

Duckworth Towns

City of Barrie

Traffic Impact & Parking Study for Cygnus Developments

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John Northcote, P.Eng.
Professional License #: 100124071



ENGINEERING

JD Northcote Engineering Inc.
86 Cumberland Street
Barrie, ON
705.725.4035
www.JDEngineering.ca

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Executive Summary

This report summarizes the traffic impact for the proposed residential development, located on a site municipally known as 189 – 197 Duckworth Street, in the City of Barrie [City]. The report assesses the impact of traffic related to the development on the adjacent roadway and provides recommendations to accommodate this traffic in a safe and efficient manner.

The proposed development is anticipated to include 24 townhouse units with 29 parking spaces. Access to the subject site is proposed via a full-movement access onto Mountbatten Road [Site Access].

The scope of this analysis includes a review of the following intersections:

- Napier Street / Duckworth Street;
- Mountbatten Road / Duckworth Street;
- Duckworth Street / Codrington Street;
- Codrington Street / St. Vincent Street;
- Duckworth Street / St. Vincent Street;
- Mountbatten Road / Rodney Road; and
- Mountbatten Road / Site Access.

Conclusions

1. The proposed development is conservatively estimated to generate 10 AM and 12 PM peak hour trips in the study area.
2. Background traffic and pedestrian counts were obtained at the study intersections in May 2022.
3. An intersection operational analysis was completed at the study area intersections, using the existing (2024) and background (2026 and 2031) traffic volumes, without the proposed development traffic. This enabled a review of existing and future traffic deficiencies that would be present without the influence of the proposed development. No improvements are recommended within the study area.
4. An estimate of the amount of traffic that would be generated by the subject site was prepared and assigned to the study area roads and intersections.
5. An intersection operation analysis was completed under total (2026 and 2031) traffic volumes with the proposed development operational at the study area intersections. No additional infrastructure improvements are recommended within the study area.
6. The proposed Site Access will operate efficiently as a full-movement driveway, with one-way stop control for the egress movements. Single ingress and egress lane will provide the necessary capacity to service the proposed development.
7. The sight distance available for the proposed Site Access is suitable for the intended use.
8. The location of the proposed Site Access is considered appropriate with respect to minimum driveways spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017).
9. The proposed parking supply is appropriate for the intended use.
10. In summary the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Table of Contents

1	Introduction.....	2
1.1	Background.....	2
1.2	Study Area	2
1.3	Study Scope and Objectives	3
1.4	Horizon Year and Analysis Periods	4
2	Information Gathering.....	4
2.1	Street and Intersection Characteristics	4
2.2	Active Transportation.....	6
2.3	Local Transportation Infrastructure Improvements.....	7
2.4	Transit Access	9
2.5	Other Developments within Study Area	10
2.6	Background Traffic Growth.....	10
2.6.1	EMME Data	10
2.6.2	Duckworth Class EA Study.....	10
2.6.3	Overall Background Growth Rate.....	10
2.7	Traffic Counts	10
2.8	Existing Traffic Volumes	11
2.9	Horizon Year Traffic Volumes.....	11
3	Intersection Operation without Proposed Development.....	11
3.1	Intersection Capacity Analysis Criteria	11
3.2	Existing (2024) Intersection Operation	12
3.3	Background (2026) Intersection Operation	13
3.4	Background (2031) Intersection Operation	14
4	Proposed Development Traffic Generation and Assignment.....	16
4.1	Traffic Generation	16
4.2	Traffic Assignment.....	16
4.3	Total Horizon Year Traffic Volumes with the Proposed Development	17
5	Intersection Operation with Proposed Development	17
5.1	Total (2026) Intersection Operation.....	17
5.2	Total (2031) Intersection Operation.....	19
5.3	Site Access & Intersection Spacing.....	20
5.4	Sight Distance Review.....	20

5.5	Active Transportation Review.....	21
6	Parking Review	21
6.1	Scope.....	21
6.2	Municipal By-law.....	21
6.3	Study Area Parking Infrastructure	22
6.4	Transit Infrastructure	22
6.5	Active Transportation Infrastructure	22
6.6	Parking Analysis	22
6.6.1	Proxy Visitor Parking Counts.....	22
6.6.2	Proxy Municipalities	23
6.6.3	Analysis - Residential Visitor Parking.....	23
6.6.4	Analysis - Resident Parking Supply.....	24
6.7	Summary and Recommendations	24
7	Summary	24

List of Tables

Table 1 – Study Road Network.....	4
Table 2 – Traffic Count Data	11
Table 3 – Level of Service Criteria for Intersections.....	12
Table 4 – Existing (2024) LOS	13
Table 5 – Background (2026) LOS.....	14
Table 6 – Background (2031) LOS.....	15
Table 7 – Estimated Trip Generation of the Proposed Development.....	16
Table 8 – Proposed Development Traffic Distribution.....	17
Table 9 – Total (2026) LOS	18
Table 10 – Total (2031) LOS	19
Table 11 – Zoning By-law Parking Requirements	21
Table 12 – Residential Visitor Proxy Survey Data.....	23
Table 13 – Similar Municipalities Visitor Parking Requirements	23
Table 14 – Recommended Minimum Parking Summary.....	24

List of Figures

Figure 1 – Proposed Site Location and Study Area	3
Figure 2 – Existing Intersection Lane Configuration within Study Area	5
Figure 3 – Study Area Active Transportation Infrastructure	6
Figure 4 – Local Transportation Infrastructure Improvements	8
Figure 5 – Study Area Transit Routes	9
Figure 6 – Existing (2024) Traffic Volumes	26
Figure 7 – Background (2026) Traffic Volumes.....	27
Figure 8 – Background (2031) Traffic Volumes.....	28
Figure 9 – Site Traffic Assignment	29
Figure 10 – Total (2026) Traffic Volumes	30
Figure 11 – Total (2031) Traffic Volumes	31

List of Appendices

APPENDIX A – Site Plan
APPENDIX B – Traffic Count Data
APPENDIX C – Synchro Analysis Output – Existing Traffic Volumes
APPENDIX D – Synchro Analysis Output – Background Traffic Volumes
APPENDIX E – Transportation Tomorrow Survey Excerpt
APPENDIX F – Synchro Analysis Output – Total Traffic Volumes
APPENDIX G – OTM Signal Justification Sheets

1 Introduction

1.1 Background

Cygnus Developments [the Developer] is proposing to develop the property municipally known as 189 – 197 Duckworth Street, in the City of Barrie [City]. The proposed development is anticipated to include 24 townhouse units with 29 parking spaces. Access to the subject site is proposed via a full-movement access onto Mountbatten Road [Site Access].

The Developer has retained **JD Engineering Inc.** [JD Engineering] to prepare this traffic impact and parking study in support of the proposed development.

1.2 Study Area

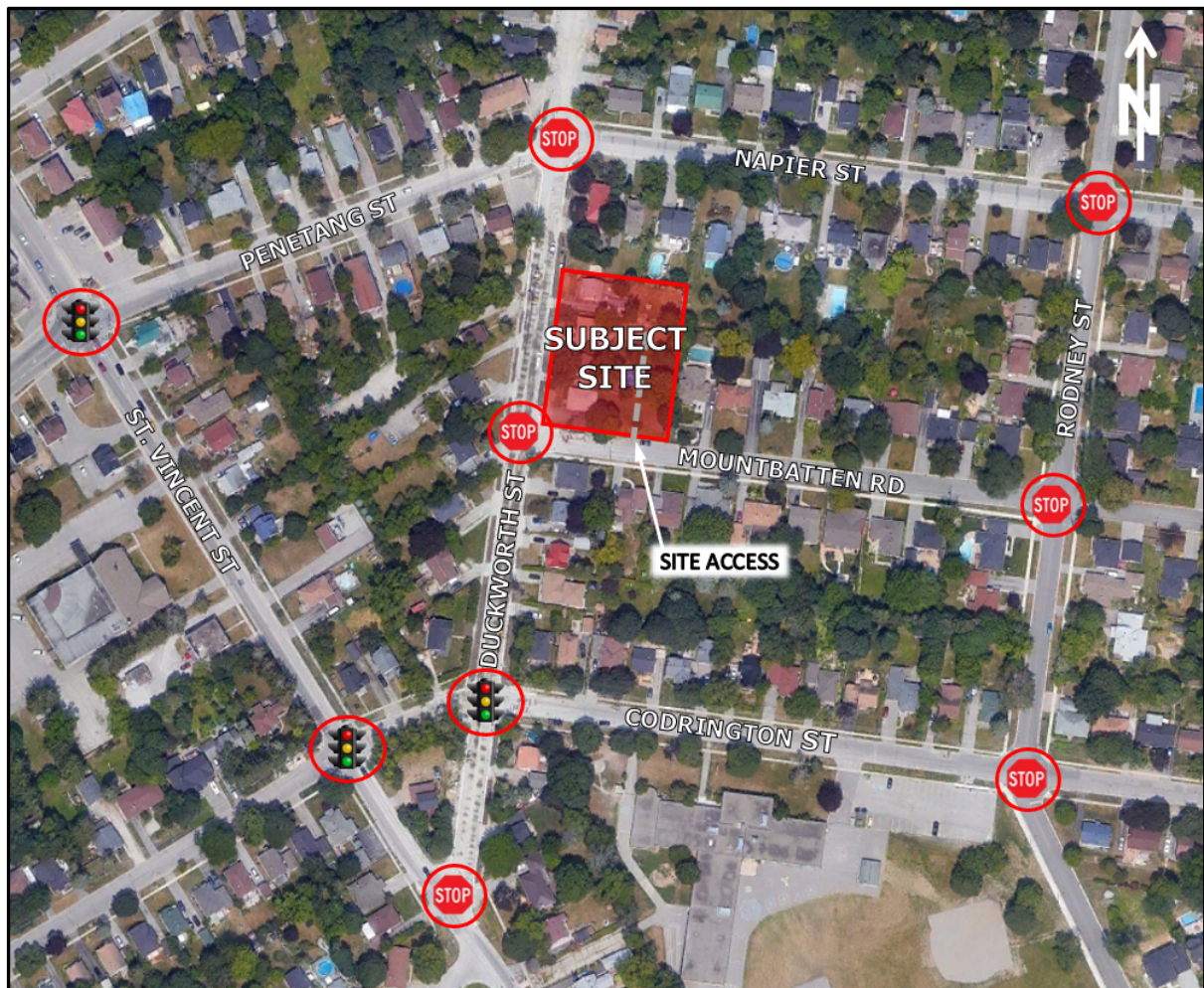
Figure 1 illustrates the location of the subject site and study area intersections, in relation to the surrounding area. The Site Plan provided by Patrick Markus Luckie Architect is included in **Appendix A**.

The subject site is bound by Duckworth Street to the west, Mountbatten Road to the south and residential lands to the north and east.

Through consultation with the City, the following intersections will be analysed as part of the study:

- Napier Street / Duckworth Street;
- Mountbatten Road / Duckworth Street;
- Duckworth Street / Codrington Street;
- Codrington Street / St. Vincent Street;
- Duckworth Street / St. Vincent Street;
- Mountbatten Road / Rodney Road; and
- Mountbatten Road / Site Access.

Figure 1 – Proposed Site Location and Study Area



1.3 Study Scope and Objectives

The purpose of this study is to identify the potential impacts to traffic flow at the site access and on the surrounding roadway network. The study analysis includes the following tasks:

- Determine existing traffic volumes and circulation patterns;
- Estimate future traffic volumes if the proposed development was not constructed, including the impact of additional proposed developments in the area;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Complete level-of-service [LOS] analysis of horizon year (without the proposed development) traffic conditions and identify operational deficiencies;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Complete LOS analysis of horizon year (with the proposed development) traffic conditions and identify additional operational deficiencies;
- Identify improvement options to address operational deficiencies;

- Review the proposed intersection spacing and complete a sight distance review for the proposed Site Access driveway;
- Review the active transportation and pedestrian infrastructure review in the study area;
- Review the proposed parking supply in relation to the City's Zoning By-Law requirement; and
- Document findings and recommendations in a final report.

1.4 Horizon Year and Analysis Periods

Traffic scenarios for the existing (2024) year, ultimate buildout horizon year (2026), and 10-year post-buildout horizon year (2031) were selected for analysis of traffic operations in the study area. The weekday morning [AM] and afternoon [PM] peak hours have been selected as the analysis periods for this study.

2 Information Gathering

2.1 Street and Intersection Characteristics

The study area road network is summarized in **Table 1**.

Table 1 – Study Road Network

Road	Classification ¹	Cross-Section	Direction	Speed (km/h)
Duckworth Street	Arterial	2-lane	N-S	50
St. Vincent Street	Arterial	2-lane	NW-SE	40* / 50
Penetang Street	Minor Collector	2-lane	E-W	50
Codrington Street	Local	2-lane	E-W	40** / 50
Napier Street	Local	2-lane	E-W	50
Rodney Street	Local	2-lane	N-S	50
Mountbatten Road	Local	2-lane	E-W	50

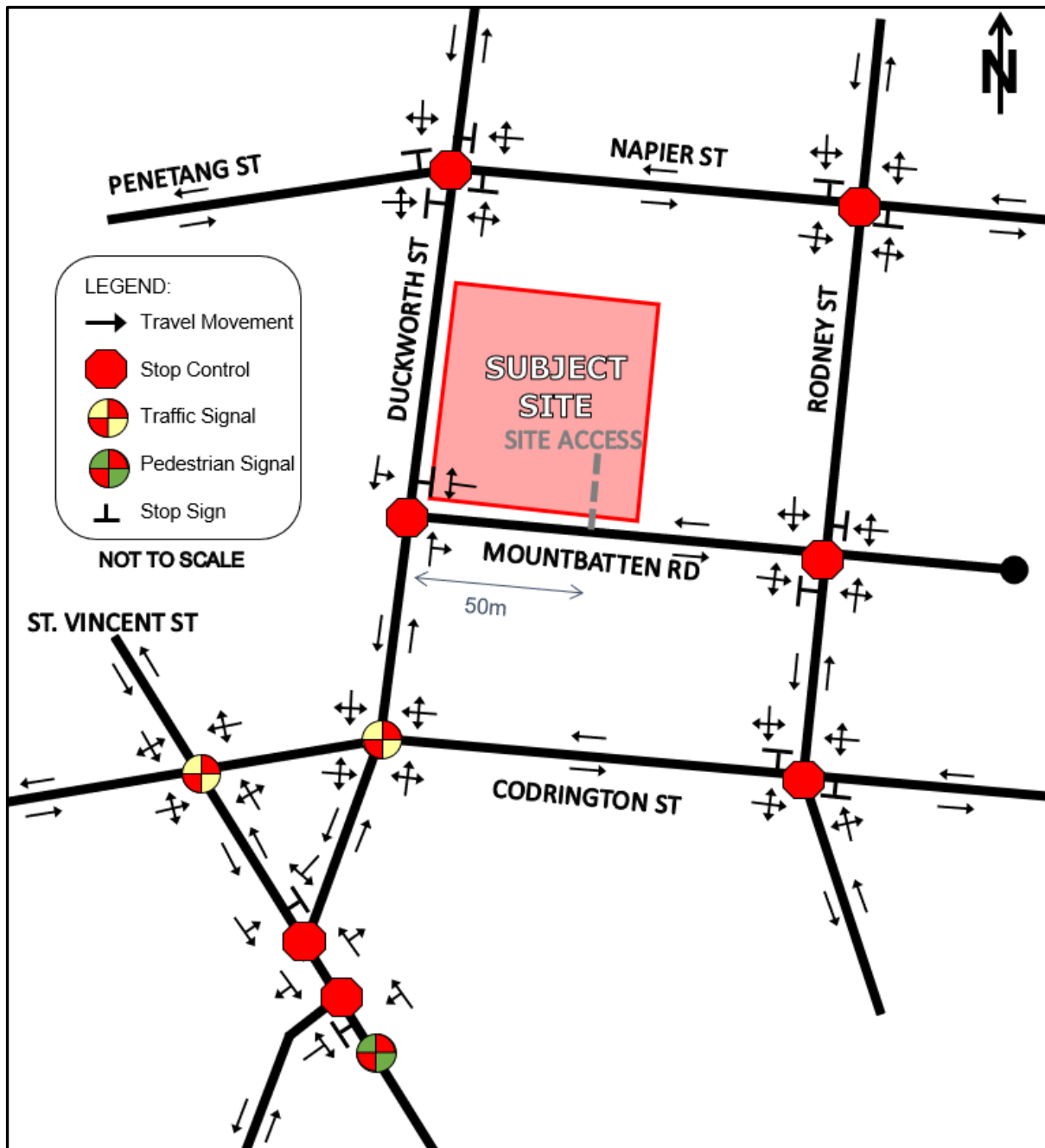
*South of Duckworth Street, St. Vincent Street has a community safe zone.

** Midblock between Duckworth Street and Rodney Street, Codrington Street has a community safe zone.

The existing intersection spacing and lane configuration within the study area is illustrated in **Figure 2**.

¹ As identified in Schedule D of the City's Official Plan

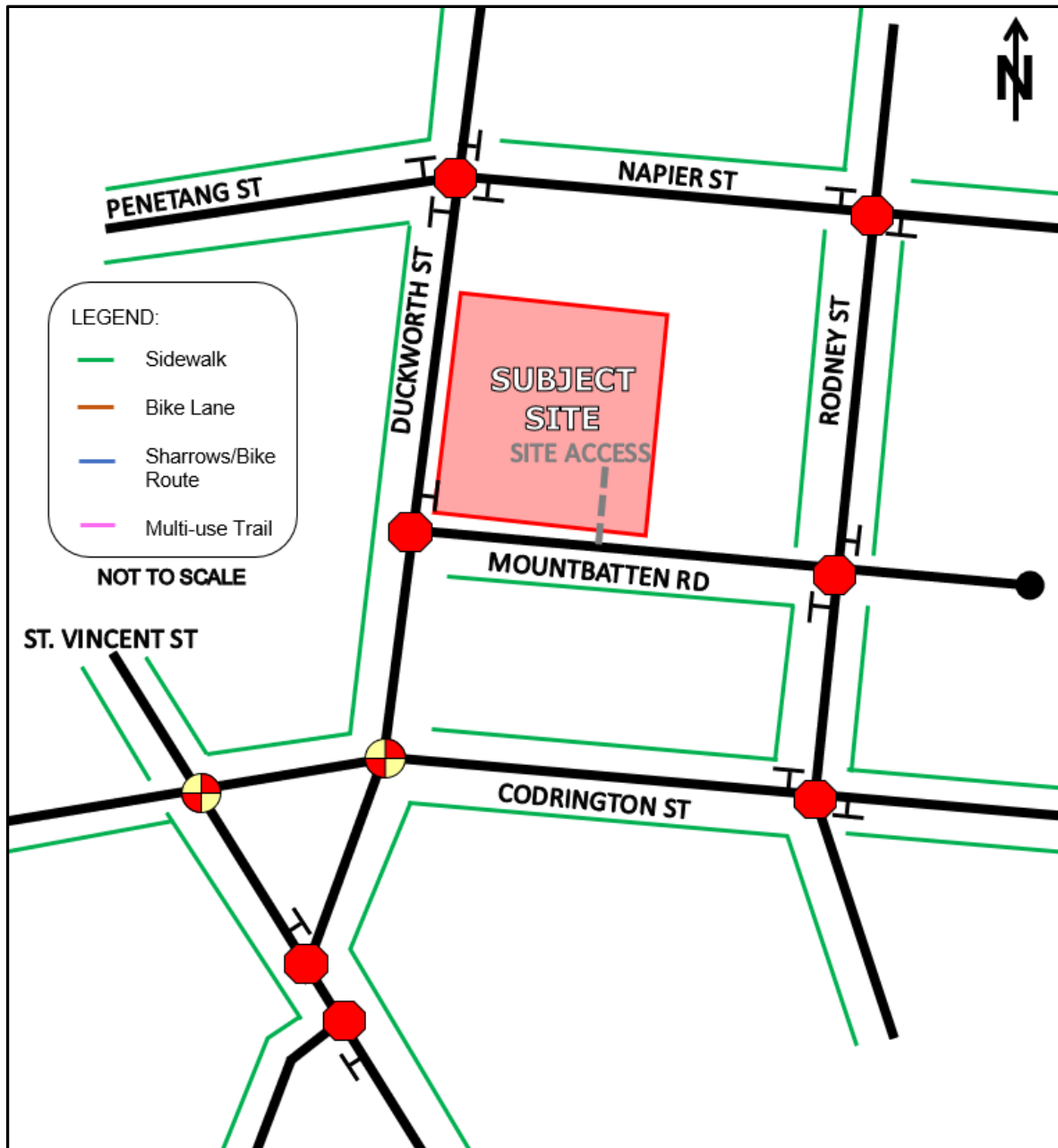
Figure 2 – Existing Intersection Lane Configuration within Study Area



2.2 Active Transportation

The existing active transportation infrastructure within the study area is illustrated in **Figure 3**.

Figure 3 – Study Area Active Transportation Infrastructure



As illustrated, the subject site has access to the existing sidewalk infrastructure through the study area, with branching access throughout the City.

