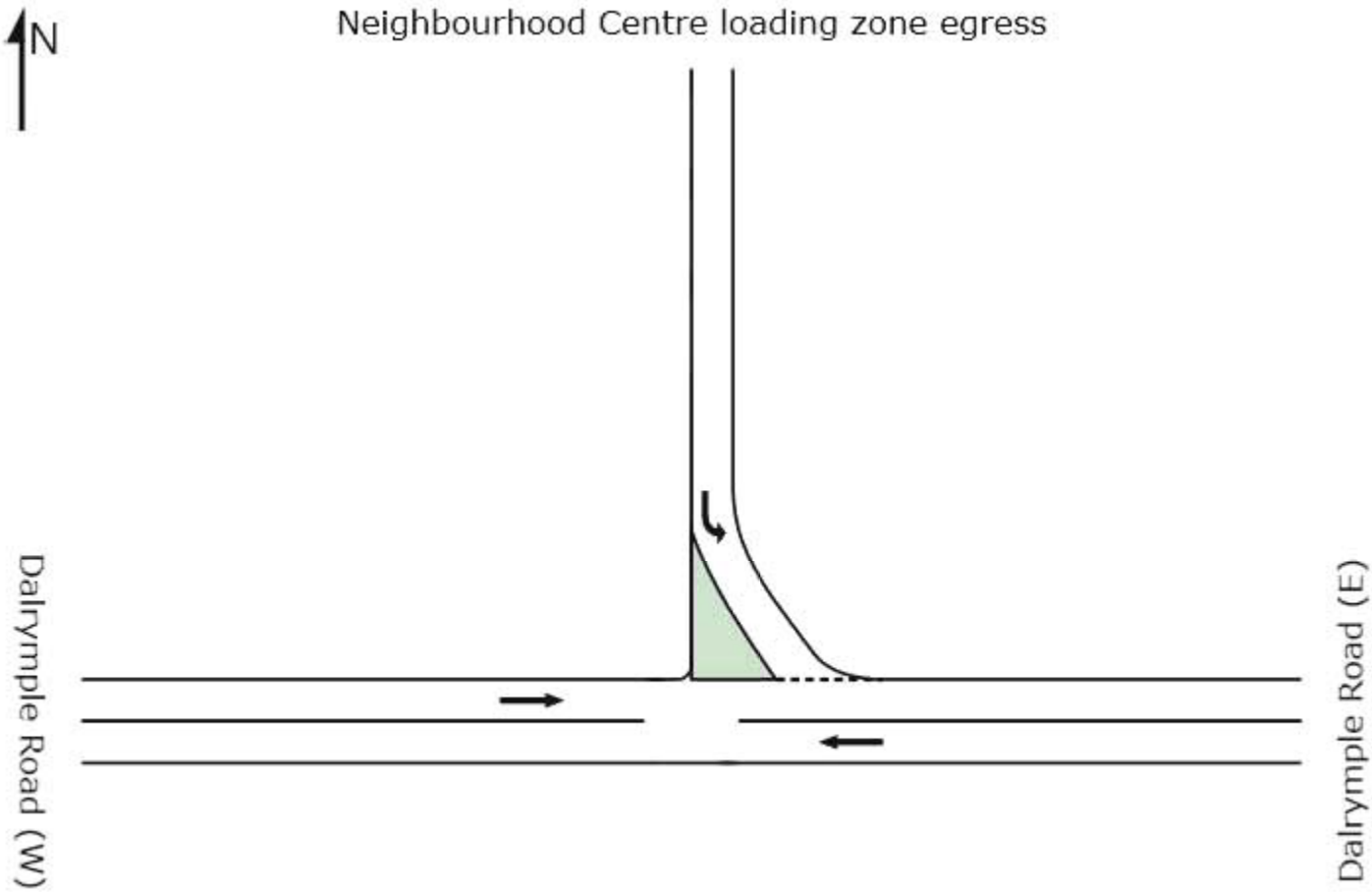
Site: Dalry/Truck PM2026

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Horizon 2026 - PM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	551	4.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		551	4.0	0.290	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Neighbourhood Centre loading zone egress											
7	L	2	100.0	0.015	32.8	LOS D	0.0	0.6	0.78	0.88	33.4
Approach		2	100.0	0.015	32.8	LOS D	0.0	0.6	0.78	0.88	33.4
West: Dalrymple Road (W)											
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		608	4.0	0.320	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1161	4.2	0.320	0.1	NA	0.0	0.6	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.