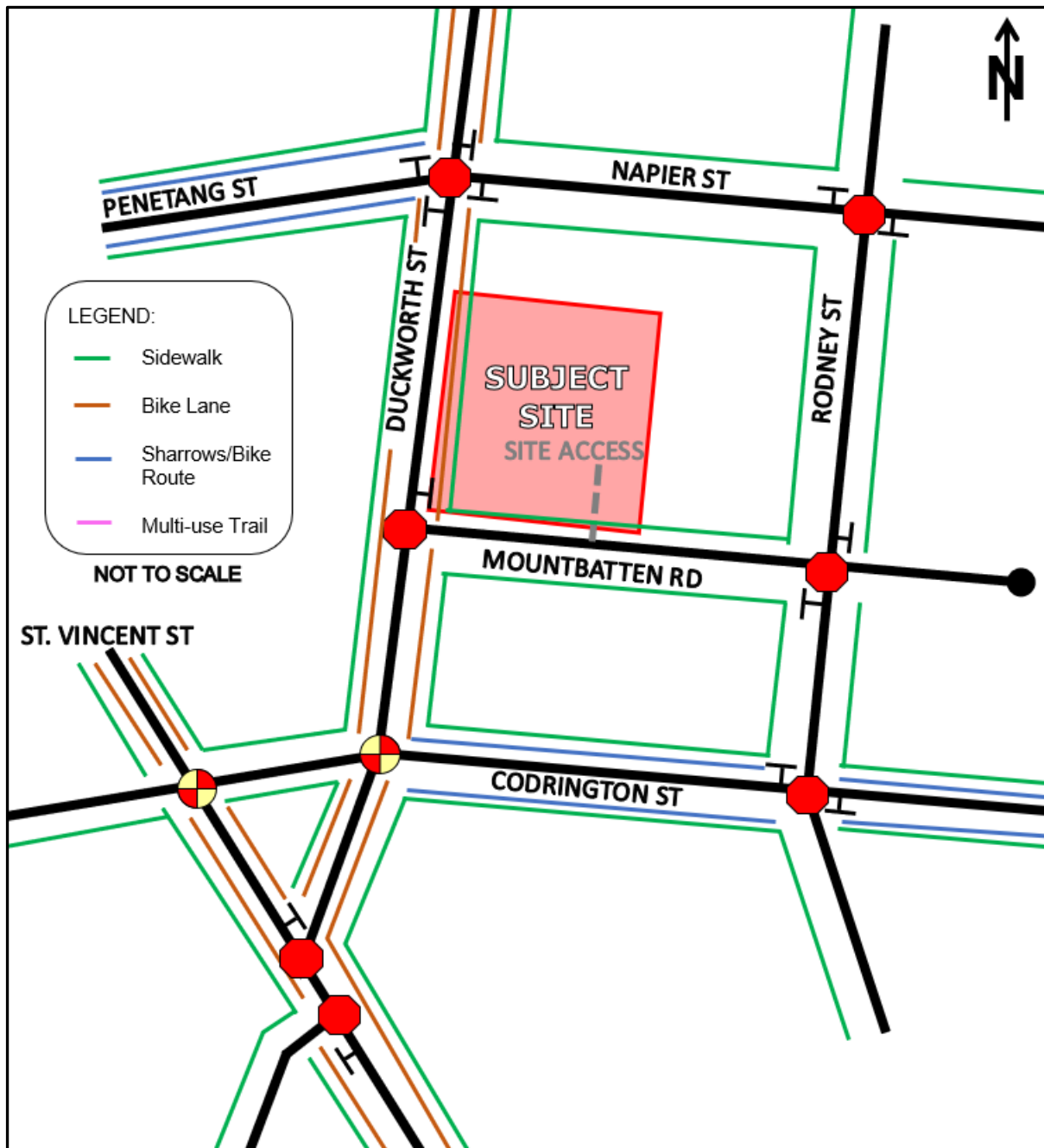
Additional active transportation improvements are scheduled in the short-term horizon, as outlined in the proceeding Section.

2.3 Local Transportation Infrastructure Improvements

Based on our correspondence with City Staff, and in review of the *Duckworth Street – Bell farm to St Vincent Street Class EA Report* (C.C. Tatham & Associates Ltd. – May 29, 2015) [Duckworth EA] and the City of Barrie's *Transportation Master Plan* (WSP Canada, April 2019) [City TMP], significant improvement to the active transportation network is planned through the study area. The proposed active transportation infrastructure within the study area is illustrated in **Figure 3**.

Construction of the Duckworth Street improvements are set to occur by 2023. The other active transportation improvements are noted for the short-term horizon (2023), within the City's TMP.

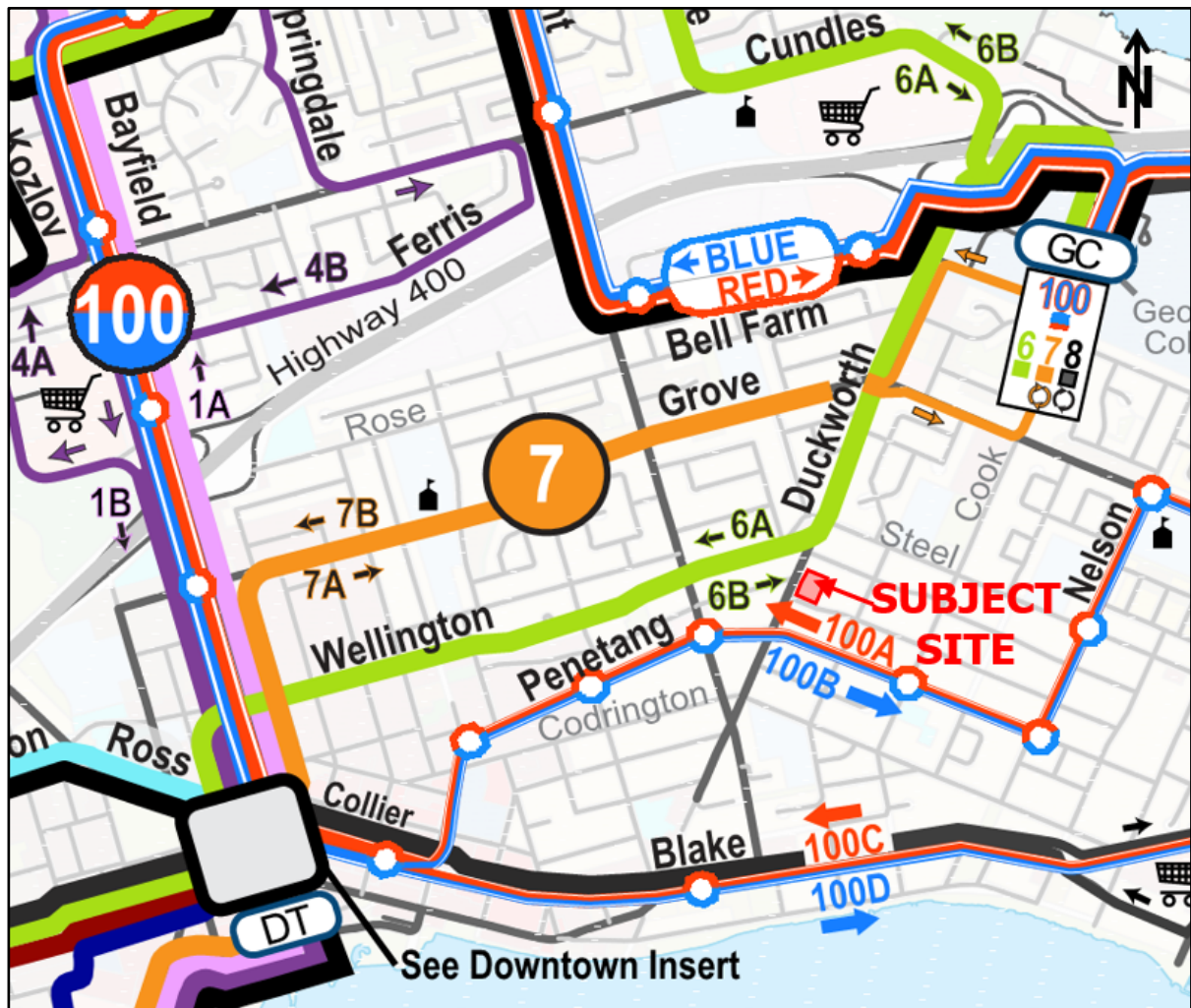
Figure 4 – Local Transportation Infrastructure Improvements



2.4 Transit Access

Barrie Transit provides bus service within the study area. **Figure 5** illustrates the location of the subject site in relation to local transit routes.

Figure 5 – Study Area Transit Routes



Route 6A/B (Letitia/College) provides service between the downtown transit terminal, Georgian College, East Bayfield Community Centre and Cedar Point Business Park, in the City's north end.

The 6A/B bus route operates between 04:45 – 23:56 on weekdays with service every 30 minutes. On Saturday the route operates between 7:15 – 23:56 with service every 30 minutes. On Sunday the route operates between 9:15 – 22:12 with service every hour. The closest bus stop is located approximately 450 metres to the north, at the Duckworth Street / Wellington Street & Steel Street intersection.

Route 100A/B (Red/Blue Express) provides service between the downtown transit terminal, Royal Victoria Hospital, Georgian College, East Bayfield Community Centre and Bayfield Street corridor, in the City's north end.

The 100A/B bus route operates between 07:08 – 22:23 on weekdays with service every 30 minutes or less. On Saturday the route operates between 7:53 – 21:38 with service every 45 minutes. On Sunday the route operates between 9:23 – 21:38 with service every 45 minutes. The closest bus stop is located approximately 250 metres to the west, at the St. Vincent Street / Penetang Street intersection.

2.5 Other Developments within Study Area

Based on correspondence with the City and in review of the City's active planning applications, there are no developments within the local area noted for consideration with respect to impacts on the local traffic volumes / infrastructure capacity.

2.6 Background Traffic Growth

2.6.1 EMME Data

In review of the City's EMME data for the 2016, 2031 and 2041 horizon years, the following traffic growth rates have been derived:

- Duckworth Street: -1.2% per annum;
- St. Vincent Street: 0.8% per annum; and
- Penetang Street: 0.2% per annum.

As shown, the EMME volumes within the study area show a varying rate of growth on Duckworth Street, St. Vincent Street and Penetang Street, while other road sections are not available.

2.6.2 Duckworth Class EA Study

The Duckworth EA applied the following growth rates to traffic volumes in the study area:

- Duckworth Street (through volumes only): 3.0% per annum;
- Turning movements to/from Duckworth Street: 2.0% per annum; and
- Local streets intersecting Duckworth: 0% per annum.

2.6.3 Overall Background Growth Rate

In consideration of the available EMME volumes and the growth projections utilized in the Duckworth EA, it was chosen to select a conservative growth scenario, including the following growth rates:

- Duckworth Street (through volumes only): 3.0% per annum;
- Duckworth Street (turning volumes) and volumes on St. Vincent Street and Penetang Street: 2.0% per annum; and
- Remaining Local Roads: 1.0% per annum.

2.7 Traffic Counts

Detailed turning movement traffic and pedestrian counts were commissioned and obtained by JD Engineering at the study intersections. **Table 2** summarizes the traffic count data collection information.

Table 2 – Traffic Count Data

Intersection (N-S Street / E-W Street)	Count Date	AM Peak Hour	PM Peak Hour	Source
Duckworth St / Napier St & Penetang St	Tuesday, May 22, 2022	08:15 – 09:15	16:15 – 17:15	JD Eng.*
Duckworth St / Mountbatten Rd	Tuesday, May 22, 2022	08:45 – 09:45	15:15 – 16:15	JD Eng.*
Duckworth St / Codrington St	Tuesday, May 22, 2022	08:15 – 09:15	15:00 – 16:00	JD Eng.*
St. Vincent St / Codrington St	Tuesday, May 22, 2022	08:30 – 09:30	16:45 – 17:45	JD Eng.*
St. Vincent St / Duckworth St	Tuesday, May 22, 2022	08:30 – 09:30	16:45 – 17:45	JD Eng.*
Rodney St / Mountbatten Rd	Tuesday, May 22, 2022	08:15 – 09:15	15:00 – 16:00	JD Eng.*

*Counts were completed by Accu-Traffic Inc. on behalf of JD Engineering.

Detailed traffic count data can be found in **Appendix C**. It is noted that the timing of the May 2022 traffic counts occurred after the lifting of the public health restrictions related to the COVID-19 pandemic. Consequently, the traffic counts are considered to reflect traffic operations that reflect typical future baseline traffic volume.

2.8 Existing Traffic Volumes

The 2024 existing AM and PM peak hour traffic volumes in the study area are illustrated in **Figure 6**, established based on the conducted traffic counts, adjusted to reflect the annual background growth rate noted in Section 2.6.

2.9 Horizon Year Traffic Volumes

The background (2026 and 2031) horizon year traffic volumes are illustrated in **Figure 7** and **Figure 8**. The background volumes are based on the conducted traffic counts noted in section 2.7, adjusted to reflect the annual background growth rate noted in Section 2.6.

3 Intersection Operation without Proposed Development

3.1 Intersection Capacity Analysis Criteria

Intersection performance was measured using the traffic analysis software, Synchro 11, a deterministic model that employs Highway Capacity Manual and Intersection Capacity Utilization methodologies for analysing intersection operations. These procedures are accepted by provincial and municipal agencies throughout North America.

Synchro 11 enables the study area to be graphically defined in terms of streets and intersections, along with their geometric and traffic control characteristics. The user is able to evaluate both signalized and unsignalized intersections in relation to each other, thus not only providing level of service for the individual intersections, but also enabling an assessment of the impact the various intersections in a network have on each other in terms of spacing, traffic congestion, delay, and queuing.

The intersection operations were also evaluated in terms of the LOS. LOS is a common measure of the quality of performance at an intersection and is defined in terms of vehicular delay. This delay includes deceleration delay, queue move-up time, stopped delay, and acceleration delay. LOS is expressed on a scale of A through F, where LOS A represents very little delay (i.e. less than 10 seconds per vehicle) and LOS F represents very high delay (i.e. greater than 50 seconds per vehicle for a stop sign controlled intersection and greater than 80 seconds per vehicle for a signalized intersection).

The LOS criteria for signalized and stop sign-controlled intersections are shown in **Table 3**. A description of traffic performance characteristics is included for each LOS.

Table 3 – Level of Service Criteria for Intersections

LOS	LOS Description	Control Delay (seconds per vehicle)	
		Signalized Intersections	Stop Controlled Intersections
A	Very low delay; most vehicles do not stop (Excellent)	less than 10.0	less than 10.0
B	Higher delay; more vehicles stop (Very Good)	between 10.0 and 20.0	between 10.0 and 15.0
C	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping (Good)	between 20.0 and 35.0	between 15.0 and 25.0
D	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (Satisfactory)	between 35.0 and 55.0	between 25.0 and 35.0
E	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of acceptable delay	between 55.0 and 80.0	between 35.0 and 50.0
F	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (Unacceptable)	greater than 80.0	greater than 50.0

3.2 Existing (2024) Intersection Operation

The results of the LOS analysis under existing (2024) traffic volumes during the AM and PM peak hours can be found below in **Table 4**. Existing intersection geometry and traffic control have been utilized for this scenario. Detailed output of the Synchro analysis can be found in **Appendix C**.

Table 4 – Existing (2024) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour					Weekday PM Peak Hour				
	V/C	Delay (s)	LOS	95% Queue (m)		V/C	Delay (s)	LOS	95% Queue (m)	
				Storage	Model				Storage	Model
St. Vincent St / Codrington St (signalized)	0.17	13.6	B	-	-	0.17	14.6	B	-	-
EB	0.07	6.0	A	-	3	0.04	5.8	A	-	4
WB	0.07	3.0	A	-	0	0.06	4.3	A	-	4
NB	0.34	17.7	B	-	20	0.34	17.8	B	-	21
SB	0.41	18.3	B	-	21	0.42	18.4	B	-	27
Duckworth St / Codrington St (signalized)	0.19	14.2	B	-	-	0.16	14.1	B	-	-
EB	0.12	7.5	A	-	8	0.04	6.9	A	-	7
WB	0.09	5.9	A	-	6	0.10	5.9	A	-	5
NB	0.35	19.9	B	-	15	0.20	18.1	B	-	12
SB	0.32	19.8	B	-	14	0.31	19.7	B	-	19
Duckworth St / Napier St & Penetang St (unsignalized)	-	9.0	A	-	-	-	9.6	A	-	-
EB	0.15	8.9	A	-	-	0.30	10.0	B	-	-
WB	0.26	9.3	A	-	-	0.14	8.7	A	-	-
NB	0.17	8.9	A	-	-	0.14	8.9	A	-	-
SB	0.21	8.9	A	-	-	0.31	9.9	A	-	-
Duckworth St / Mountbatten Rd (unsignalized)	-	1.2	A	-	-	-	0.8	A	-	-
WB	0.04	9.6	A	-	-	0.01	9.2	A	-	-
Rodney St / Mountbatten Rd (unsignalized)	-	2.2	A	-	-	-	2.2	A	-	-
EB	0.00	0.0	A	-	-	0.01	10.1	B	-	-
WB	0.01	10.2	B	-	-	0.01	9.8	A	-	-
St. Vincent St / Duckworth St (unsignalized)	-	2.6	A	-	-	-	2.8	A	-	-
NB	0.09	11.9	B	-	-	0.06	11.3	B	-	-
SB	0.11	12.6	B	-	-	0.14	12.0	B	-	-

The results of the LOS analysis indicate that the majority of the intersection movements are operating within the typical design limits noted in Section 3.1.

A review of the need for auxiliary right and left turn lanes at unsignalized study area intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended at any unsignalized study area intersections.

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at any of the unsignalized intersections (results are provided in **Appendix G**).

3.3 Background (2026) Intersection Operation

The results of the LOS analysis under background (2026) traffic volumes during the AM and PM peak hours can be found below in **Table 5**. Existing intersection geometry and traffic control have been utilized for this scenario. Detailed output of the Synchro analysis can be found in **Appendix D**.

Table 5 – Background (2026) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour					Weekday PM Peak Hour				
	V/C	Delay (s)	LOS	95% Queue (m)		V/C	Delay (s)	LOS	95% Queue (m)	
				Storage	Model				Storage	Model
St. Vincent St / Codrington St (signalized)	0.18	13.6	B	-	-	0.18	14.8	B	-	-
EB	0.08	6.0	A	-	4	0.04	5.8	A	-	5
WB	0.07	2.9	A	-	1	0.06	4.4	A	-	5
NB	0.39	17.8	B	-	21	0.35	17.8	B	-	22
SB	0.42	18.4	B	-	21	0.44	18.4	B	-	28
Duckworth St / Codrington St (signalized)	0.20	14.4	B	-	-	0.17	14.3	B	-	-
EB	0.13	7.4	A	-	8	0.05	7.0	A	-	7
WB	0.09	6.0	A	-	7	0.10	6.0	A	-	6
NB	0.37	20.1	C	-	16	0.21	18.1	B	-	13
SB	0.33	19.9	B	-	15	0.33	19.8	B	-	20
Duckworth St / Napier St & Penetang St (unsignalized)	-	9.1	A	-	-	-	9.8	A	-	-
EB	0.15	9.0	A	-	-	0.31	10.2	B	-	-
WB	0.27	9.4	A	-	-	0.15	8.8	A	-	-
NB	0.18	9.0	A	-	-	0.15	9.0	A	-	-
SB	0.22	9.0	A	-	-	0.33	10.1	B	-	-
Duckworth St / Mountbatten Rd (unsignalized)	-	1.2	A	-	-	-	0.7	A	-	-
WB	0.04	9.7	A	-	-	0.01	9.2	A	-	-
Rodney St / Mountbatten Rd (unsignalized)	-	2.2	A	-	-	-	2.1	A	-	-
EB	0.00	0.0	A	-	-	0.01	10.1	B	-	-
WB	0.01	10.2	B	-	-	0.01	9.9	A	-	-
St. Vincent St / Duckworth St (unsignalized)	-	2.7	A	-	-	-	2.9	A	-	-
NB	0.10	12.1	B	-	-	0.07	11.5	B	-	-
SB	0.12	12.9	B	-	-	0.15	12.2	B	-	-

The results of the LOS analysis indicate that the majority of the intersection movements are operating within the typical design limits noted in Section 3.1.

A review of the need for auxiliary right and left turn lanes at unsignalized study area intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended at any unsignalized study area intersections.

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at any of the unsignalized intersections (results are provided in **Appendix G**).

3.4 Background (2031) Intersection Operation

The results of the LOS analysis under background (2031) traffic volumes during the AM and PM peak hours can be found below in **Table 6** Existing intersection geometry and traffic control have been utilized for this scenario. Detailed output of the Synchro analysis can be found in **Appendix D**.

Table 6 – Background (2031) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour					Weekday PM Peak Hour				
	V/C	Delay (s)	LOS	95% Queue (m)		V/C	Delay (s)	LOS	95% Queue (m)	
				Storage	Model				Storage	Model
St. Vincent St / Codrington St (signalized)	0.20	13.7	B	-	-	0.19	14.8	B	-	-
EB	0.08	6.2	A	-	4	0.05	6.0	A	-	5
WB	0.08	3.2	A	-	1	0.07	4.4	A	-	5
NB	0.39	17.8	B	-	22	0.38	17.8	B	-	24
SB	0.45	18.4	B	-	23	0.47	18.4	B	-	30
Duckworth St / Codrington St (signalized)	0.20	14.4	B	-	-	0.18	14.6	B	-	-
EB	0.14	7.5	A	-	9	0.05	7.0	A	-	8
WB	0.10	6.1	A	-	8	0.11	6.0	A	-	6
NB	0.42	20.8	C	-	17	0.23	18.4	B	-	14
SB	0.37	20.3	C	-	16	0.36	20.3	C	-	21
Duckworth St / Napier St & Penetang St (unsignalized)	-	9.5	A	-	-	-	10.4	B	-	-
EB	0.17	9.3	A	-	-	0.34	10.9	B	-	-
WB	0.29	9.9	A	-	-	0.16	9.2	A	-	-
NB	0.22	9.4	A	-	-	0.18	9.5	A	-	-
SB	0.25	9.4	A	-	-	0.38	11.0	B	-	-
Duckworth St / Mountbatten Rd (unsignalized)	-	1.1	A	-	-	-	0.7	A	-	-
WB	0.05	9.9	A	-	-	0.02	9.3	A	-	-
Rodney St / Mountbatten Rd (unsignalized)	-	2.2	A	-	-	-	2.1	A	-	-
EB	0.00	0.0	A	-	-	0.01	10.1	B	-	-
WB	0.01	10.3	B	-	-	0.01	9.9	A	-	-
St. Vincent St / Duckworth St (unsignalized)	-	2.8	A	-	-	-	3.0	A	-	-
NB	0.11	12.5	B	-	-	0.08	11.9	B	-	-
SB	0.13	13.5	B	-	-	0.17	12.8	B	-	-

The results of the LOS analysis indicate that the majority of the intersection movements are operating within the typical design limits noted in Section 3.1.

A review of the need for auxiliary right and left turn lanes at unsignalized study area intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended at any unsignalized study area intersections.

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at any of the unsignalized intersections (results are provided in **Appendix G**).

4 Proposed Development Traffic Generation and Assignment

4.1 Traffic Generation

The traffic generation for the subject site has been based on the ITE trip Generation Manual.

The following ITE land use has been applied to estimate the traffic for the proposed development:

- ITE land use 220 (Multifamily Housing (Low-Rise)).

The utilized traffic rates and estimated trip generation of the proposed development is illustrated below in **Table 7**.

Table 7 – Estimated Trip Generation of the Proposed Development

Land Use	Trip Basis / Units	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (Low-Rise) ITE Land Use: 220	rate (units)	0.10	0.30	0.40	0.32	0.19	0.51
Total Trips	24 units	2	8	10	8	4	12

In order to be conservative, no transportation modal split reduction has been applied to the above-noted traffic generation calculation. Furthermore, removal of the traffic volumes generated by the Subject Site's existing land uses has not been considered.

4.2 Traffic Assignment

For the purposes of this study, it has been assumed that all traffic generated by the proposed development will be new traffic and would not be in the study area if the development was not constructed.

The ITE data provides the anticipated percentage of new traffic entering and exiting during the peak hour. The distribution of traffic has been calculated based on the 2016 Transportation Tomorrow Survey [TTS] data for traffic zone 8505 retrieved using the TTS Internet Data Retrieval System [IDRS] (output attached as **Appendix E**). TTS data provides historical origin and destination work trip percentages for specific areas within the County and the Greater Toronto and Hamilton Area [GTHA].

Traffic distribution for the trips generated by the proposed development is expected to generally follow commuter travel patterns. Our analysis is based on egress traffic during the AM peak hour. Logically, the distribution of ingress traffic will follow the inverse of the exiting traffic distribution. For each of the individual areas identified in the TTS data, we have selected the probable route of travel, assuming that people will select their route primarily based on travel time.

Table 8 illustrates the traffic distribution of the proposed development.

Table 8 – Proposed Development Traffic Distribution

Travel Direction (to / from)	Percent of Total Traffic Generation
North via Duckworth St	44%
North via St. Vincent St	14%
South via Duckworth St	9%
East via Napier St / Codrington St	15%
West via Penetang St / Codrington St	18%
TOTAL	100%

Figure 9 illustrates the traffic assignment for the proposed development.

4.3 Total Horizon Year Traffic Volumes with the Proposed Development

For the total (2026 and 2031) horizon year traffic volumes, the proposed development traffic was added to the background (2026 and 2031) traffic volumes. The resulting total (2026 and 2031) horizon year traffic volume for the AM and PM peak hour are illustrated in **Figure 10** and **Figure 11**.

5 Intersection Operation with Proposed Development

5.1 Total (2026) Intersection Operation

The results of the LOS analysis under total (2026) traffic volumes during the AM and PM peak hours can be found below in **Table 9**. Stop control has been assumed for the Site Access driveway. Detailed output of the Synchro analysis can be found in **Appendix F**.

Table 9 – Total (2026) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour					Weekday PM Peak Hour				
	V/C	Delay (s)	LOS	95% Queue (m)		V/C	Delay (s)	LOS	95% Queue (m)	
				Storage	Model				Storage	Model
St. Vincent St / Codrington St (signalized)	0.18	13.6	B	-	-	0.18	14.7	B	-	-
EB	0.08	6.0	A	-	4	0.04	5.8	A	-	4
WB	0.07	3.2	A	-	1	0.06	4.4	A	-	4
NB	0.36	17.8	B	-	21	0.35	17.8	B	-	22
SB	0.42	18.4	B	-	21	0.44	18.4	B	-	28
Duckworth St / Codrington St (signalized)	0.20	14.5	B	-	-	0.17	14.2	B	-	-
EB	0.13	7.4	A	-	8	0.05	6.8	A	-	7
WB	0.09	6.0	A	-	7	0.10	6.0	A	-	6
NB	0.37	20.1	C	-	15	0.21	18.2	B	-	13
SB	0.34	20.0	B	-	15	0.33	19.8	B	-	19
Duckworth St / Napier St & Penetang St (unsignalized)	-	9.2	A	-	-	-	9.9	A	-	-
EB	0.15	9.0	A	-	-	0.31	10.3	B	-	-
WB	0.27	9.5	A	-	-	0.15	8.9	A	-	-
NB	0.19	9.1	A	-	-	0.16	9.1	A	-	-
SB	0.22	9.0	A	-	-	0.34	10.2	B	-	-
Duckworth St / Mountbatten Rd (unsignalized)	-	1.6	A	-	-	-	1.0	A	-	-
WB	0.06	9.7	A	-	-	0.02	9.2	A	-	-
Rodney St / Mountbatten Rd (unsignalized)	-	2.4	A	-	-	-	2.3	A	-	-
EB	0.00	8.5	A	-	-	0.01	9.9	A	-	-
WB	0.01	10.3	B	-	-	0.01	9.9	A	-	-
St. Vincent St / Duckworth St (unsignalized)	-	2.7	A	-	-	-	2.9	A	-	-
NB	0.10	12.1	B	-	-	0.07	11.5	B	-	-
SB	0.12	12.9	B	-	-	0.15	12.2	B	-	-
Site Access / Mountbatten Rd (unsignalized)	-	3.5	A	-	-	-	3.1	A	-	-
SB	0.01	8.4	A	-	-	0.00	8.5	A	-	-

The results of the LOS analysis indicate that the majority of the intersection movements are operating within the typical design limits noted in Section 3.1.

A review of the need for auxiliary right and left turn lanes at unsignalized study area intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended at any unsignalized study area intersections.

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at any of the unsignalized intersections (results are provided in **Appendix G**).

5.2 Total (2031) Intersection Operation

The results of the LOS analysis under total (2031) traffic volumes during the AM and PM peak hours can be found below in **Table 10**. Stop control has been assumed for the Site Access driveway. Detailed output of the Synchro analysis can be found in **Appendix F**.

Table 10 – Total (2031) LOS

Location (N-S Street / E-W Street)	Weekday AM Peak Hour					Weekday PM Peak Hour				
	V/C	Delay (s)	LOS	95% Queue (m)		V/C	Delay (s)	LOS	95% Queue (m)	
				Storage	Model				Storage	Model
St. Vincent St / Codrington St (signalized)	0.20	13.7	B	-	-	0.19	14.8	B	-	-
EB	0.08	6.2	A	-	4	0.05	6.0	A	-	5
WB	0.08	3.3	A	-	1	0.07	4.4	A	-	4
NB	0.39	17.8	B	-	22	0.38	17.8	B	-	23
SB	0.45	18.4	B	-	22	0.47	18.4	B	-	29
Duckworth St / Codrington St (signalized)	0.22	15.1	B	-	-	0.18	14.6	B	-	-
EB	0.14	7.5	A	-	8	0.05	6.9	A	-	7
WB	0.10	6.1	A	-	7	0.11	6.0	A	-	6
NB	0.42	20.8	C	-	17	0.24	18.4	B	-	14
SB	0.38	20.5	C	-	16	0.36	20.3	C	-	21
Duckworth St / Napier St & Penetang St (unsignalized)	-	9.6	A	-	-	-	10.5	B	-	-
EB	0.17	9.3	A	-	-	0.35	11.0	B	-	-
WB	0.29	9.9	A	-	-	0.16	9.3	A	-	-
NB	0.22	9.5	A	-	-	0.19	9.5	A	-	-
SB	0.25	9.5	A	-	-	0.39	11.1	B	-	-
Duckworth St / Mountbatten Rd (unsignalized)	-	1.6	A	-	-	-	0.9	A	-	-
WB	0.07	9.9	A	-	-	0.02	9.3	A	-	-
Rodney St / Mountbatten Rd (unsignalized)	-	2.4	A	-	-	-	2.3	A	-	-
EB	0.00	8.5	A	-	-	0.01	9.9	A	-	-
WB	0.01	10.3	B	-	-	0.01	10.0	A	-	-
St. Vincent St / Duckworth St (unsignalized)	-	2.8	A	-	-	-	3.0	A	-	-
NB	0.11	12.5	B	-	-	0.08	11.9	B	-	-
SB	0.14	13.5	B	-	-	0.17	12.8	B	-	-
Site Access / Mountbatten Rd (unsignalized)	-	3.3	A	-	-	-	2.9	A	-	-
SB	0.01	8.4	A	-	-	0.00	8.5	A	-	-

The results of the LOS analysis indicate that the majority of the intersection movements are operating within the typical design limits noted in Section 3.1.

A review of the need for auxiliary right and left turn lanes at unsignalized study area intersections was completed as part of our analysis. The results of the Synchro analysis indicate that there is excess capacity for all movements; consequently, auxiliary turn lanes are not recommended at any unsignalized study area intersections.

Based on the Ontario Traffic Manual Book 12 *Signal Justification*, traffic signals are not warranted at any of the unsignalized intersections (results are provided in **Appendix G**).

5.3 Site Access & Intersection Spacing

The Site Access will operate efficiently as a full-movement driveway, with one-way stop control for the egress movements. Single ingress and egress lane will provide the necessary capacity to service the proposed development.

The proposed spacing between the Site Access, Duckworth Street to the west and Rodney Street to the east, is in excess of the minimum intersection spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017) [TAC Guidelines] – Figure 8.8.2 – 15 metres for local roads at stop-controlled intersections.

The proposed Site Access will provide a driveway width of 6.4 metres along the throat of the entrance, satisfying the suggested entrance width for a multiple residential land use as identified in the *City of Barrie Urban Design Manual* – 6 metres for two-lane entrances onto local roads. The proposed access provides 5.0 metre curb returns, per direction provided by the City. The first parking stall within the subject site is located approximately 7.5 metres from the north edge of Mountbatten Road. Based on the volume of traffic on Mountbatten Road and at the Site Access driveway (illustrated in Figure 11), no operational or traffic safety issues are anticipated.

The proposed access onto Mountbatten Road adheres with the Section 5.4.2.2 of the Official Plan which speaks to development adjacent to arterial roadways shall be developed to reduce access connections to the adjacent roadway and where feasible access should be provided from the lower order roadway.

5.4 Sight Distance Review

A review of the available sight distance for the proposed Site Access driveway was completed as part of this analysis.

The sight distance for the Site Access to the east on Mountbatten Road is greater than the minimum stopping sight distance requirements as per the TAC Guidelines for a design speed of 60 km/h (85 metres).

The sight distance to the west for the Site Access on Mountbatten Road (approximately 50 metres) is limited by the intersection with Duckworth Street. Considering that vehicles from Duckworth Street will approach the Site Access from a reduced speed, having just completed a left or right turn, such sight lines are considered acceptable.

Consequently, there are no issues with the sight distance for the proposed Site Access driveway.

5.5 Active Transportation Review

According to the City's TMP, the existing cycling network in the City includes approximately 145 kilometers of cycling infrastructure. While there is no direct cycling infrastructure adjacent to the subject site at this time, the proposed cycling network in the City's TMP includes bike lanes along Duckworth Street and bike routes on Penetang Street and Codrington Street, connecting into the City's cycling network.

As illustrated in **Figure 4**, there is sidewalk on the opposite side of Mountbatten Road and Duckworth Street in the study area connecting into the City's pedestrian infrastructure network. Furthermore, sidewalk infrastructure expansion is proposed in the City's TMP and noted in the Duckworth EA.

In review of the existing and proposed active transportation network in the study area, the Subject Site well serviced and suited for a car-free lifestyle.

6 Parking Review

6.1 Scope

The purpose of this analysis is to estimate the parking supply required to adequately service the proposed development.

6.2 Municipal By-law

The City's Zoning By-law 2009-141 [ZBL] and the City's Comprehensive Zoning By-law [Draft ZBL] - Draft 2 (June 2023) provide parking requirements for a variety of building types and land uses. **Table 11** summarizes the parking requirement for the proposed development uses, according to the City's ZBL and Draft ZBL.

Table 11 – Zoning By-law Parking Requirements

Category	Zoning By-Law Section	Parking Standard	Size	Required	Provided	Net Supply
City's Zoning By-Law (2009-141)						
Townhouses (Resident)	4.6.1	1.5 spaces per dwelling unit (Including visitor parking)	24units	36 spaces	29 spaces	-7 spaces
Accessible Parking	4.6.4	26 to 50 required parking spaces	36 spaces	1 Type A 1 Type B	1 Type A 1 Type B	-
City's Comprehensive Zoning By-Law – Draft 2 (June 2023)						
Townhouses (Resident)	16.2	1.0 spaces per dwelling unit	24 units	24 Spaces	29 Spaces	-
Visitor Parking		0.2 spaces per dwelling unit		5 Spaces		
Total				29 spaces		

The proposed development provides 29 parking spaces. The total parking supply provides one resident space per unit and 0.2 visitor spaces per unit. This is less than the City's ZBL minimum parking requirement (1.5 spaces per unit including visitor parking); however, it meets the Draft ZBL minimum parking requirement (1 resident parking space per unit and 0.2 visitor parking space per unit).

6.3 Study Area Parking Infrastructure

On-street parking is permitted on both sides of Mountbatten Street and Duckworth Street within the study area.

On-street parking is prohibited on the north side of Penetang Street and Duckworth Street within the study area.

As per the City's Overnight Parking By-law 2007-209, On-Street parking is prohibited on most of the City streets from 12:00 a.m. to 7:00 a.m. and within the Downtown Business Improvement Area from 12:00 a.m. to 6:00 a.m. over the winter from December 1st to March 31st.

6.4 Transit Infrastructure

The subject site is served by public transit. Barrie Transit provides two bus routes within the study area with stops located within 450m from the subject site, as noted in section 2.4.

6.5 Active Transportation Infrastructure

The subject site is connected to the existing sidewalk infrastructure through the study area, as noted in Section 2.2. In addition, active transportation improvements are scheduled in the short-term horizon within the subject site area, as outlined in Section 2.3, including the implementation of bike lanes, bike routes and sidewalks.

6.6 Parking Analysis

6.6.1 Proxy Visitor Parking Counts

The City's ZBL does not identify a specific parking requirement for residential visitors.

To estimate the residential visitor parking demand for the proposed development, parking survey data previously completed by JD Engineering at two proxy sites were reviewed. The selected proxy locations are as follows:

1. 369 Essa Road, Barrie; and
2. 28 Donald Street, Barrie.

The proxy surveys at 369 Essa Road and 28 Donald Street were completed at the following times:

3. Friday December 3rd, 2021 from 14:00 to 23:00; and
4. Saturday December 4th, 2021 from 10:00 to 23:00.

The proxy parking counts were completed at 30-minute intervals during the above-noted periods. The surrounding transportation conditions at the proxy parking sites are generally consistent with the surrounding transportation conditions at the proposed development. The visitor parking data is summarized in **Table 12**.

No on-street parking was observed on Essa Road, in the area, during the proxy surveys.

On-street parking is permitted on Donald Street, adjacent to 28 Donald Street; however, as illustrated in the proxy parking counts, the dedicated visitor parking areas maintain additional capacity throughout the survey. Consequently, there would be no incentive for residential visitors to park on Donald Street. As such, the parking data collected represents the full visitor parking demand.

Table 12 – Residential Visitor Proxy Survey Data

Proxy Site	Units	Visitor Parking			
		Peak Period	Supply (spaces)	Demand (spaces)	Demand Rate (spaces / unit)
369 Essa Road	104	Friday: 21:00 Saturday: 19:30, 20:30 & 21:00	14	12	0.15
28 Donald Street	82	Friday: 18:30	15	25	0.18
AVERAGE					0.165

6.6.2 Proxy Municipalities

An additional review of visitor parking requirements for other similar municipalities was completed as part of our analysis. **Table 13** summarizes similar municipalities parking requirement for residential visitors.

Table 13 – Similar Municipalities Visitor Parking Requirements

Municipality	Zoning By-law	Visitor Parking Requirements
Town of Innisfil	080-13	0.25 spaces per unit
Town of Newmarket	2010-40	0.15 spaces per unit
Town of Oakville	2009-189	0.20 spaces per unit

The visitor parking requirement identified in the above noted municipalities' Zoning By-Laws provide a reasonable reference for the Subject Site as the above noted municipalities have similar parking-related characteristics to the City of Barrie, including population density, access to transit and access to active transportation infrastructure. Consequently, a visitor parking supply of 0.20 spaces / unit is consistent with the parking supply required in similar municipalities.

6.6.3 Analysis - Residential Visitor Parking

The proxy survey at 369 Essa found that the standard visitor parking spaces were fully occupied for a three-hour period during the Friday survey and for a total of two and a half hours during the Saturday survey. It is also noted that some vehicles were parked illegally, in areas along the driveways that were not designated as visitor parking. The survey data also shows that illegal parking occurred at times when there were visitor parking spaces available. This suggests that the illegal parking was not directly related to a shortage of visitor parking spaces. Consequently, we have assumed that the visitor parking demand was not constrained by the visitor parking supply.

Based on the parking data collected at the proxy sites, in addition to the visitor parking requirements identified in similar municipalities, a visitor parking supply of 0.20 spaces / unit will provide sufficient parking supply to accommodate the peak visitor parking demand from the proposed residential units.

The visitor parking generated by the proposed development is not anticipated to impact the existing on-street parking or private parking in the study area.

6.6.4 Analysis - Resident Parking Supply

In the case of residential visitor parking, when the visitor parking demand exceeds the visitor parking supply, the additional parking demand may result in unauthorized parking in nearby parking lots or undesignated areas. Consequently, providing a conservative visitor parking supply as outlined in Section 5.4.3, will ensure overflow visitor parking issues do not occur. Allocation of resident parking is different than visitor parking. Lowering the resident parking supply, in conjunction with clear communication during sales / rental process and ongoing parking enforcement, can increase development efficiency and provide a form of transportation demand management.

Historically, the cost to buy or rent an apartment or condominium unit has included one or more parking spaces, which provides an incentive for private vehicle ownership. The proposed development includes 24 units and 29 parking spaces, translating to 1.20 spaces per unit. Permitting a development of this nature provides an opportunity to fill a specific housing demand (individuals or families with one vehicle), while maintaining a sufficient supply of visitor parking. This demand has been evident in our completion of numerous other parking studies within the City, for developments of a similar nature. Based on our findings, there is no shortage in the demand for single vehicle unit.

The Developer is committed to providing clear messaging in the sales agreement, which will inform buyers / renters that additional resident parking is not available and regular enforcement by the property manager will occur to ensure there is no misuse of parking within the site.

6.7 Summary and Recommendations

Table 14 illustrates the recommended parking supply for the Subject Site.

Table 14 – Recommended Minimum Parking Summary

Category	Parking Standard	Size	Recommended Parking Supply	Justification Criteria
Townhouses (Resident)	1.0 spaces / unit	24 units	24 spaces	Control of Parking Spaces at Sale of Units, and Draft ZBL
Visitor Parking	0.2 space / unit		5 spaces	Proxy Municipalities, Proxy Parking Counts, and Draft ZBL
Recommended Minimum Parking Supply			29 spaces	

The above-noted parking supply is considered to be adequate to support the parking demand for the proposed development. Overflow parking onto adjacent on-street parking or private parking lots is expected to be negligible.

7 Summary

Cygnus Developments retained **JD Engineering** to prepare this traffic impact study in support of the proposed residential development, located on a site municipally known as 189 – 197 Duckworth Street, in the City. Site Plan provided by Patrick Markus Luckie Architect is included in **Appendix A**. This chapter summarizes the conclusions and recommendations from the study.

1. The proposed development is conservatively estimated to generate 10 AM and 12 PM peak hour trips in the study area.
2. Background traffic and pedestrian counts were obtained at the study intersections in May 2022.
3. An intersection operational analysis was completed at the study area intersections, using the existing (2024) and background (2026 and 2031) traffic volumes, without the proposed development traffic. This enabled a review of existing and future traffic deficiencies that would be present without the influence of the proposed development. No improvements are recommended within the study area.
4. An estimate of the amount of traffic that would be generated by the subject site was prepared and assigned to the study area roads and intersections.
5. An intersection operation analysis was completed under total (2026 and 2031) traffic volumes with the proposed development operational at the study area intersections. No additional infrastructure improvements are recommended within the study area.
6. The proposed Site Access will operate efficiently as a full-movement driveway, with one-way stop control for the egress movements. Single ingress and egress lane will provide the necessary capacity to service the proposed development.
7. The sight distance available for the proposed Site Access is suitable for the intended use.
8. The location of the proposed Site Access is considered appropriate with respect to minimum driveways spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017).
9. The proposed parking supply is appropriate for the intended use.
10. In summary the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Figure 6: Existing (2024) Traffic Volumes