MOVEMENT SUMMARY

Site: Dalry/Truck AM2016

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Year 2016 - AM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Dalrymple Road (E)											
5	T	262	4.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		262	4.0	0.138	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Neighbourhood Centre loading zone egress											
7	L	2	100.0	0.012	27.8	LOS D	0.0	0.5	0.73	0.82	35.8
Approach		2	100.0	0.012	27.8	LOS D	0.0	0.5	0.73	0.82	35.8
West: Dalrymple Road (W)											
11	T	545	4.0	0.287	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		545	4.0	0.287	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		809	4.2	0.287	0.1	NA	0.0	0.5	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement
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SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: Dalry/Truck PM2016

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Year 2016 - PM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
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11	T	673	4.0	0.354	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		673	4.0	0.354	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1049	4.2	0.354	0.1	NA	0.1	0.8	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
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MOVEMENT SUMMARY

Site: Dalry/Truck AM2026

Dalrymple Road / Neighbourhood Centre loading zone egrees
Proposed Intersection
Design Horizon 2026 - AM Peak
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
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Approach		338	4.0	0.178	0.0	NA	0.0	0.0	0.00	0.00	60.0
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MOVEMENT SUMMARY

Site: Dalry/Truck PM2026

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West: Dalrymple Road (W)											
11	T	608	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		608	4.0	0.320	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1161	4.2	0.320	0.1	NA	0.0	0.6	0.00	0.00	59.9

Level of Service (LOS) Method: Delay (HCM 2000).
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SIDRA Standard Delay Model used.

APPENDIX C

Development Site Plan

PROPOSED AMENDED SCHEME DEVELOPMENT BREAKDOWN

AMENDMENTS IN RED

STAGE 01

	GLA	1 CAR PER X sqm	CARS REQ	CARS PROVIDED
PAD SITE 5 - KFC	277	15	18.5	19
PAD SITE 6 - FOOD/DRINK	251	15	16.7	20
PAD SITE 7 - AUTO MASTERS	351	40	8.8	13
PAD SITE 8 - VIVA ON THE RUN & CARWASH	363	15	24.2	33
PAD SITE 9 - CHILD CARE	919	-	-	32
DOF OFF - LEASH AREA	168	-	-	
TOTAL STAGE 01	**2329**		**68**	**117**

STAGE 02

PAD SITE 1 - QSR 1	-	15	-	-
PADSITE 2 - QSR 2	277	15	18.5	21
PAD SITE 3 - QSR 3	271	15	18.1	21
PAD SITE 4 - TAVERN	346	15	23.1	
LIQUOR	140	20	7.0	
BEER GARDEN	262			29
LFR	17,142	40	428.6	519
COLES	3,804	20	190.2	333.00
CLICK & COLLECT				6
SERVICES & AMENITIES	229			
RETAIL	3,269	20	163.5	**INCLUDED ABOVE**
GROCER	1,750			
MINIMAJOR	987	20	49.4	
MEDICAL	586	30	19.5	
SWIM SCHOOL	510	20	25.5	18
URBAN COMMON	183	-	-	-
TOWN SQUARE	1,547	-	-	-
STREET PARKING	-	-	-	9
TOTAL STAGE 02	**31303**		**943.2**	**956.00**
TOTAL STAGE 01 + 02	**33632**		**1011**	**1073.00**
EXCESS				61.6

TOWNSVILLE KART CLUB
GREATER ASCOT AVENUE
ADVENTURE PARK
GREATER ASCOT ESTATE
SHAW ROAD
FUTURE STAGE
FUTURE RESIDENTIAL DEVELOPMENT
PROPOSED DEVELOPMENT
GREATER ASCOT AVENUE
DARLYMPLE ROAD
DARLYMPLE ROAD
BISHOP PUTNEY ROAD
ST. BENEDICT'S CATHOLIC SCHOOL
FUTURE SCHOOL
SHAW ROAD
A1 - BRUCE HIGHWAY

0 25 50 75 100 125 150 175 200 225 250

SCALE 1: 2500 @ A1
SCALE 1: 5000 @ A3

N

COTTEEPARKER

BRISBANE
T 61 7 3846 7422

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

BIMcloud: CPACLDBIMM01 - BIMcloud/2100/6570 Parkside Greater Ascot Master: 30/07/2024: 5:22 PM

PARKSIDE GREATER ASCOT

DALRYMPLE ROAD, SHAW

CLIENT - PARKSIDE DEVELOPMENTS

DRAWING TITLE

LOCATION PLAN

ISSUE PURPOSE	DATE	D	C	A	JOB No	DRAWING No	ISSUE
SD					**6570**	**SD1001**	