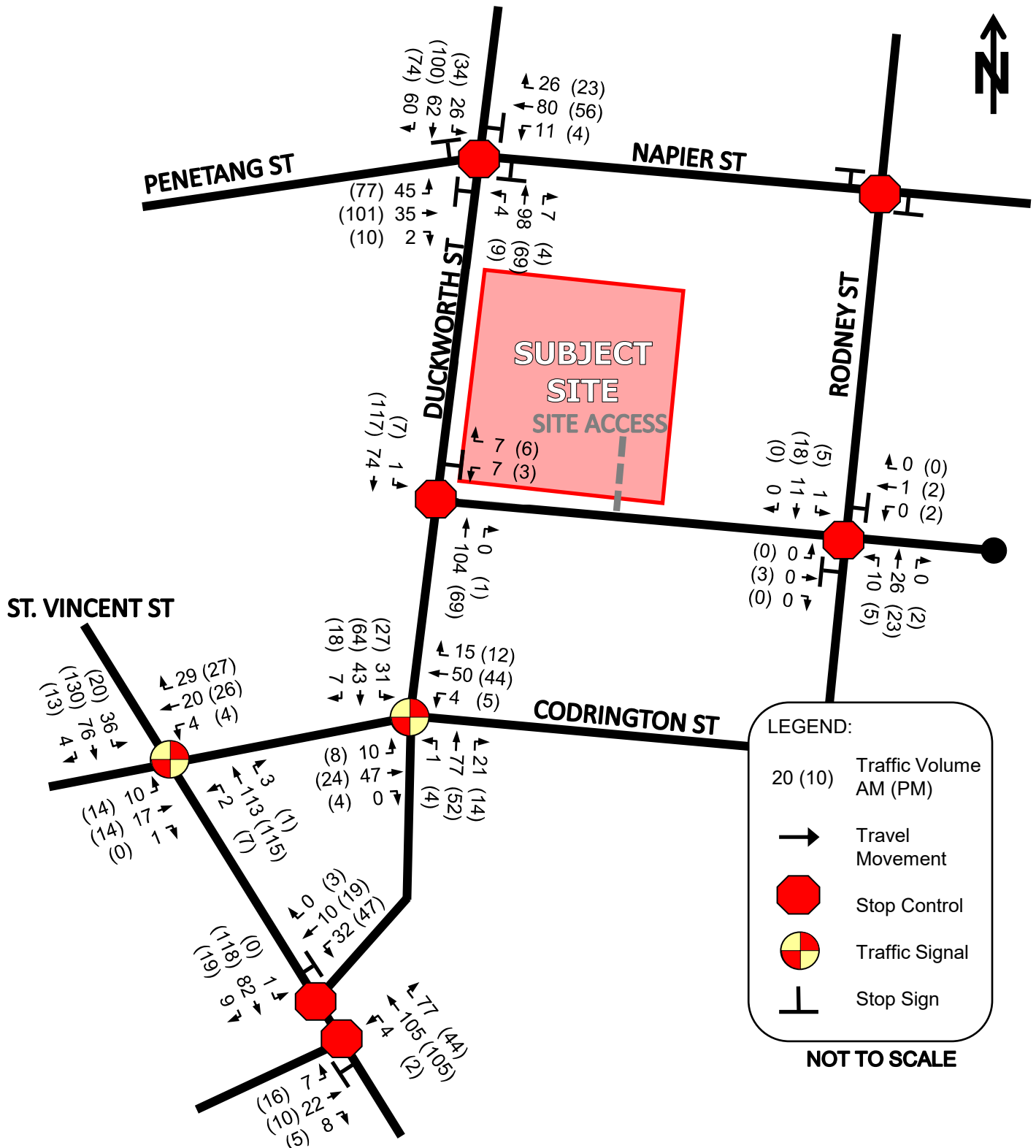


Figure 7: Background (2026) Traffic Volumes

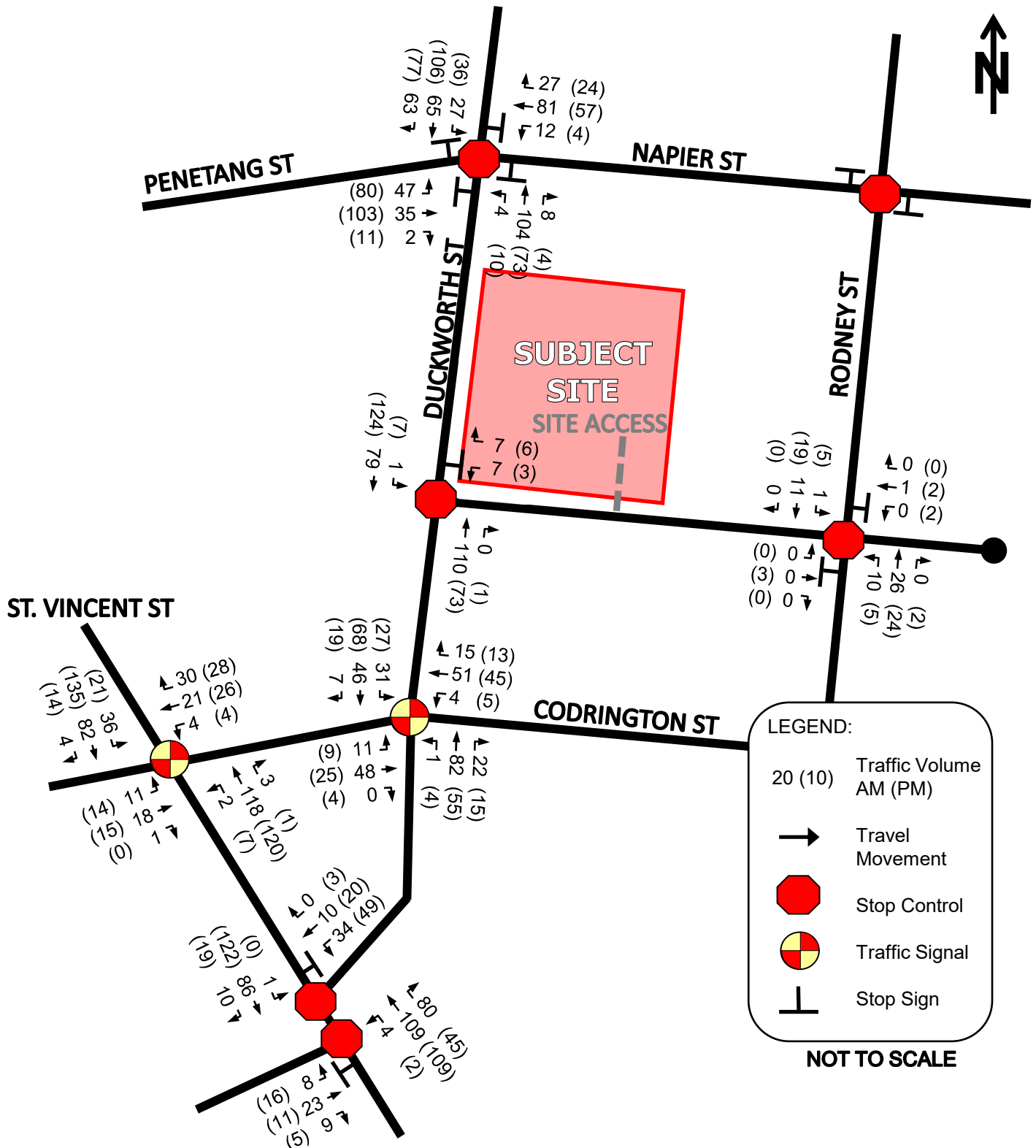


Figure 8: Background (2031) Traffic Volumes

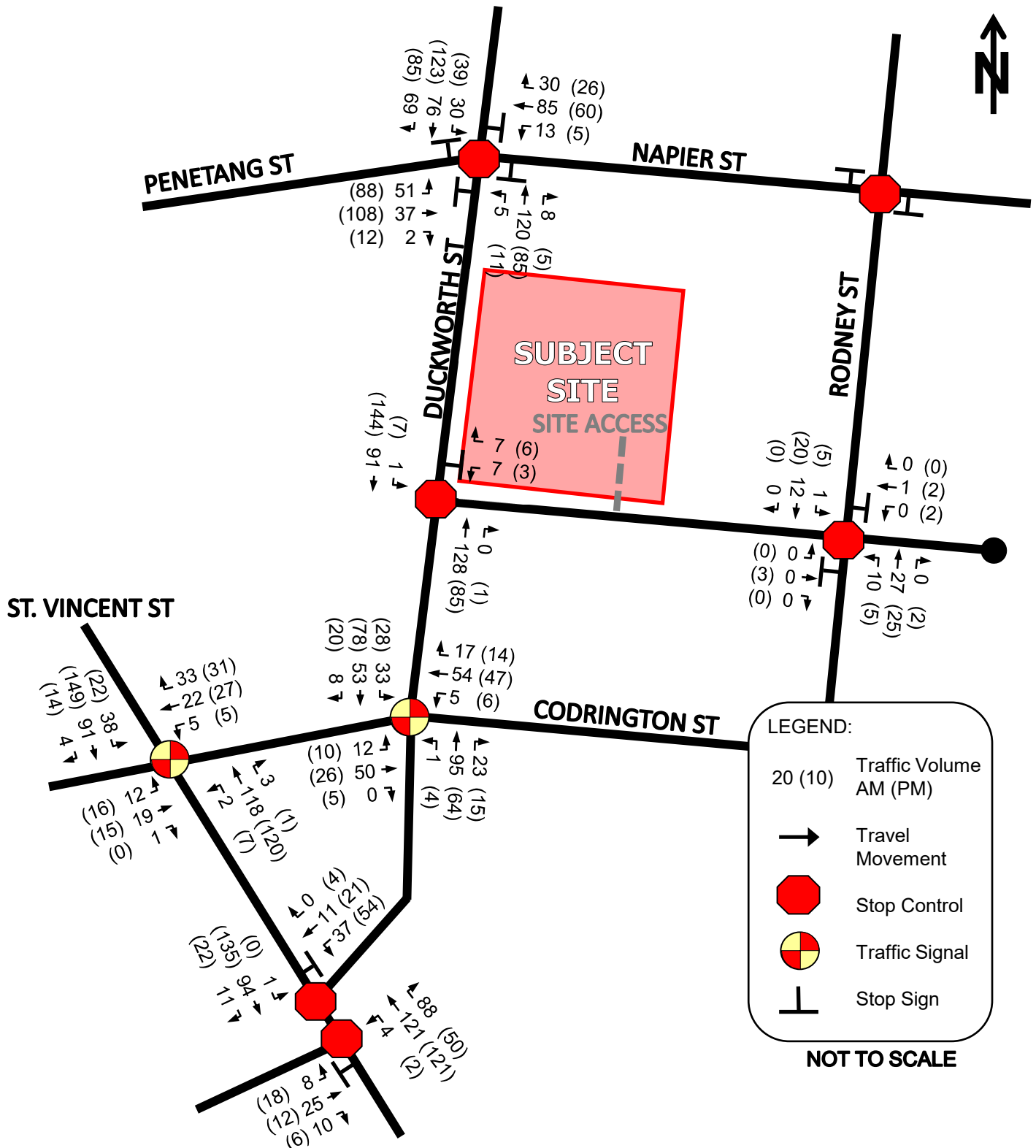


Figure 9: Site Traffic Assignment

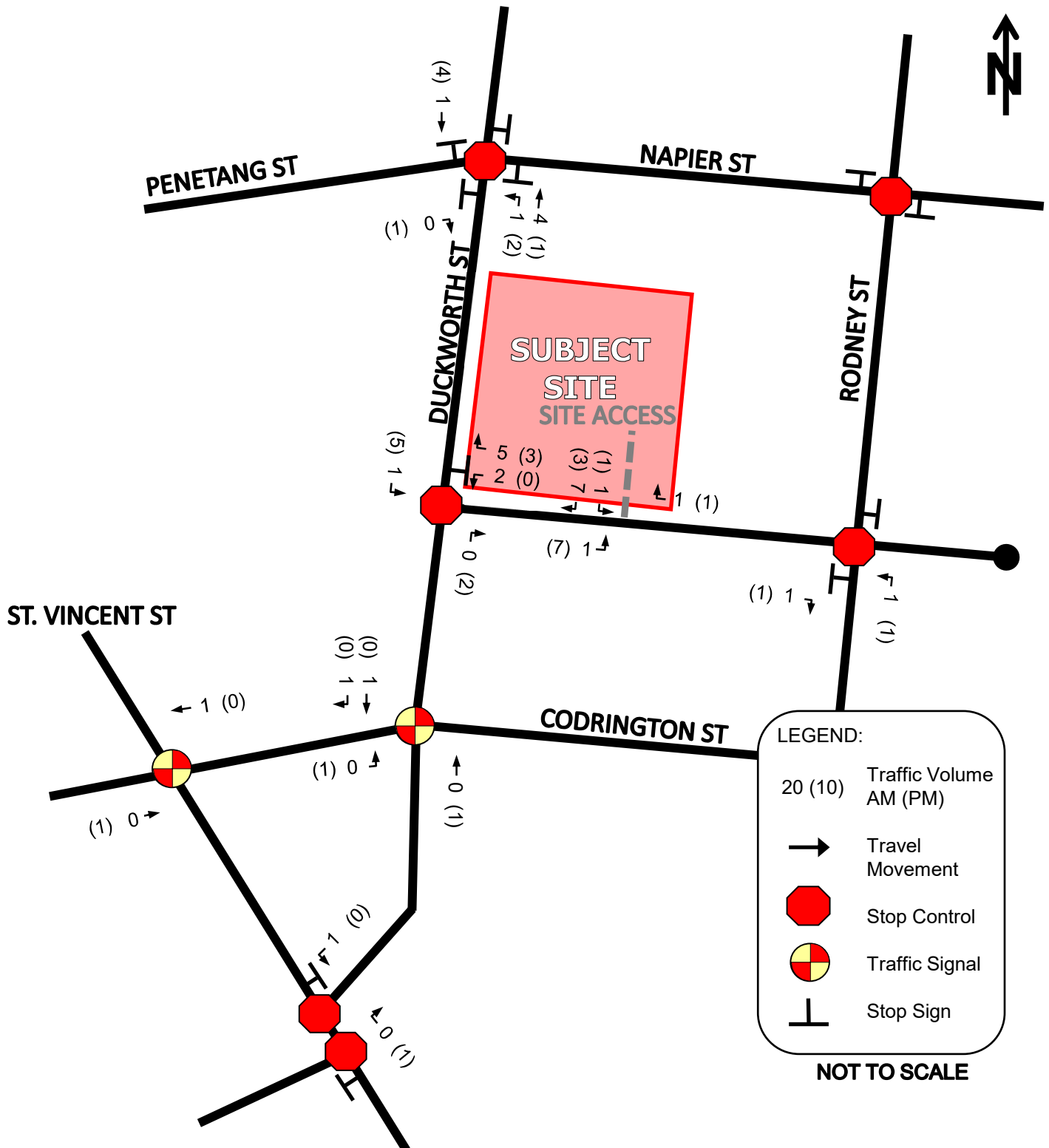


Figure 10: Total (2026) Traffic Volumes

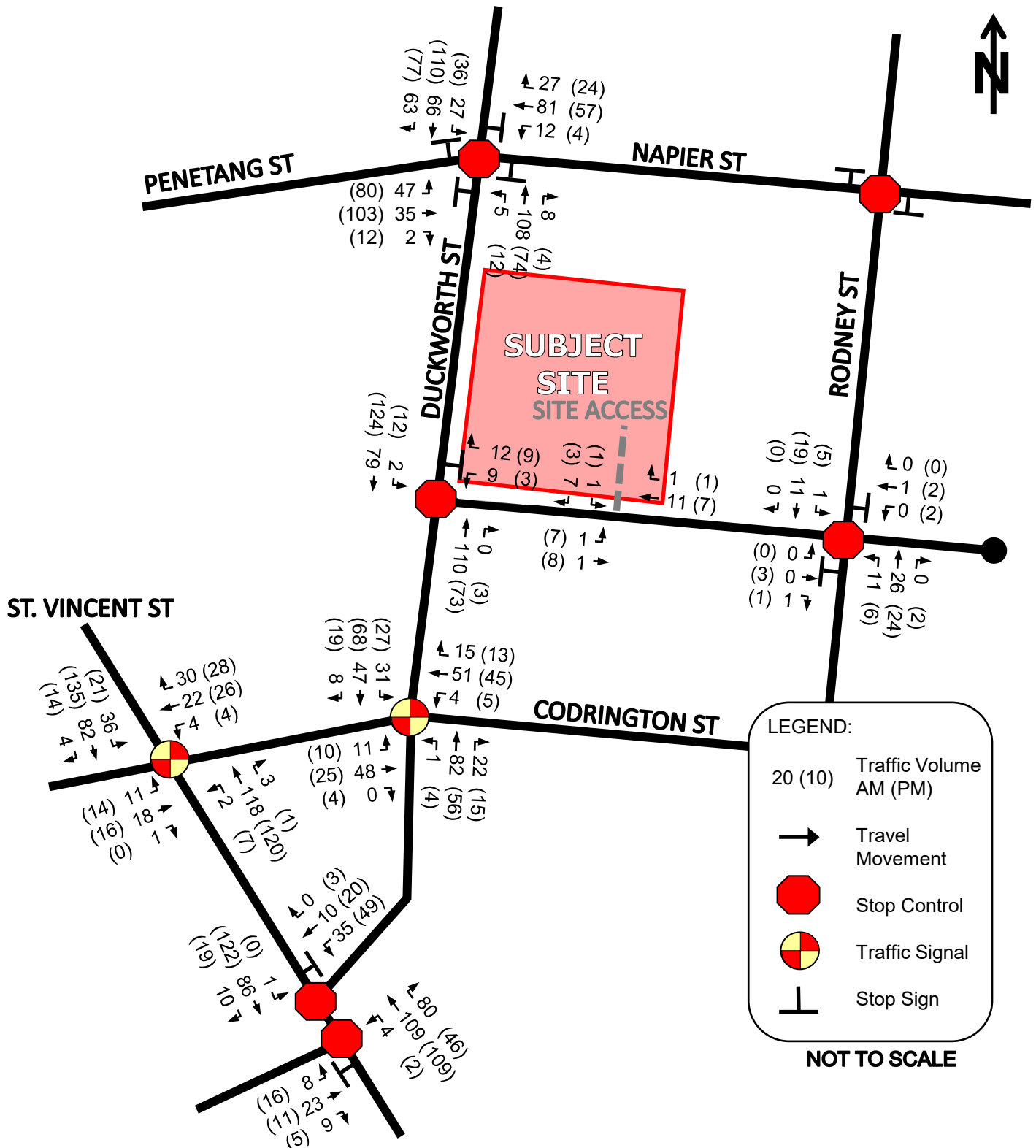
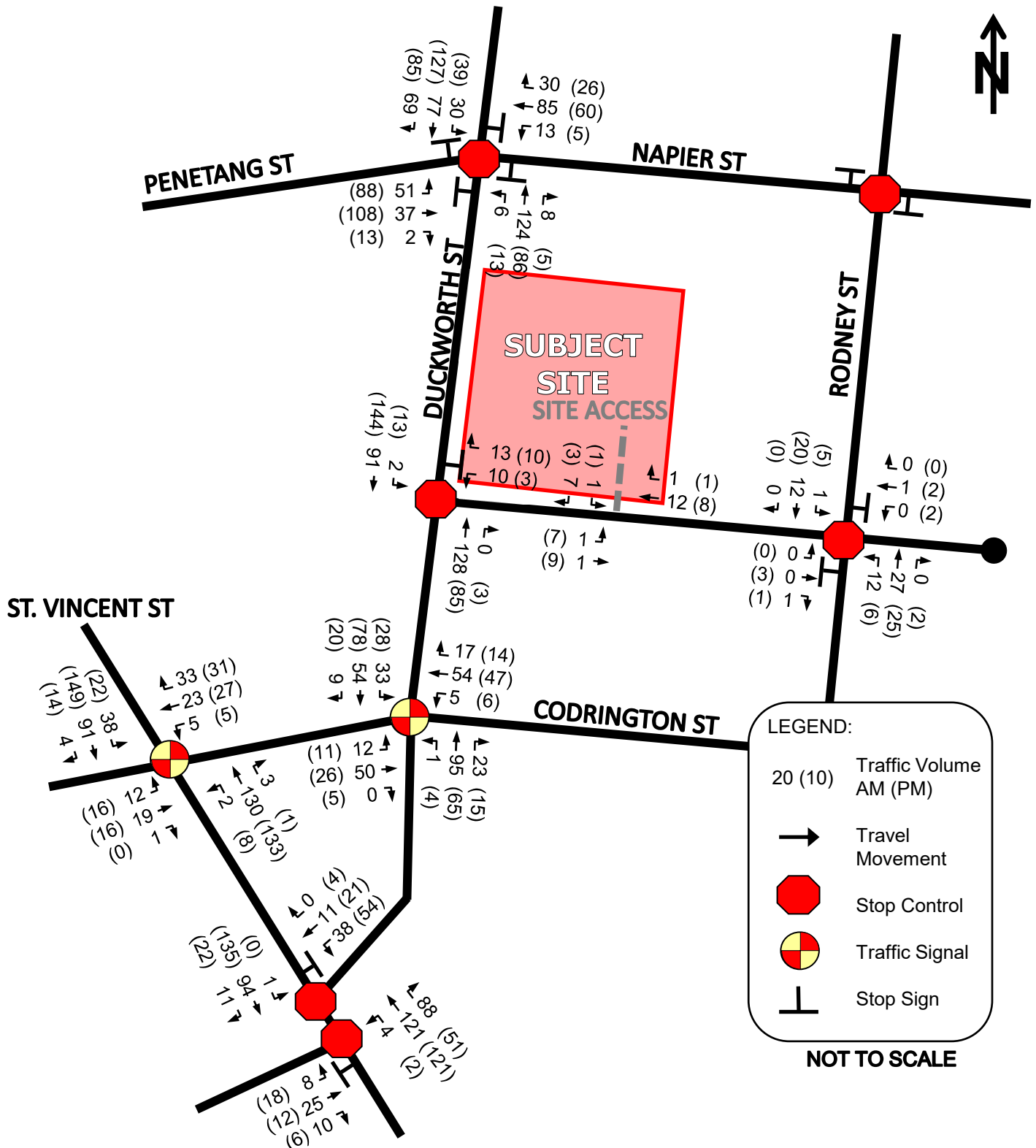
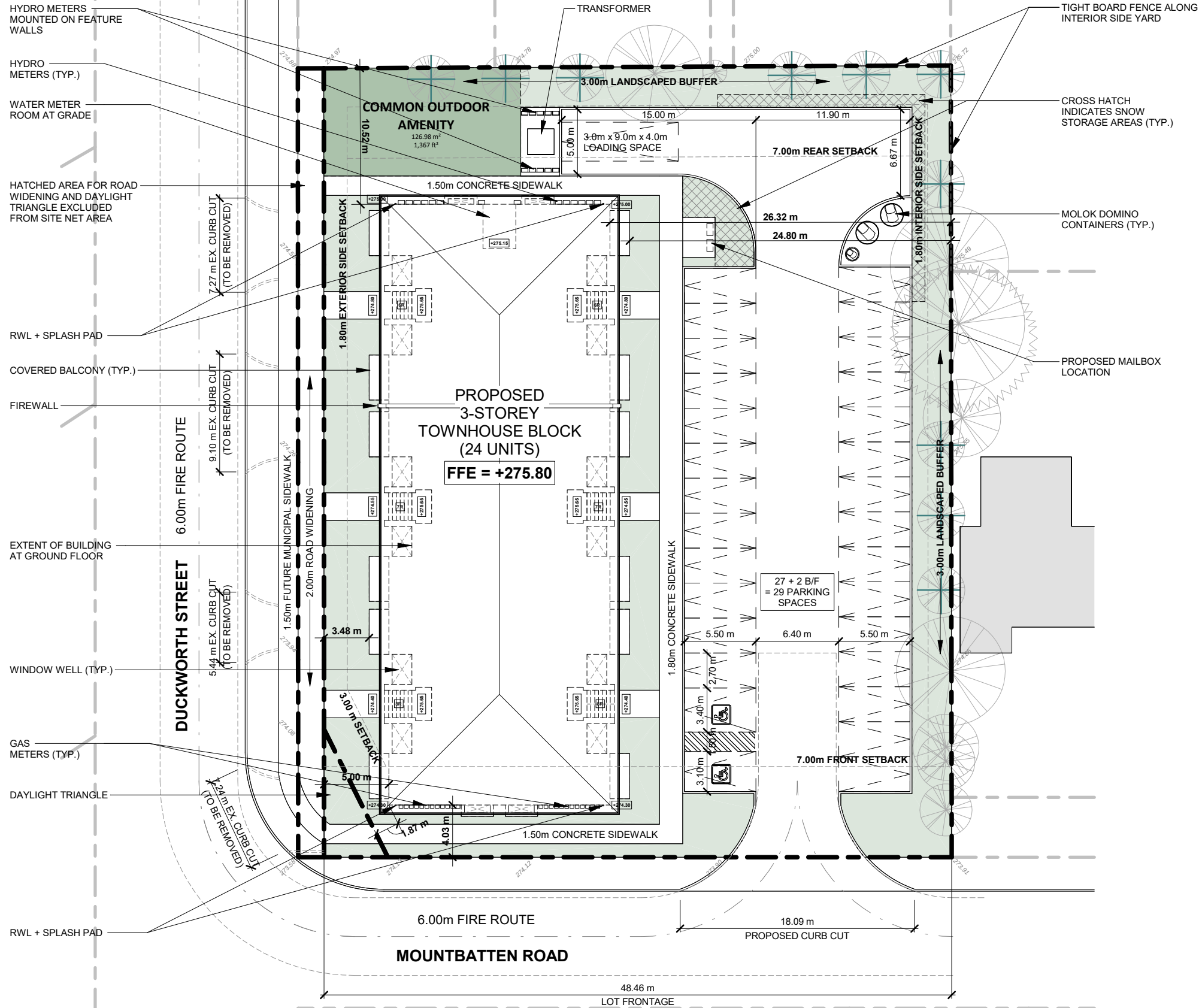


Figure 11: Total (2031) Traffic Volumes



Appendix A – Site Plan

SITE PLAN LEGEND	
	EXISTING TREE
	PROPOSED TREE



1 SITE PLAN (ROOF VIEW)
1 : 350

CARICARI LEE ARCHITECTS

113 Miranda Avenue
Toronto, ON M6B 3W8
t/ 416 962 9670 f/ 416 962 9671
e/ info@caricarilee.com
www.caricarilee.com

CLA

PROJECT NAME
DUCKWORTH TOWNS
189 DUCKWORTH ST, BARRIE, ONTARIO

DRAWING TITLE
SITE PLAN (ROOF VIEW)

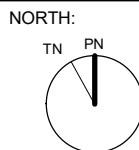
No.	Date:	Issued / Revision:	By:
1	2023-11-02	ISSUED FOR ZBA SUBMISSION #2	MNG

CONTRACTOR TO VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK.

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL COUNTERSIGNED.

SCALE	As indicated
PROJECT NO.	23010
DATE	NOV 2023
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CHECKED BY	MNG



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Appendix B – Traffic Count Data

Morning Peak Diagram		Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 8:15:00 To: 9:15:00
Municipality: Barrie Site #: 2208700001 Intersection: Duckworth St & Napier St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Duckworth St runs N/S	

North Leg Total: 301 North Entering: 141 North Peds: 2 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">2</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="border-left: 1px solid black; text-align: right;">3</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> <td style="text-align: right;">1</td> <td style="border-left: 1px solid black; text-align: right;">2</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">56</td> <td style="text-align: right;">56</td> <td style="text-align: right;">24</td> <td style="border-left: 1px solid black; text-align: right;">136</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">58</td> <td style="text-align: right;">58</td> <td style="text-align: right;">25</td> <td style="border-left: 1px solid black;"></td> </tr> </table>	Heavys	2	1	0	3	Trucks	0	1	1	2	Cars	56	56	24	136	Totals	58	58	25		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">2</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">4</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">154</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">160</td> </tr> </table>	Heavys	2	Trucks	4	Cars	154	Totals	160	East Leg Total: 180 East Entering: 114 East Peds: 2 Peds Cross:
Heavys	2	1	0	3																											
Trucks	0	1	1	2																											
Cars	56	56	24	136																											
Totals	58	58	25																												
Heavys	2																														
Trucks	4																														
Cars	154																														
Totals	160																														

Heavys	Trucks	Cars	Totals
3	0	137	140

Duckworth St

Cars	Trucks	Heavys	Totals
24	1	0	25
77	0	1	78
11	0	0	11
112	1	1	

Heavys	Trucks	Cars	Totals
0	2	41	43
1	0	33	34
0	0	2	2
1	2	76	

Napier St

Cars	Trucks	Heavys	Totals
63	2	1	66

Peds Cross:	
West Peds:	15
West Entering:	79
West Leg Total:	219

Duckworth St

Cars	69
Trucks	1
Heavys	1
Totals	71

Cars	4	89	6	99
Trucks	0	1	1	2
Heavys	0	2	0	2
Totals	4	92	7	

Napier St

Peds Cross:	
South Peds:	0
South Entering:	103
South Leg Total:	174

Comments

Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00
Municipality: Barrie Site #: 2208700001 Intersection: Duckworth St & Napier St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Duckworth St runs N/S	

North Leg Total: 359 North Entering: 198 North Peds: 3 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">1</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">4</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">67</td> <td style="padding: 2px;">93</td> <td style="padding: 2px;">33</td> <td style="border-right: 1px solid black; padding: 2px;">193</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">71</td> <td style="padding: 2px;">94</td> <td style="padding: 2px;">33</td> <td style="border-right: 1px solid black; padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	1	0	0	1		Trucks	3	1	0	4		Cars	67	93	33	193		Totals	71	94	33			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="border-right: 1px solid black; padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="border-right: 1px solid black; padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">160</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="border-right: 1px solid black; padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">161</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="border-right: 1px solid black; padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	0					Trucks	1					Cars	160					Totals	161					East Leg Total: 217 East Entering: 81 East Peds: 3 Peds Cross:
Heavys	1	0	0	1																																															
Trucks	3	1	0	4																																															
Cars	67	93	33	193																																															
Totals	71	94	33																																																
Heavys	0																																																		
Trucks	1																																																		
Cars	160																																																		
Totals	161																																																		

Heavys	Trucks	Cars	Totals
2	3	130	135

Duckworth St

Cars	Trucks	Heavys	Totals
22	0	0	22
54	0	1	55
4	0	0	4
80	0	1	

Heavys	Trucks	Cars	Totals
0	1	73	74
1	0	98	99
0	0	10	10
1	1	181	

Napier St

Cars	Trucks	Heavys	Totals
135	0	1	136

Cars	107				
Trucks	1				
Heavys	0				
Totals	108				

Duckworth St

Cars	9	65	4	78	
Trucks	0	0	0	0	
Heavys	0	0	0	0	
Totals	9	65	4		

Peds Cross:
 West Peds: 4
 West Entering: 183
 West Leg Total: 318

Peds Cross:
 South Peds: 2
 South Entering: 78
 South Leg Total: 186

Comments

Total Count Diagram

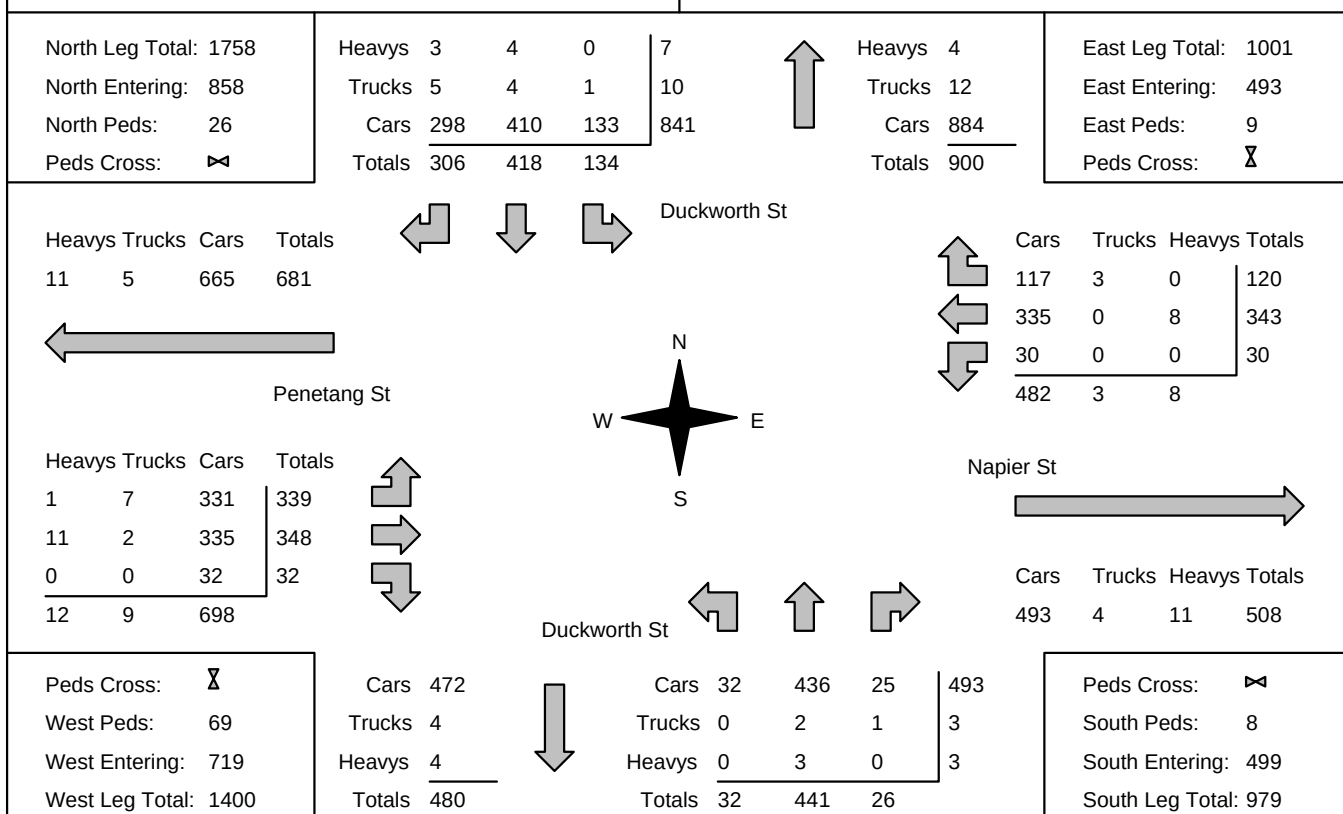
Municipality: Barrie
Site #: 2208700001
Intersection: Duckworth St & Napier St
TFR File #: 1
Count date: 17-May-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Duckworth St runs N/S



Comments

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Morning Peak Diagram																																																																																																																																																																																									

 | Specified Period
From: 7:00:00
To: 10:00:00 | One Hour Peak
From: 8:45:00
To: 9:45:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Municipality: Barrie
Site #: 2208700002
Intersection: Duckworth St & Mountbatten Rd
TFR File #: 1
Count date: 17-May-22 |

 | Weather conditions:

Person counted:
Person prepared:
Person checked: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ** Non-Signalized Intersection ** |

 | Major Road: Duckworth St runs N/S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| North Leg Total: 176
North Entering: 71
North Peds: 0
Peds Cross: ☒ | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Cars</td><td style="text-align: right;">68</td><td style="text-align: right;">1</td><td style="border-left: 1px solid black; text-align: right;">69</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">70</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> </table> </td> <td style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">2</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Cars</td><td style="text-align: right;">102</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">105</td></tr> </table> </td> <td style="width: 20%; vertical-align: top; padding-left: 10px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4">East Leg Total: 15</td></tr> <tr><td colspan="4">East Entering: 14</td></tr> <tr><td colspan="4">East Peds: 1</td></tr> <tr><td colspan="4">Peds Cross: ☒</td></tr> </table> </td> </tr> <tr> <td colspan="4" style="text-align: center; padding: 10px;"> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">
 </div> <div style="text-align: center;"> Duckworth St
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text-align: right;">1</td></tr> </table> | Heavys | 1 | 0 | 1 | Trucks | 1 | 0 | 1 | Cars | 68 | 1 | 69 | Totals | | 70 | 1 | | <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">2</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Cars</td><td style="text-align: right;">102</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">105</td></tr> </table> | Heavys | 2 | Trucks | 1 | Cars | 102 | Totals | | 105 | <table style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4">East Leg Total: 15</td></tr> <tr><td colspan="4">East Entering: 14</td></tr> <tr><td colspan="4">East Peds: 1</td></tr> <tr><td colspan="4">Peds Cross: ☒</td></tr> </table> | East Leg Total: 15 | | | | East Entering: 14 | | | | East Peds: 1 | | | | Peds Cross: ☒ | | | | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">
 </div> <div style="text-align: center;"> Duckworth St
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style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">14</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> | | | | Cars | 7 | Trucks | 0 | Heavys | 0 | Totals | | 7 | Cars | 7 | 0 | 0 | 7 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 0 | 0 | Totals | | 14 | 0 | 0 | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> Duckworth St

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right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> | | | | Cars | 1 | Trucks | 0 | Heavys | 0 | Totals | | 1 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">7</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">14</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> | | | | Cars | 7 | Trucks | 0 | Heavys | 0 | Totals | | 7 | Cars | 7 | 0 | 0 | 7 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 0 | 0 | Totals | | 14 | 0 | 0 | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> | | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">7</td></tr> </table> </div> <div style="text-align: center;">
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justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">1</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">1</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; 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 | 1 | 0 | 1 | Trucks | 1 | 0 | 1 | Cars | 68 | 1 | 69 | Totals | | 70 | 1 | | <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">2</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Cars</td><td style="text-align: right;">102</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">105</td></tr> </table> | Heavys | 2 | Trucks | 1 | Cars | 102 | Totals | | 105 | <table style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4">East Leg Total: 15</td></tr> <tr><td colspan="4">East Entering: 14</td></tr> <tr><td colspan="4">East Peds: 1</td></tr> <tr><td colspan="4">Peds Cross: ☒</td></tr> </table> | East Leg Total: 15 | | | | East Entering: 14 | | | | East Peds: 1 | | | | Peds Cross: ☒ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Heavys | 1

 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Trucks | 1

 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cars | 68

 | 1 | 69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Totals |

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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cars | 75

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| Trucks | 1

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| Heavys | 1

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| Totals |

 | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cars | 95

 | 0 | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Heavys | 2

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| Totals |

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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">7</td></tr> </table> </div> <div style="text-align: center;">
 </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">14</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 7 | Trucks | 0 | Heavys | 0 | Totals | | 7 | Cars | 7 | 0 | 0 | 7 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 0 | 0 | Totals | | 14 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">1</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">1</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 1 | Trucks | 0 | Heavys | 0 | Totals | | 1 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Trucks | 0

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| Heavys | 0

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| Totals |

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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">7</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">14</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 7 | Trucks | 0 | Heavys | 0 | Totals | | 7 | Cars | 7 | 0 | 0 | 7 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 0 | 0 | Totals | | 14 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cars | 75

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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">1</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">1</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 1 | Trucks | 0 | Heavys | 0 | Totals | | 1 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">7</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">7</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">7</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">14</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">75</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">77</td></tr> </table> </div> <div style="text-align: center;"> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | | Cars | 7 | Trucks | 0 | Heavys | 0 | Totals | | 7 | Cars | 7 | 0 | 0 | 7 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 0 | 0 | Totals | | 14 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">1</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">1</td></tr> </table> </div> <div style="text-align: center;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">95</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">95</td></tr> <tr><td>Trucks</td><td style="text-align: right;">1</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">1</td></tr> <tr><td>Heavys</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">2</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals</td><td style="text-align: right;">98</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> </table> </div> </div> |

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 | | | Cars | 75 | Trucks | 1 | Heavys | 1 | Totals | | 77 | Cars | 95 | 0 | 95 | Trucks | 1 | 0 | 1 | Heavys | 2 | 0 | 2 | Totals | | 98 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:15:00 To: 16:15:00																																																																																																																										
Municipality: Barrie Site #: 2208700002 Intersection: Duckworth St & Mountbatten Rd TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:																																																																																																																											
** Non-Signalized Intersection **		Major Road: Duckworth St runs N/S																																																																																																																											
North Leg Total: 188 North Entering: 117 North Peds: 2 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">0</td></tr> <tr><td>Cars</td><td style="text-align: right;">110</td><td style="text-align: right;">7</td><td style="border-left: 1px solid black; text-align: right;">117</td></tr> <tr><td>Totals</td><td style="text-align: right;">110</td><td style="text-align: right;">7</td><td style="border-left: 1px solid black;"></td></tr> </table> </td> <td style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; 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Totals	65	1																																																																																																																											
Cars	6	0	0	6																																																																																																																									
Trucks	3	0	0	3																																																																																																																									
Heavys	9	0	0																																																																																																																										
<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">8</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td>Totals</td><td style="text-align: right;">8</td></tr> </table>	Cars	8	Trucks	0	Heavys	0	Totals	8	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">8</td></tr> <tr><td>Trucks</td><td style="text-align: right;">0</td></tr> <tr><td>Heavys</td><td style="text-align: right;">0</td></tr> <tr><td>Totals</td><td style="text-align: right;">8</td></tr> </table>	Cars	8	Trucks	0	Heavys	0	Totals	8	<table style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4">Peds Cross: </td></tr> <tr><td colspan="4">South Peds: 0</td></tr> <tr><td colspan="4">South Entering: 66</td></tr> <tr><td colspan="4">South Leg Total: 179</td></tr> </table>	Peds Cross:				South Peds: 0				South Entering: 66				South Leg Total: 179																																																																																														
Cars	8																																																																																																																												
Trucks	0																																																																																																																												
Heavys	0																																																																																																																												
Totals	8																																																																																																																												
Cars	8																																																																																																																												
Trucks	0																																																																																																																												
Heavys	0																																																																																																																												
Totals	8																																																																																																																												
Peds Cross:																																																																																																																													
South Peds: 0																																																																																																																													
South Entering: 66																																																																																																																													
South Leg Total: 179																																																																																																																													
Comments																																																																																																																													

Total Count Diagram

Municipality: Barrie
Site #: 2208700002
Intersection: Duckworth St & Mountbatten Rd
TFR File #: 1
Count date: 17-May-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

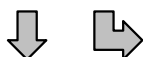
Major Road: Duckworth St runs N/S

North Leg Total: 965
 North Entering: 477
 North Peds: 7
 Peds Cross: 

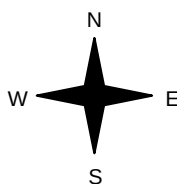
Heavys	4	0	4
Trucks	4	0	4
Cars	443	26	469
Totals	451	26	

Heavys	2
Trucks	2
Cars	484
Totals	488

East Leg Total: 74
 East Entering: 46
 East Peds: 7
 Peds Cross: 



Duckworth St



Cars	Trucks	Heavys	Totals
32	0	0	32
14	0	0	14
46	0	0	

Mountbatten Rd



Duckworth St

Cars	457
Trucks	4
Heavys	4
Totals	465

Cars	452	2	454
Trucks	2	0	2
Heavys	2	0	2
Totals	456	2	

Peds Cross: 
 South Peds: 1
 South Entering: 458
 South Leg Total: 923

Comments

Morning Peak Diagram		Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 8:15:00 To: 9:15:00
Municipality: Barrie Site #: 2208700003 Intersection: Duckworth St & Codrington St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Signalized Intersection **		Major Road: Duckworth St runs N/S	

North Leg Total: 175 North Entering: 78 North Peds: 13 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Cars</td><td>6</td><td>41</td><td>29</td><td>76</td></tr> <tr><td>Totals</td><td>7</td><td>41</td><td>30</td><td></td></tr> </table>	Heavys	1	0	0	1	Trucks	0	0	1	1	Cars	6	41	29	76	Totals	7	41	30		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>94</td></tr> <tr><td>Totals</td><td>97</td></tr> </table>	Heavys	2	Trucks	1	Cars	94	Totals	97	East Leg Total: 164 East Entering: 67 East Peds: 6 Peds Cross:
Heavys	1	0	0	1																											
Trucks	0	0	1	1																											
Cars	6	41	29	76																											
Totals	7	41	30																												
Heavys	2																														
Trucks	1																														
Cars	94																														
Totals	97																														

Heavys	Trucks	Cars	Totals
4	1	52	57

Duckworth St

Cars	Trucks	Heavys	Totals
14	0	0	14
45	1	3	49
4	0	0	4
63	1	3	

Heavys	Trucks	Cars	Totals
1	0	9	10
1	2	43	46
0	0	0	0
2	2	52	

Codrington St

Cars	Trucks	Heavys	Totals
89	4	4	97

Peds Cross: West Peds: 12 West Entering: 56 West Leg Total: 113	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>45</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>45</td></tr> </table>	Cars	45	Trucks	0	Heavys	0	Totals	45	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>71</td><td>17</td><td>89</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>1</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>3</td><td>4</td></tr> <tr><td>Totals</td><td>1</td><td>73</td><td>21</td><td></td></tr> </table>	Cars	1	71	17	89	Trucks	0	1	1	2	Heavys	0	1	3	4	Totals	1	73	21		Peds Cross: South Peds: 56 South Entering: 95 South Leg Total: 140
Cars	45																														
Trucks	0																														
Heavys	0																														
Totals	45																														
Cars	1	71	17	89																											
Trucks	0	1	1	2																											
Heavys	0	1	3	4																											
Totals	1	73	21																												

Comments

Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:00:00 To: 16:00:00
Municipality: Barrie Site #: 2208700003 Intersection: Duckworth St & Codrington St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Signalized Intersection **		Major Road: Duckworth St runs N/S	

North Leg Total: 173 North Entering: 104 North Peds: 27 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>18</td><td>60</td><td>26</td><td>104</td></tr> <tr><td>Totals</td><td>18</td><td>60</td><td>26</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	18	60	26	104	Totals	18	60	26		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>68</td></tr> <tr><td>Totals</td><td>69</td></tr> </table>	Heavys	0	Trucks	1	Cars	68	Totals	69	East Leg Total: 124 East Entering: 60 East Peds: 20 Peds Cross:
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	18	60	26	104																											
Totals	18	60	26																												
Heavys	0																														
Trucks	1																														
Cars	68																														
Totals	69																														

Heavys	Trucks	Cars	Totals
4	1	60	65

Duckworth St

Cars	Trucks	Heavys	Totals
12	0	0	12
38	1	4	43
5	0	0	5
55	1	4	

Codrington St

N
S
W
E

Codrington St

Heavys	Trucks	Cars	Totals
0	0	8	8
3	1	20	24
0	0	4	4
3	1	32	

Duckworth St

Cars	Trucks	Heavys	Totals
59	1	4	64

Peds Cross: West Peds: 14 West Entering: 36 West Leg Total: 101	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>69</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>69</td></tr> </table>	Cars	69	Trucks	0	Heavys	0	Totals	69	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>4</td><td>48</td><td>13</td><td>65</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Totals</td><td>4</td><td>49</td><td>14</td><td></td></tr> </table>	Cars	4	48	13	65	Trucks	0	1	0	1	Heavys	0	0	1	1	Totals	4	49	14		Peds Cross: South Peds: 81 South Entering: 67 South Leg Total: 136
Cars	69																														
Trucks	0																														
Heavys	0																														
Totals	69																														
Cars	4	48	13	65																											
Trucks	0	1	0	1																											
Heavys	0	0	1	1																											
Totals	4	49	14																												

Comments

Total Count Diagram

Municipality: Barrie

Site #: 2208700003

Intersection: Duckworth St & Codrington St

TFR File #: 1

Count date: 17-May-22

Weather conditions:

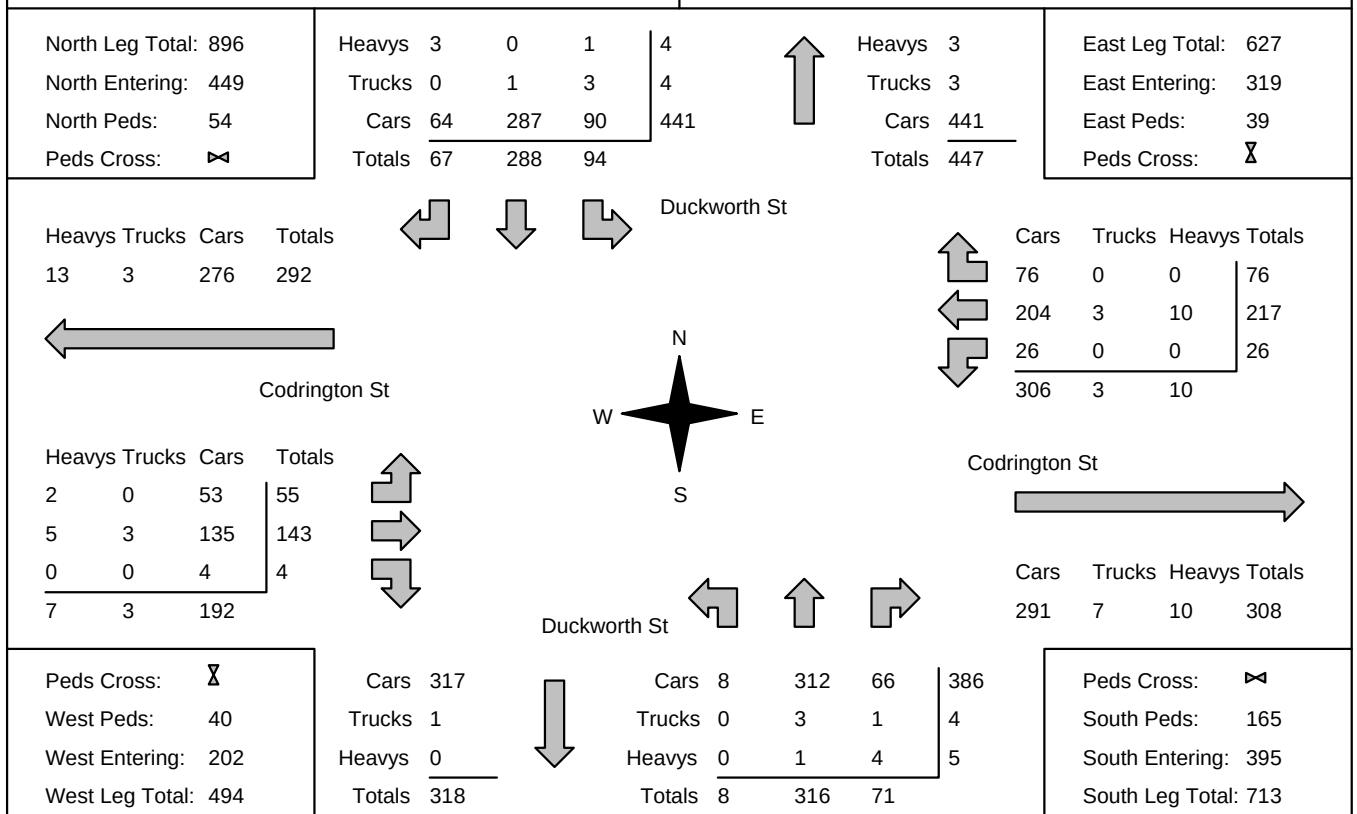
Person counted:

Person prepared:

Person checked:

**** Signalized Intersection ****

Major Road: Duckworth St runs N/S



Comments

Morning Peak Diagram		Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 8:30:00 To: 9:30:00
Municipality: Barrie Site #: 2208700004 Intersection: St. Vincent St & Codrington St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Signalized Intersection **		Major Road: St. Vincent St runs N/S	

North Leg Total: 262 North Entering: 115 North Peds: 7 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> <td style="text-align: right;">1</td> <td style="text-align: right;">2</td> <td rowspan="4" style="text-align: center; vertical-align: middle;"> </td> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">7</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">1</td> <td style="text-align: right;">3</td> <td style="text-align: right;">2</td> <td style="text-align: right;">6</td> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">1</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">3</td> <td style="text-align: right;">72</td> <td style="text-align: right;">32</td> <td style="text-align: right;">107</td> <td style="text-align: right;">Cars</td> <td style="text-align: right;">139</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">4</td> <td style="text-align: right;">76</td> <td style="text-align: right;">35</td> <td></td> <td style="text-align: right;">Totals</td> <td style="text-align: right;">147</td> </tr> </table>	Heavys	0	1	1	2		Heavys	7	Trucks	1	3	2	6	Trucks	1	Cars	3	72	32	107	Cars	139	Totals	4	76	35		Totals	147	East Leg Total: 107 East Entering: 52 East Peds: 7 Peds Cross:
Heavys	0	1	1	2		Heavys		7																							
Trucks	1	3	2	6		Trucks		1																							
Cars	3	72	32	107		Cars		139																							
Totals	4	76	35			Totals	147																								

Heavys	Trucks	Cars	Totals
1	1	24	26

Codrington St

St. Vincent St

Cars	Trucks	Heavys	Totals
24	1	3	28
19	0	1	20
4	0	0	4
47	1	4	

Heavys	Trucks	Cars	Totals
1	0	9	10
1	0	16	17
0	0	1	1
2	0	26	

Codrington St

St. Vincent St

Cars	Trucks	Heavys	Totals
51	2	2	55

Peds Cross: West Peds: 13 West Entering: 28 West Leg Total: 54	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">77</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">3</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">1</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">81</td> </tr> </table>	Cars	77	Trucks	3	Heavys	1	Totals	81	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">2</td> <td style="text-align: right;">106</td> <td style="text-align: right;">3</td> <td style="text-align: right;">111</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">0</td> <td style="text-align: right;">3</td> <td style="text-align: right;">0</td> <td style="text-align: right;">3</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">2</td> <td style="text-align: right;">109</td> <td style="text-align: right;">3</td> <td></td> </tr> </table>	Cars	2	106	3	111	Trucks	0	0	0	0	Heavys	0	3	0	3	Totals	2	109	3		Peds Cross: South Peds: 38 South Entering: 114 South Leg Total: 195
Cars	77																														
Trucks	3																														
Heavys	1																														
Totals	81																														
Cars	2	106	3	111																											
Trucks	0	0	0	0																											
Heavys	0	3	0	3																											
Totals	2	109	3																												

Comments

Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:45:00 To: 17:45:00
Municipality: Barrie Site #: 2208700004 Intersection: St. Vincent St & Codrington St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Signalized Intersection **		Major Road: St. Vincent St runs N/S	

North Leg Total: 308 North Entering: 158 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">0</td> <td style="text-align: right;">3</td> <td style="text-align: right;">0</td> <td style="border-left: 1px solid black; text-align: right;">3</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">13</td> <td style="text-align: right;">122</td> <td style="text-align: right;">20</td> <td style="border-left: 1px solid black; text-align: right;">155</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">13</td> <td style="text-align: right;">125</td> <td style="text-align: right;">20</td> <td style="border-left: 1px solid black; text-align: right;"></td> </tr> </table>	Heavys	0	3	0	3	Trucks	0	0	0	0	Cars	13	122	20	155	Totals	13	125	20		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">3</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">147</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">150</td> </tr> </table>	Heavys	3	Trucks	0	Cars	147	Totals	150	East Leg Total: 90 East Entering: 55 East Peds: 2 Peds Cross:
Heavys	0	3	0	3																											
Trucks	0	0	0	0																											
Cars	13	122	20	155																											
Totals	13	125	20																												
Heavys	3																														
Trucks	0																														
Cars	147																														
Totals	150																														

Heavys	Trucks	Cars	Totals
1	0	44	45

St. Vincent St

Cars	Trucks	Heavys	Totals
26	0	0	26
24	0	1	25
4	0	0	4
54	0	1	

Heavys	Trucks	Cars	Totals
0	0	13	13
0	0	14	14
0	0	0	0
0	0	27	

Codrington St

Cars	Trucks	Heavys	Totals
35	0	0	35

Peds Cross:
 West Peds: 5
 West Entering: 27
 West Leg Total: 72

St. Vincent St

Cars	126
Trucks	0
Heavys	3
Totals	129

Cars	7	108	1	116
Trucks	0	0	0	0
Heavys	0	3	0	3
Totals	7	111	1	

Codrington St

Peds Cross:
 South Peds: 8
 South Entering: 119
 South Leg Total: 248

Comments

Total Count Diagram

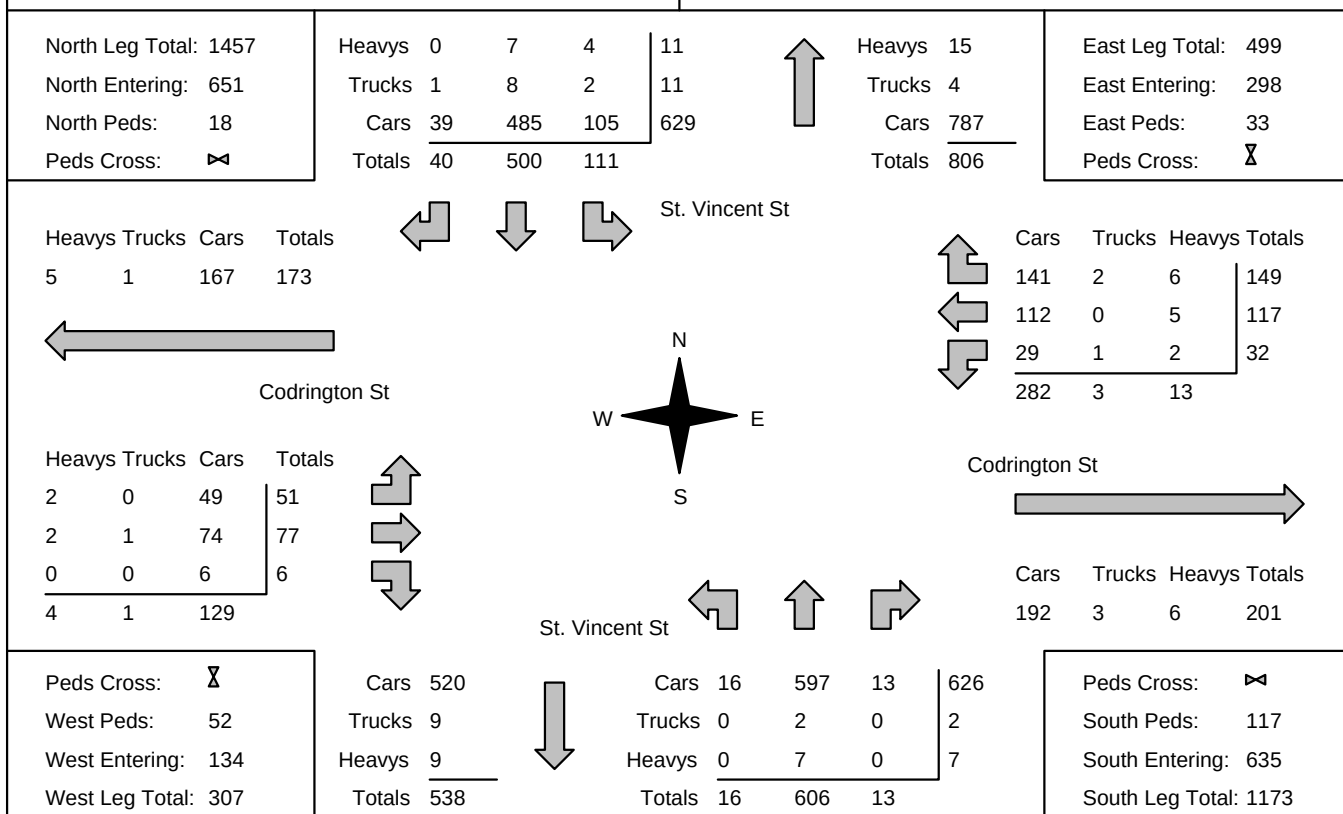
Municipality: Barrie
Site #: 2208700004
Intersection: St. Vincent St & Codrington St
TFR File #: 1
Count date: 17-May-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: St. Vincent St runs N/S



Comments

Morning Peak Diagram		Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 8:30:00 To: 9:30:00
Municipality: Barrie Site #: 2208700005 Intersection: St. Vincent St & Duckworth St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: St. Vincent St runs W/E	

North Leg Total: 137 North Entering: 41 North Peds: 1 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>10</td><td>31</td><td>41</td></tr> <tr><td>Totals</td><td>0</td><td>10</td><td>31</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	10	31	41	Totals	0	10	31		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>4</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>89</td></tr> <tr><td>Totals</td><td>96</td></tr> </table>	Heavys	4	Trucks	3	Cars	89	Totals	96	East Leg Total: 298 East Entering: 180 East Peds: 2 Peds Cross:
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	0	10	31	41																											
Totals	0	10	31																												
Heavys	4																														
Trucks	3																														
Cars	89																														
Totals	96																														

Heavys	Trucks	Cars	Totals
2	1	105	108

St. Vincent St

Heavys	Trucks	Cars	Totals
0	0	1	1
0	3	76	79
1	0	8	9
1	3	85	

Duckworth St

Cars	Trucks	Heavys	Totals
68	3	3	74
99	1	1	101
4	0	1	5
171	4	5	

St. Vincent St

Cars	Trucks	Heavys	Totals
114	4	0	118

Peds Cross: West Peds: 1 West Entering: 89 West Leg Total: 197	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>22</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Totals</td><td>24</td></tr> </table>	Cars	22	Trucks	0	Heavys	2	Totals	24	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>6</td><td>20</td><td>7</td><td>33</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td><td>1</td><td>0</td><td>2</td></tr> <tr><td>Totals</td><td>7</td><td>21</td><td>8</td><td></td></tr> </table>	Cars	6	20	7	33	Trucks	0	0	1	1	Heavys	1	1	0	2	Totals	7	21	8		Peds Cross: South Peds: 1 South Entering: 36 South Leg Total: 60
Cars	22																														
Trucks	0																														
Heavys	2																														
Totals	24																														
Cars	6	20	7	33																											
Trucks	0	0	1	1																											
Heavys	1	1	0	2																											
Totals	7	21	8																												

Comments

Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:45:00 To: 17:45:00
Municipality: Barrie Site #: 2208700005 Intersection: St. Vincent St & Duckworth St TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: St. Vincent St runs W/E	

North Leg Total: 119 North Entering: 67 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;"> Heavys 0 0 0 0 Trucks 0 0 0 0 Cars 3 19 45 67 Totals 3 19 45 </td> <td style="padding: 2px; text-align: center;"> </td> <td style="border-left: 1px solid black; padding: 2px;"> Heavys 0 Trucks 0 Cars 52 Totals 52 </td> </tr> </table>	Heavys 0 0 0 0 Trucks 0 0 0 0 Cars 3 19 45 67 Totals 3 19 45		Heavys 0 Trucks 0 Cars 52 Totals 52	East Leg Total: 308 East Entering: 145 East Peds: 2 Peds Cross:	
Heavys 0 0 0 0 Trucks 0 0 0 0 Cars 3 19 45 67 Totals 3 19 45		Heavys 0 Trucks 0 Cars 52 Totals 52				

Heavys	Trucks	Cars	Totals
3	0	116	119

Duckworth St
 St. Vincent St

Cars	Trucks	Heavys	Totals
42	0	0	42
100	0	1	101
2	0	0	2
144	0	1	

Heavys	Trucks	Cars	Totals
0	0	0	0
1	0	112	113
2	0	16	18
3	0	128	

Duckworth St
 St. Vincent St

Cars	Trucks	Heavys	Totals
162	0	1	163

Peds Cross: West Peds: 2 West Entering: 131 West Leg Total: 250	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;"> Cars 37 Trucks 0 Heavys 2 Totals 39 </td> <td style="padding: 2px; text-align: center;"> </td> <td style="border-left: 1px solid black; padding: 2px;"> Cars 13 10 5 28 Trucks 0 0 0 0 Heavys 2 0 0 2 Totals 15 10 5 </td> </tr> </table>	Cars 37 Trucks 0 Heavys 2 Totals 39		Cars 13 10 5 28 Trucks 0 0 0 0 Heavys 2 0 0 2 Totals 15 10 5	Peds Cross: South Peds: 1 South Entering: 30 South Leg Total: 69	
Cars 37 Trucks 0 Heavys 2 Totals 39		Cars 13 10 5 28 Trucks 0 0 0 0 Heavys 2 0 0 2 Totals 15 10 5				

Comments

Total Count Diagram

Municipality: Barrie

Site #: 2208700005

Intersection: St. Vincent St & Duckworth St

TFR File #: 1

Count date: 17-May-22

Weather conditions:

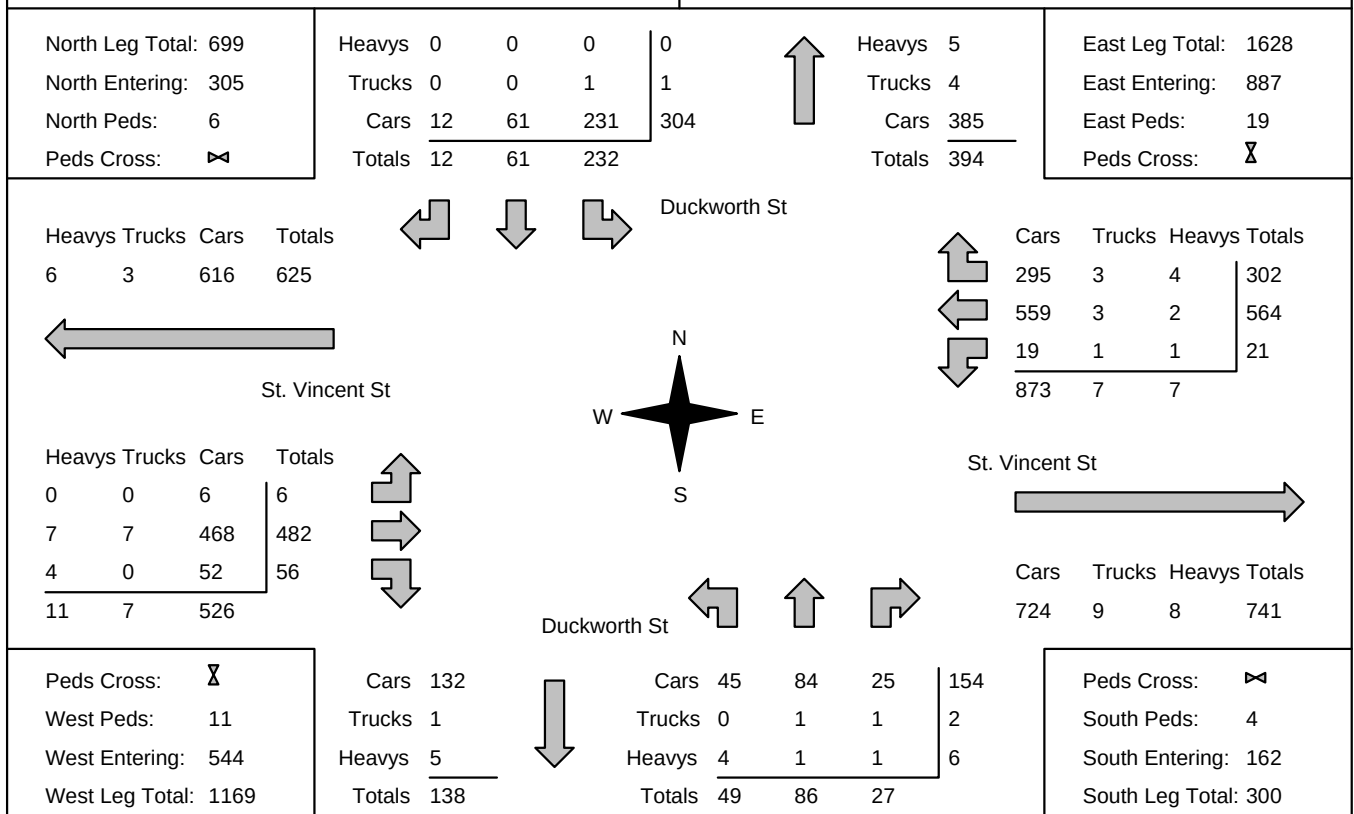
Person counted:

Person prepared:

Person checked:

**** Non-Signalized Intersection ****

Major Road: St. Vincent St runs W/E



Comments

Morning Peak Diagram		Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 8:15:00 To: 9:15:00
Municipality: Barrie Site #: 2208700006 Intersection: Rodney St & Mountbatten Rd TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Rodney St runs N/S	

North Leg Total: 37 North Entering: 12 North Peds: 1 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>11</td><td>1</td><td>12</td></tr> <tr><td>Totals</td><td>0</td><td>11</td><td>1</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	11	1	12	Totals	0	11	1		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>24</td></tr> <tr><td>Totals</td><td>25</td></tr> </table>	Heavys	1	Trucks	0	Cars	24	Totals	25	East Leg Total: 2 East Entering: 1 East Peds: 3 Peds Cross:
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	0	11	1	12																											
Totals	0	11	1																												
Heavys	1																														
Trucks	0																														
Cars	24																														
Totals	25																														

Heavys	Trucks	Cars	Totals
0	0	11	11

Mountbatten Rd

Rodney St

N

E

S

W

Cars	Trucks	Heavys	Totals
0	0	0	0
1	0	0	1
0	0	0	0
1	0	0	

Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Rodney St

Mountbatten Cres

Cars	Trucks	Heavys	Totals
1	0	0	1

Peds Cross: West Peds: 12 West Entering: 0 West Leg Total: 11	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>11</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>11</td></tr> </table>	Cars	11	Trucks	0	Heavys	0	Totals	11	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>10</td><td>24</td><td>0</td><td>34</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>10</td><td>25</td><td>0</td><td></td></tr> </table>	Cars	10	24	0	34	Trucks	0	0	0	0	Heavys	0	1	0	1	Totals	10	25	0		Peds Cross: South Peds: 2 South Entering: 35 South Leg Total: 46
Cars	11																														
Trucks	0																														
Heavys	0																														
Totals	11																														
Cars	10	24	0	34																											
Trucks	0	0	0	0																											
Heavys	0	1	0	1																											
Totals	10	25	0																												

Comments

Afternoon Peak Diagram		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:00:00 To: 16:00:00
Municipality: Barrie Site #: 2208700006 Intersection: Rodney St & Mountbatten Rd TFR File #: 1 Count date: 17-May-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Rodney St runs N/S	

North Leg Total: 46 North Entering: 23 North Peds: 1 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">18</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">23</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">18</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	18	5	23	Totals	0	18	5		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">23</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">23</td> </tr> </table>	Heavys	0	Trucks	0	Cars	23	Totals	23	East Leg Total: 14 East Entering: 4 East Peds: 6 Peds Cross:
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	0	18	5	23																											
Totals	0	18	5																												
Heavys	0																														
Trucks	0																														
Cars	23																														
Totals	23																														

Heavys	Trucks	Cars	Totals
0	0	7	7

Mountbatten Rd

Rodney St

N
S
E
W

Cars	Trucks	Heavys	Totals
0	0	0	0
2	0	0	2
2	0	0	2
4	0	0	

Mountbatten Cres

Cars	Trucks	Heavys	Totals
10	0	0	10

Peds Cross: West Peds: 13 West Entering: 3 West Leg Total: 10	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">20</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">20</td> </tr> </table>	Cars	20	Trucks	0	Heavys	0	Totals	20	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">23</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">30</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">23</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;"></td> </tr> </table>	Cars	5	23	2	30	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	5	23	2		Peds Cross: South Peds: 2 South Entering: 30 South Leg Total: 50
Cars	20																														
Trucks	0																														
Heavys	0																														
Totals	20																														
Cars	5	23	2	30																											
Trucks	0	0	0	0																											
Heavys	0	0	0	0																											
Totals	5	23	2																												

Comments

Total Count Diagram

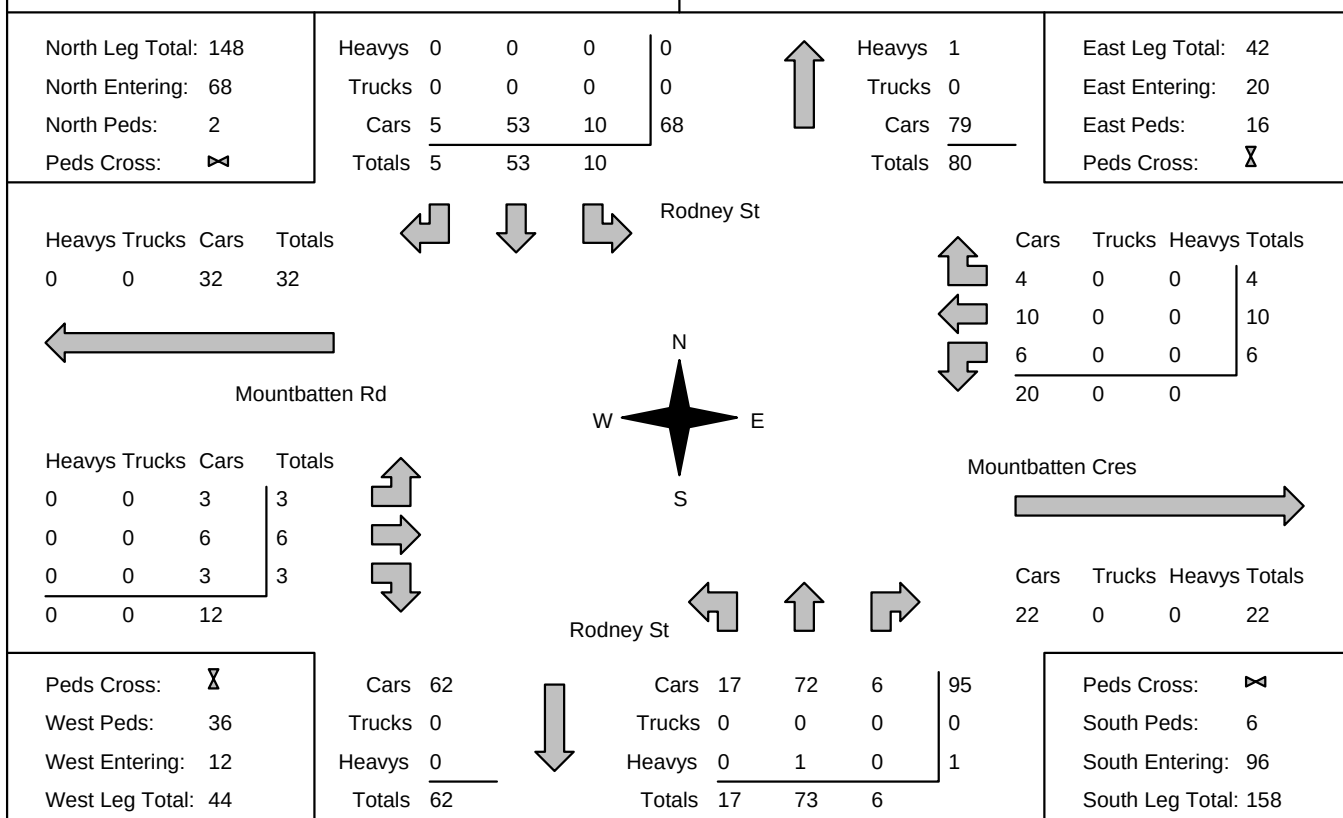
Municipality: Barrie
Site #: 2208700006
Intersection: Rodney St & Mountbatten Rd
TFR File #: 1
Count date: 17-May-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Rodney St runs N/S



Comments

May 03, 2022

File: T07-SI

Jacob Losole
JD Engineering
86 Cumberland St
Barrie, ON L4N 2P6

Dear Mr. Losole,

RE: Traffic Signal Timings

With respect to your inquiry on April 26, 2022 attached are the Signal Timings for the following intersections:

- Duckworth St & Codrington St
- St. Vincent St & Codrington St

The side street phases are actuated; meaning a vehicle or pedestrian must be present on the side street before the side street is given a green indication. Actuation at this intersection occurs in two ways: first, for vehicles a loop detector is imbedded into the roadway at the painted stop bar; and secondly, pushbuttons are located on all corners for pedestrians to activate their movement. Vehicle presence only on the side street would result in a possible green time of between the minimum and maximum times noted below, depending on demand.

Pedestrian "Walk" and "Flashing Don't Walk" times on the side street as noted would be used in the event that the pedestrian push button was activated. Should there be no demand on the actuated phases; the signals would rest in a green indication for the main street.

If you require any further information please feel free to contact me at (705) 739-4220 ext. 4937.

Sincerely,

A handwritten signature in blue ink that reads "Stephen Salis".

Stephen Salis, C.E.T.
Senior Transportation Systems Technologist

Duckworth Street at Codrington Street – FREE PLAN (NO COORDINATION)

Roadway	Direction	Vehicular Indications				Pedestrian Indications	
		Minimum Green	Maximum Green	Amber	All Red	Walk	Flashing Don't Walk
Codrington Street (main street)	Eastbound	24	24	4	2	14	10
Codrington Street (main street)	Westbound	24	24	4	2	14	10
Duckworth Street (side street)	Northbound	12	24	4	2	7	9
Duckworth Street (side street)	Southbound	12	24	4	2	7	9

NOTE: All times are recorded in seconds, based on full demand.

St. Vincent Street at Codrington Street – FREE PLAN (NO COORDINATION)

Roadway	Direction	Vehicular Indications				Pedestrian Indications	
		Minimum Green	Maximum Green	Amber	All Red	Walk	Flashing Don't Walk
Codrington Street (main street)	Eastbound	24	24	4	2	14	10
Codrington Street (main street)	Westbound	24	24	4	2	14	10
St. Vincent Street (side street)	Northbound	12	24	4	2	7	9
St. Vincent Street (side street)	Southbound	12	24	4	2	7	9

NOTE: All times are recorded in seconds, based on full demand.

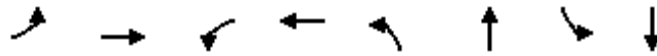
Appendix C – Synchro Analysis Output – Existing Traffic Volumes

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

Existing (2024) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	10	17	4	20	2	113	36	79
Future Volume (vph)	10	17	4	20	2	113	36	79
Lane Group Flow (vph)	0	64	0	82	0	150	0	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.07		0.09		0.35		0.42
Control Delay		6.3		2.1		19.3		21.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.3		2.1		19.3		21.0
Queue Length 50th (m)		2.5		0.0		12.2		12.6
Queue Length 95th (m)		3.4		0.4		19.9		20.5
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		890		892		617		519
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.07		0.09		0.24		0.29

Intersection Summary

Cycle Length: 54

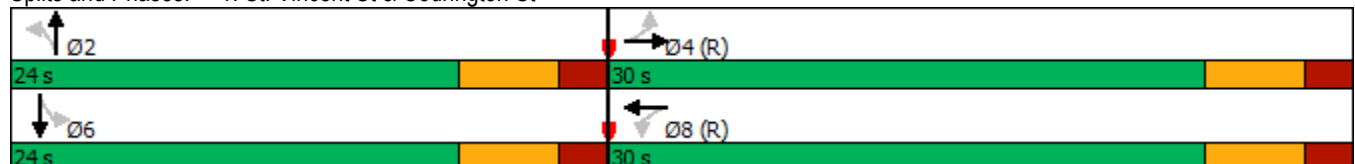
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

Existing (2024) - AM

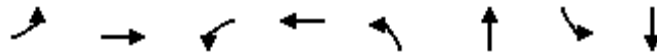
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	17	1	4	20	29	2	113	3	36	79	4
Future Volume (vph)	10	17	1	4	20	29	2	113	3	36	79	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1751			1615			1857			1763	
Flt Permitted		0.91			0.99			0.99			0.87	
Satd. Flow (perm)		1630			1601			1846			1552	
Peak-hour factor, PHF	0.44	0.44	0.44	0.65	0.65	0.65	0.79	0.79	0.79	0.78	0.78	0.78
Adj. Flow (vph)	23	39	2	6	31	45	3	143	4	46	101	5
RTOR Reduction (vph)	0	1	0	0	21	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	63	0	0	62	0	0	148	0	0	150	0
Heavy Vehicles (%)	10%	6%	2%	2%	5%	14%	2%	3%	2%	9%	5%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		887			871			430			362	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.08			c0.10	
v/c Ratio		0.07			0.07			0.34			0.41	
Uniform Delay, d1		5.8			5.8			17.3			17.6	
Progression Factor		1.00			0.50			1.00			1.00	
Incremental Delay, d2		0.2			0.2			0.5			0.8	
Delay (s)		6.0			3.0			17.7			18.3	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			3.0			17.7			18.3	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.17									
Actuated Cycle Length (s)			54.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			43.1%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

Existing (2024) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	10	47	4	50	1	77	31	43
Future Volume (vph)	10	47	4	50	1	77	31	43
Lane Group Flow (vph)	0	114	0	94	0	157	0	120
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.12		0.10		0.38		0.34
Control Delay		7.9		5.2		17.5		19.1
Queue Delay		0.7		0.0		0.0		0.0
Total Delay		8.6		5.2		17.5		19.1
Queue Length 50th (m)		6.9		2.9		10.7		9.1
Queue Length 95th (m)		7.8		6.4		14.5		13.9
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		936		955		596		519
Starvation Cap Reductn		595		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.33		0.10		0.26		0.23

Intersection Summary

Cycle Length: 54

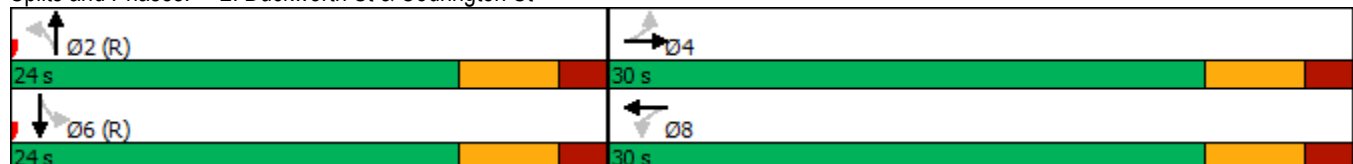
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

Existing (2024) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	47	0	4	50	15	1	77	21	31	43	7
Future Volume (vph)	10	47	0	4	50	15	1	77	21	31	43	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		1.00			0.97			0.97			0.99	
Flt Protected		0.99			1.00			1.00			0.98	
Satd. Flow (prot)		1767			1733			1740			1787	
Flt Permitted		0.96			0.99			1.00			0.85	
Satd. Flow (perm)		1702			1720			1734			1540	
Peak-hour factor, PHF	0.50	0.50	0.50	0.73	0.73	0.73	0.63	0.63	0.63	0.67	0.67	0.67
Adj. Flow (vph)	20	94	0	5	68	21	2	122	33	46	64	10
RTOR Reduction (vph)	0	0	0	0	9	0	0	21	0	0	7	0
Lane Group Flow (vph)	0	114	0	0	85	0	0	136	0	0	113	0
Confl. Peds. (#/hr)	15		5	5		15	15		10	10		15
Heavy Vehicles (%)	10%	7%	2%	2%	8%	2%	2%	3%	19%	3%	2%	14%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.7			29.7			12.3			12.3	
Effective Green, g (s)		29.7			29.7			12.3			12.3	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		936			946			394			350	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.05			c0.08			0.07	
v/c Ratio		0.12			0.09			0.35			0.32	
Uniform Delay, d1		5.9			5.8			17.5			17.4	
Progression Factor		1.23			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			2.4			2.4	
Delay (s)		7.5			5.9			19.9			19.8	
Level of Service		A			A			B			B	
Approach Delay (s)		7.5			5.9			19.9			19.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.2			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
Existing (2024) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	45	35	2	11	80	26	4	98	7	26	62	60
Future Volume (vph)	45	35	2	11	80	26	4	98	7	26	62	60
Peak Hour Factor	0.79	0.79	0.79	0.59	0.59	0.59	0.86	0.86	0.86	0.93	0.93	0.93
Hourly flow rate (vph)	57	44	3	19	136	44	5	114	8	28	67	65
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	104	199	127	160								
Volume Left (vph)	57	19	5	28								
Volume Right (vph)	3	44	8	65								
Hadj (s)	0.16	-0.07	0.02	-0.15								
Departure Headway (s)	5.0	4.7	4.9	4.7								
Degree Utilization, x	0.15	0.26	0.17	0.21								
Capacity (veh/h)	660	719	686	715								
Control Delay (s)	8.9	9.3	8.9	8.9								
Approach Delay (s)	8.9	9.3	8.9	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.0									
Level of Service			A									
Intersection Capacity Utilization			33.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
Existing (2024) - AM

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	7	7	104	0	1	74			
Future Volume (Veh/h)	7	7	104	0	1	74			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.44	0.44	0.79	0.79	0.77	0.77			
Hourly flow rate (vph)	16	16	132	0	1	96			
Pedestrians	5					5			
Lane Width (m)	3.7					3.7			
Walking Speed (m/s)	1.1					1.1			
Percent Blockage	0					0			
Right turn flare (veh)									
Median type			None			None			
Median storage veh									
Upstream signal (m)			110						
pX, platoon unblocked									
vC, conflicting volume	235	142			137				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	235	142			137				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	98	98			100				
cM capacity (veh/h)	749	897			1440				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	32	132	97						
Volume Left	16	0	1						
Volume Right	16	0	0						
cSH	816	1700	1440						
Volume to Capacity	0.04	0.08	0.00						
Queue Length 95th (m)	0.9	0.0	0.0						
Control Delay (s)	9.6	0.0	0.1						
Lane LOS	A		A						
Approach Delay (s)	9.6	0.0	0.1						
Approach LOS	A								
Intersection Summary									
Average Delay		1.2							
Intersection Capacity Utilization		18.2%	ICU Level of Service	A					
Analysis Period (min)		15							

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
Existing (2024) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1	0	10	26	0	1	11	0
Future Volume (Veh/h)	0	0	0	0	1	0	10	26	0	1	11	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.34	0.34	0.34	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	0	4	0	29	76	0	1	15	0
Pedestrians		15			5			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	173	171	35	161	171	86	30			81		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	173	171	35	161	171	86	30			81		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	99	100	98			100		
cM capacity (veh/h)	749	694	1018	773	694	963	1560			1509		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	4	105	16								
Volume Left	0	0	29	1								
Volume Right	0	0	0	0								
cSH	1700	694	1560	1509								
Volume to Capacity	0.00	0.01	0.02	0.00								
Queue Length 95th (m)	0.0	0.1	0.4	0.0								
Control Delay (s)	0.0	10.2	2.1	0.5								
Lane LOS	A	B	A	A								
Approach Delay (s)	0.0	10.2	2.1	0.5								
Approach LOS	A	B										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			18.8%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
Existing (2024) - AM

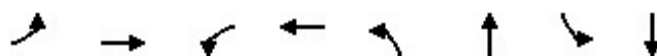
												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	7	22	8	32	10	0	1	82	9	4	105	77
Future Volume (Veh/h)	7	22	8	32	10	0	1	82	9	4	105	77
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.64	0.64	0.64
Hourly flow rate (vph)	9	29	11	43	14	0	1	112	12	6	164	120
Pedestrians	5				5				5			
Lane Width (m)	3.7				3.7				3.7			
Walking Speed (m/s)	1.1				1.1				1.1			
Percent Blockage	0				0				0			
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)							79					
pX, platoon unblocked												
vC, conflicting volume	373	426	128	392	372	234	289				129	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	373	426	128	392	372	234	289				129	
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.3	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.4	2.2				2.3	
p0 queue free %	98	94	99	92	97	100	100				100	
cM capacity (veh/h)	530	513	897	525	547	776	1267				1379	
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	49	57	125	290								
Volume Left	9	43	1	6								
Volume Right	11	0	12	120								
cSH	571	530	1267	1379								
Volume to Capacity	0.09	0.11	0.00	0.00								
Queue Length 95th (m)	2.1	2.7	0.0	0.1								
Control Delay (s)	11.9	12.6	0.1	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.9	12.6	0.1	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			27.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	16	15	5	27	8	133	22	149
Future Volume (vph)	16	15	5	27	8	133	22	149
Lane Group Flow (vph)	0	41	0	84	0	166	0	201
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.05		0.09		0.38		0.47
Control Delay		6.6		3.2		19.6		20.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.6		3.2		19.6		20.7
Queue Length 50th (m)		1.6		0.3		13.8		16.5
Queue Length 95th (m)		4.6		4.4		23.4		29.4
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		900		945		606		588
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.09		0.27		0.34

Intersection Summary

Cycle Length: 54

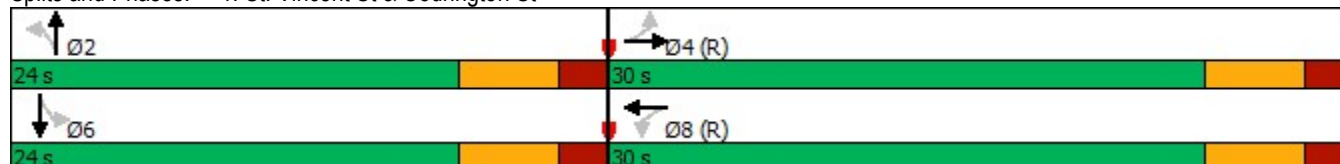
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - PM

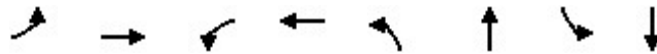
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	15	0	5	27	31	8	133	1	22	149	14
Future Volume (vph)	16	15	0	5	27	31	8	133	1	22	149	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			0.99	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1836			1736			1859			1848	
Flt Permitted		0.89			0.99			0.98			0.94	
Satd. Flow (perm)		1672			1719			1817			1750	
Peak-hour factor, PHF	0.75	0.75	0.75	0.76	0.76	0.76	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	21	20	0	7	36	41	9	156	1	24	162	15
RTOR Reduction (vph)	0	0	0	0	19	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	41	0	0	65	0	0	165	0	0	195	0
Confl. Peds. (#/hr)			10	10			5		5	5		5
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1			12.9			12.9	
Effective Green, g (s)		29.1			29.1			12.9			12.9	
Actuated g/C Ratio		0.54			0.54			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		901			926			434			418	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.04			0.09			c0.11	
v/c Ratio		0.05			0.07			0.38			0.47	
Uniform Delay, d1		5.9			6.0			17.2			17.6	
Progression Factor		1.00			0.72			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.6			0.8	
Delay (s)		6.0			4.4			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			4.4			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		46.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	10	26	6	47	4	64	28	78
Future Volume (vph)	10	26	6	47	4	64	28	78
Lane Group Flow (vph)	0	46	0	107	0	109	0	150
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.05		0.12		0.26		0.39
Control Delay		6.8		5.4		16.2		18.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.8		5.4		16.2		18.5
Queue Length 50th (m)		2.5		3.4		7.2		10.8
Queue Length 95th (m)		7.2		6.0		13.6		20.9
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		866		917		602		559
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.12		0.18		0.27

Intersection Summary

Cycle Length: 54

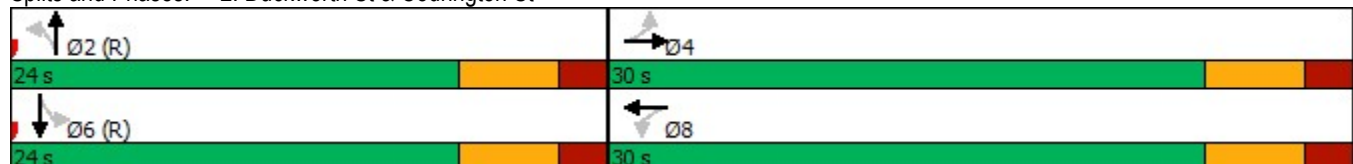
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	26	5	6	47	14	4	64	15	28	78	20
Future Volume (vph)	10	26	5	6	47	14	4	64	15	28	78	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.98			0.97			0.98			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1637			1673			1797			1799	
Flt Permitted		0.95			0.98			0.98			0.90	
Satd. Flow (perm)		1572			1652			1769			1641	
Peak-hour factor, PHF	0.90	0.90	0.90	0.63	0.63	0.63	0.76	0.76	0.76	0.84	0.84	0.84
Adj. Flow (vph)	11	29	6	10	75	22	5	84	20	33	93	24
RTOR Reduction (vph)	0	3	0	0	10	0	0	15	0	0	15	0
Lane Group Flow (vph)	0	43	0	0	97	0	0	94	0	0	135	0
Confl. Peds. (#/hr)	30		85	85		30	15		20	20		14
Heavy Vehicles (%)	2%	17%	2%	2%	12%	2%	2%	2%	7%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.7			29.7			12.3			12.3	
Effective Green, g (s)		29.7			29.7			12.3			12.3	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		864			908			402			373	
v/s Ratio Prot												
v/s Ratio Perm		0.03			0.06			0.05			0.08	
v/c Ratio		0.05			0.11			0.23			0.36	
Uniform Delay, d1		5.6			5.8			17.0			17.6	
Progression Factor		1.23			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			1.4			2.7	
Delay (s)		7.0			6.0			18.4			20.3	
Level of Service		A			A			B			C	
Approach Delay (s)		7.0			6.0			18.4			20.3	
Approach LOS		A			A			B			C	
Intersection Summary												
HCM 2000 Control Delay		14.6			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.8%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	88	108	12	5	60	26	11	85	5	39	123	85
Future Volume (vph)	88	108	12	5	60	26	11	85	5	39	123	85
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88
Hourly flow rate (vph)	100	123	14	6	74	32	14	105	6	44	140	97
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	237	112	125	281								
Volume Left (vph)	100	6	14	44								
Volume Right (vph)	14	32	6	97								
Hadj (s)	0.08	-0.13	0.03	-0.12								
Departure Headway (s)	5.2	5.2	5.3	4.9								
Degree Utilization, x	0.34	0.16	0.18	0.38								
Capacity (veh/h)	642	622	622	686								
Control Delay (s)	10.9	9.2	9.5	11.0								
Approach Delay (s)	10.9	9.2	9.5	11.0								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay				10.4								
Level of Service				B								
Intersection Capacity Utilization				45.3%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
BG (2031) - PM

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	3	7	85	1	8	144			
Future Volume (Veh/h)	3	7	85	1	8	144			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.75	0.75	0.87	0.87	0.91	0.91			
Hourly flow rate (vph)	4	9	98	1	9	158			
Pedestrians	5					5			
Lane Width (m)	3.7					3.7			
Walking Speed (m/s)	1.1					1.1			
Percent Blockage	0					0			
Right turn flare (veh)									
Median type			None			None			
Median storage veh									
Upstream signal (m)			110						
pX, platoon unblocked									
vC, conflicting volume	280	108			104				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	280	108			104				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	99	99			99				
cM capacity (veh/h)	703	936			1480				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	13	99	167						
Volume Left	4	0	9						
Volume Right	9	1	0						
cSH	849	1700	1480						
Volume to Capacity	0.02	0.06	0.01						
Queue Length 95th (m)	0.4	0.0	0.1						
Control Delay (s)	9.3	0.0	0.4						
Lane LOS	A		A						
Approach Delay (s)	9.3	0.0	0.4						
Approach LOS	A								
Intersection Summary									
Average Delay		0.7							
Intersection Capacity Utilization		25.6%	ICU Level of Service		A				
Analysis Period (min)		15							

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	0	2	2	0	5	25	2	5	20	0
Future Volume (Veh/h)	0	3	0	2	2	0	5	25	2	5	20	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.40	0.40	0.40	0.68	0.68	0.68
Hourly flow rate (vph)	0	4	0	4	4	0	12	62	5	7	29	0
Pedestrians		15			10			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	154	159	49	148	156	80	44			77		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154	159	49	148	156	80	44			77		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	99	100	99			100		
cM capacity (veh/h)	772	706	1000	782	709	966	1541			1507		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	8	79	36								
Volume Left	0	4	12	7								
Volume Right	0	0	5	0								
cSH	706	743	1541	1507								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (m)	0.1	0.2	0.2	0.1								
Control Delay (s)	10.1	9.9	1.2	1.5								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.1	9.9	1.2	1.5								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			18.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
BG (2031) - PM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	18	12	6	54	21	4	0	135	22	2	121	50
Future Volume (Veh/h)	18	12	6	54	21	4	0	135	22	2	121	50
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	22	15	7	64	25	5	0	180	29	3	166	68
Pedestrians	2			2			2			2		
Lane Width (m)	3.7			3.7			3.7			3.7		
Walking Speed (m/s)	1.1			1.1			1.1			1.1		
Percent Blockage	0			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)	79											
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94						0.94	
vC, conflicting volume	422	438	198	419	419	204	236					211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349	367	110	346	346	204	236					124
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.2
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.3
p0 queue free %	96	97	99	88	95	99	100					100
cM capacity (veh/h)	539	523	880	548	537	833	1329					1307
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	44	94	209	237								
Volume Left	22	64	0	3								
Volume Right	7	5	29	68								
cSH	568	555	1329	1307								
Volume to Capacity	0.08	0.17	0.00	0.00								
Queue Length 95th (m)	1.9	4.6	0.0	0.1								
Control Delay (s)	11.9	12.8	0.0	0.1								
Lane LOS	B	B		A								
Approach Delay (s)	11.9	12.8	0.0	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay				3.0								
Intersection Capacity Utilization				24.6%	ICU Level of Service				A			
Analysis Period (min)				15								

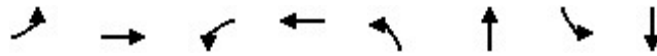
Appendix D – Synchro Analysis Output – Background Traffic Volumes

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2026) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	11	18	4	21	2	118	36	82
Future Volume (vph)	11	18	4	21	2	118	36	82
Lane Group Flow (vph)	0	68	0	84	0	156	0	156
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.08		0.09		0.36		0.42
Control Delay		6.4		2.0		19.3		21.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.4		2.0		19.3		21.0
Queue Length 50th (m)		2.6		0.0		12.7		12.9
Queue Length 95th (m)		3.6		0.5		20.5		20.8
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		883		891		617		522
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.08		0.09		0.25		0.30

Intersection Summary

Cycle Length: 54

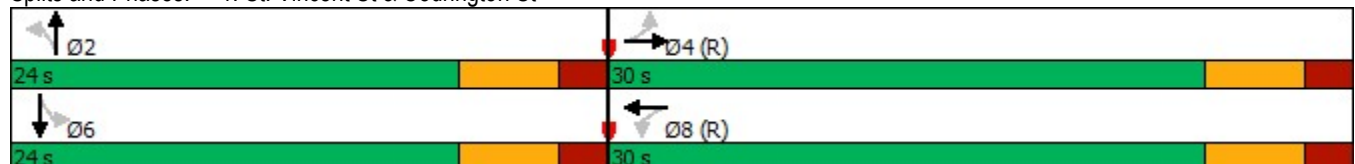
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2026) - AM

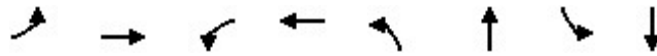
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	18	1	4	21	30	2	118	3	36	82	4
Future Volume (vph)	11	18	1	4	21	30	2	118	3	36	82	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1750			1616			1858			1765	
Flt Permitted		0.91			0.99			0.99			0.87	
Satd. Flow (perm)		1622			1601			1847			1562	
Peak-hour factor, PHF	0.44	0.44	0.44	0.65	0.65	0.65	0.79	0.79	0.79	0.78	0.78	0.78
Adj. Flow (vph)	25	41	2	6	32	46	3	149	4	46	105	5
RTOR Reduction (vph)	0	1	0	0	21	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	63	0	0	154	0	0	154	0
Heavy Vehicles (%)	10%	6%	2%	2%	5%	14%	2%	3%	2%	9%	5%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		883			871			430			364	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.08			c0.10	
v/c Ratio		0.08			0.07			0.36			0.42	
Uniform Delay, d1		5.8			5.8			17.3			17.6	
Progression Factor		1.00			0.48			1.00			1.00	
Incremental Delay, d2		0.2			0.2			0.5			0.8	
Delay (s)		6.0			2.9			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			2.9			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.6									B
HCM 2000 Volume to Capacity ratio			0.18									
Actuated Cycle Length (s)			54.0								12.0	
Intersection Capacity Utilization			55.0%									B
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

BG (2026) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	11	48	4	51	1	82	31	46
Future Volume (vph)	11	48	4	51	1	82	31	46
Lane Group Flow (vph)	0	118	0	96	0	167	0	125
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.13		0.10		0.40		0.35
Control Delay		7.9		5.3		17.8		19.1
Queue Delay		0.7		0.0		0.0		0.0
Total Delay		8.6		5.3		17.8		19.1
Queue Length 50th (m)		7.0		3.0		11.6		9.6
Queue Length 95th (m)		7.8		6.6		15.2		14.3
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		930		953		596		522
Starvation Cap Reductn		584		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.34		0.10		0.28		0.24

Intersection Summary

Cycle Length: 54

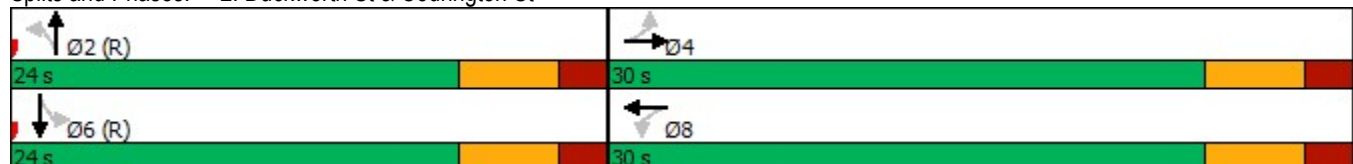
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

BG (2026) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	48	0	4	51	15	1	82	22	31	46	7
Future Volume (vph)	11	48	0	4	51	15	1	82	22	31	46	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.97			0.97			0.99	
Flt Protected		0.99			1.00			1.00			0.98	
Satd. Flow (prot)		1765			1734			1741			1791	
Flt Permitted		0.95			0.99			1.00			0.85	
Satd. Flow (perm)		1694			1721			1735			1548	
Peak-hour factor, PHF	0.50	0.50	0.50	0.73	0.73	0.73	0.63	0.63	0.63	0.67	0.67	0.67
Adj. Flow (vph)	22	96	0	5	70	21	2	130	35	46	69	10
RTOR Reduction (vph)	0	0	0	0	9	0	0	21	0	0	7	0
Lane Group Flow (vph)	0	118	0	0	87	0	0	146	0	0	118	0
Confl. Peds. (#/hr)	15		5	5		15	15		10	10		15
Heavy Vehicles (%)	10%	7%	2%	2%	8%	2%	2%	3%	19%	3%	2%	14%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.6			29.6			12.4			12.4	
Effective Green, g (s)		29.6			29.6			12.4			12.4	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		928			943			398			355	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.05			c0.08			0.08	
v/c Ratio		0.13			0.09			0.37			0.33	
Uniform Delay, d1		5.9			5.8			17.5			17.3	
Progression Factor		1.21			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			2.6			2.5	
Delay (s)		7.4			6.0			20.1			19.9	
Level of Service		A			A			C			B	
Approach Delay (s)		7.4			6.0			20.1			19.9	
Approach LOS		A			A			C			B	
Intersection Summary												
HCM 2000 Control Delay		14.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.20										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Duckworth St & Penetang St/Napier St

Duckworth Towns
BG (2026) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	47	35	2	12	81	27	4	104	8	27	65	63
Future Volume (vph)	47	35	2	12	81	27	4	104	8	27	65	63
Peak Hour Factor	0.79	0.79	0.79	0.59	0.59	0.59	0.86	0.86	0.86	0.93	0.93	0.93
Hourly flow rate (vph)	59	44	3	20	137	46	5	121	9	29	70	68
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	106	203	135	167								
Volume Left (vph)	59	20	5	29								
Volume Right (vph)	3	46	9	68								
Hadj (s)	0.16	-0.07	0.02	-0.16								
Departure Headway (s)	5.1	4.7	4.9	4.7								
Degree Utilization, x	0.15	0.27	0.18	0.22								
Capacity (veh/h)	650	711	679	709								
Control Delay (s)	9.0	9.4	9.0	9.0								
Approach Delay (s)	9.0	9.4	9.0	9.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.1								
Level of Service				A								
Intersection Capacity Utilization				34.3%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns

BG (2026) - AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	7	110	0	1	79
Future Volume (Veh/h)	7	7	110	0	1	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.44	0.44	0.79	0.79	0.77	0.77
Hourly flow rate (vph)	16	16	139	0	1	103
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	249	149			144	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249	149			144	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			100	
cM capacity (veh/h)	735	889			1431	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	32	139	104			
Volume Left	16	0	1			
Volume Right	16	0	0			
cSH	805	1700	1431			
Volume to Capacity	0.04	0.08	0.00			
Queue Length 95th (m)	0.9	0.0	0.0			
Control Delay (s)	9.7	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay		1.2				
Intersection Capacity Utilization		18.5%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
BG (2026) - AM

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	0	0	0	0	1	0	10	26	0	1	11	0								
Future Volume (Veh/h)	0	0	0	0	1	0	10	26	0	1	11	0								
Sign Control	Stop			Stop			Free			Free										
Grade	0%			0%			0%			0%										
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.34	0.34	0.34	0.75	0.75	0.75								
Hourly flow rate (vph)	0	0	0	0	4	0	29	76	0	1	15	0								
Pedestrians	15			5			5			5										
Lane Width (m)	3.7			3.7			3.7			3.7										
Walking Speed (m/s)	1.1			1.1			1.1			1.1										
Percent Blockage	1			0			0			0										
Right turn flare (veh)																				
Median type							None			None										
Median storage (veh)																				
Upstream signal (m)																				
pX, platoon unblocked																				
vC, conflicting volume	173	171	35	161	171	86	30				81									
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	173	171	35	161	171	86	30				81									
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1									
tC, 2 stage (s)																				
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2									
p0 queue free %	100	100	100	100	99	100	98				100									
cM capacity (veh/h)	749	694	1018	773	694	963	1560				1509									
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total	0	4	105	16																
Volume Left	0	0	29	1																
Volume Right	0	0	0	0																
cSH	1700	694	1560	1509																
Volume to Capacity	0.00	0.01	0.02	0.00																
Queue Length 95th (m)	0.0	0.1	0.4	0.0																
Control Delay (s)	0.0	10.2	2.1	0.5																
Lane LOS	A	B	A	A																
Approach Delay (s)	0.0	10.2	2.1	0.5																
Approach LOS	A	B																		
Intersection Summary																				
Average Delay	2.2																			
Intersection Capacity Utilization	18.8%			ICU Level of Service				A												
Analysis Period (min)	15																			

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
BG (2026) - AM

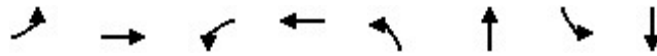
												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	8	23	9	34	10	0	1	86	10	4	109	80
Future Volume (Veh/h)	8	23	9	34	10	0	1	86	10	4	109	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.64	0.64	0.64
Hourly flow rate (vph)	11	31	12	46	14	0	1	118	14	6	170	125
Pedestrians		5			5			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)								79				
pX, platoon unblocked	1.00	1.00	1.00	1.00	1.00					1.00		
vC, conflicting volume	388	444	135	409	388	242	300			137		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	385	440	130	405	385	242	300			132		
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	98	94	99	91	97	100	100			100		
cM capacity (veh/h)	519	502	892	510	536	767	1255			1370		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	54	60	133	301								
Volume Left	11	46	1	6								
Volume Right	12	0	14	125								
cSH	560	516	1255	1370								
Volume to Capacity	0.10	0.12	0.00	0.00								
Queue Length 95th (m)	2.4	3.0	0.0	0.1								
Control Delay (s)	12.1	12.9	0.1	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	12.9	0.1	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			28.3%		ICU Level of Service					A		
Analysis Period (min)			15									

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2026) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	14	15	4	26	7	120	21	135
Future Volume (vph)	14	15	4	26	7	120	21	135
Lane Group Flow (vph)	0	39	0	76	0	150	0	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.04		0.08		0.35		0.45
Control Delay		6.3		3.2		19.5		20.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.3		3.2		19.5		20.4
Queue Length 50th (m)		1.5		0.3		12.4		14.9
Queue Length 95th (m)		4.3		4.2		21.9		27.7
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		920		955		607		588
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.04		0.08		0.25		0.31

Intersection Summary

Cycle Length: 54

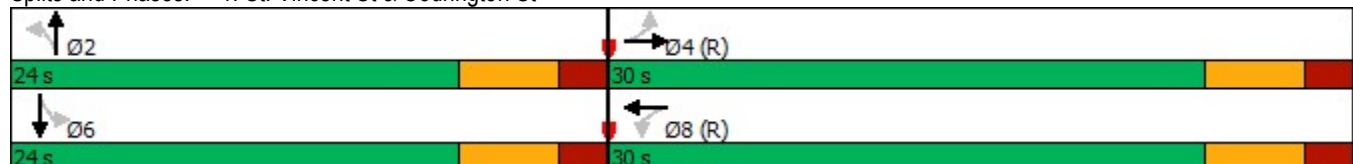
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2026) - PM

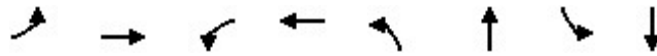
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	15	0	4	26	28	7	120	1	21	135	14
Future Volume (vph)	14	15	0	4	26	28	7	120	1	21	135	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			0.99	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1839			1737			1859			1846	
Flt Permitted		0.90			0.99			0.98			0.94	
Satd. Flow (perm)		1692			1726			1820			1748	
Peak-hour factor, PHF	0.75	0.75	0.75	0.76	0.76	0.76	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	19	20	0	5	34	37	8	141	1	23	147	15
RTOR Reduction (vph)	0	0	0	0	17	0	0	1	0	0	7	0
Lane Group Flow (vph)	0	39	0	0	59	0	0	149	0	0	178	0
Confl. Peds. (#/hr)			10	10			5		5	5		5
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		921			939			424			407	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			0.08			c0.10	
v/c Ratio		0.04			0.06			0.35			0.44	
Uniform Delay, d1		5.7			5.8			17.3			17.7	
Progression Factor		1.00			0.74			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.5			0.8	
Delay (s)		5.8			4.4			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		5.8			4.4			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		45.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

BG (2026) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	9	25	5	45	4	55	27	68
Future Volume (vph)	9	25	5	45	4	55	27	68
Lane Group Flow (vph)	0	42	0	100	0	97	0	136
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.05		0.11		0.24		0.35
Control Delay		6.8		5.3		15.8		18.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.8		5.3		15.8		18.0
Queue Length 50th (m)		2.3		3.2		6.1		9.5
Queue Length 95th (m)		6.8		5.5		12.5		19.4
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		875		923		599		557
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.11		0.16		0.24

Intersection Summary

Cycle Length: 54

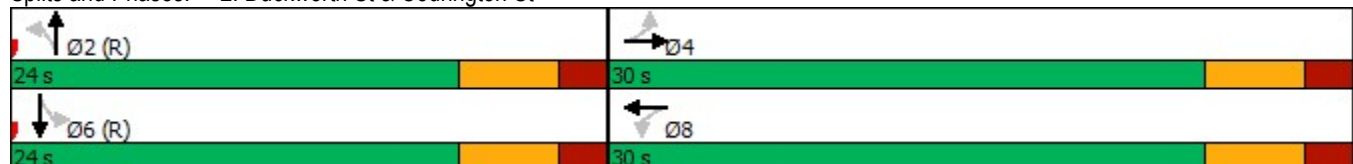
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

BG (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	25	4	5	45	13	4	55	15	27	68	19
Future Volume (vph)	9	25	4	5	45	13	4	55	15	27	68	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.99			0.97			0.97			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1644			1673			1786			1793	
Flt Permitted		0.95			0.99			0.98			0.90	
Satd. Flow (perm)		1583			1657			1757			1633	
Peak-hour factor, PHF	0.90	0.90	0.90	0.63	0.63	0.63	0.76	0.76	0.76	0.84	0.84	0.84
Adj. Flow (vph)	10	28	4	8	71	21	5	72	20	32	81	23
RTOR Reduction (vph)	0	2	0	0	9	0	0	15	0	0	15	0
Lane Group Flow (vph)	0	40	0	0	91	0	0	82	0	0	121	0
Confl. Peds. (#/hr)	30		85	85		30	15		20	20		14
Heavy Vehicles (%)	2%	17%	2%	2%	12%	2%	2%	2%	7%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.8			29.8			12.2			12.2	
Effective Green, g (s)		29.8			29.8			12.2			12.2	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		873			914			396			368	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.05			0.05			c0.07	
v/c Ratio		0.05			0.10			0.21			0.33	
Uniform Delay, d1		5.6			5.7			17.0			17.5	
Progression Factor		1.23			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			1.2			2.4	
Delay (s)		7.0			6.0			18.1			19.8	
Level of Service		A			A			B			B	
Approach Delay (s)		7.0			6.0			18.1			19.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.3			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.17										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Duckworth St & Penetang St/Napier St

Duckworth Towns
BG (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	80	103	11	4	57	24	10	73	4	36	106	77
Future Volume (vph)	80	103	11	4	57	24	10	73	4	36	106	77
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88
Hourly flow rate (vph)	91	117	12	5	70	30	12	90	5	41	120	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	220	105	107	249								
Volume Left (vph)	91	5	12	41								
Volume Right (vph)	12	30	5	88								
Hadj (s)	0.08	-0.13	0.03	-0.12								
Departure Headway (s)	5.0	5.0	5.1	4.8								
Degree Utilization, x	0.31	0.15	0.15	0.33								
Capacity (veh/h)	667	653	644	705								
Control Delay (s)	10.2	8.8	9.0	10.1								
Approach Delay (s)	10.2	8.8	9.0	10.1								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay	9.8											
Level of Service	A											
Intersection Capacity Utilization	42.5%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
BG (2026) - PM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	6	73	1	7	124
Future Volume (Veh/h)	3	6	73	1	7	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	4	8	84	1	8	136
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	242	94			90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	242	94			90	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	739	953			1498	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	12	85	144			
Volume Left	4	0	8			
Volume Right	8	1	0			
cSH	869	1700	1498			
Volume to Capacity	0.01	0.05	0.01			
Queue Length 95th (m)	0.3	0.0	0.1			
Control Delay (s)	9.2	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			23.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
BG (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	0	2	2	0	5	24	2	5	19	0
Future Volume (Veh/h)	0	3	0	2	2	0	5	24	2	5	19	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.40	0.40	0.40	0.68	0.68	0.68
Hourly flow rate (vph)	0	4	0	4	4	0	12	60	5	7	28	0
Pedestrians		15			10			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	150	156	48	146	154	78	43			75		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	150	156	48	146	154	78	43			75		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	99	100	99			100		
cM capacity (veh/h)	776	709	1001	785	711	969	1543			1509		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	8	77	35								
Volume Left	0	4	12	7								
Volume Right	0	0	5	0								
cSH	709	747	1543	1509								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (m)	0.1	0.2	0.2	0.1								
Control Delay (s)	10.1	9.9	1.2	1.5								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.1	9.9	1.2	1.5								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			18.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
BG (2026) - PM

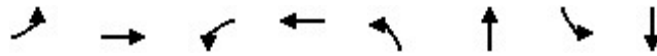
												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	16	11	5	49	20	3	0	122	19	2	109	45
Future Volume (Veh/h)	16	11	5	49	20	3	0	122	19	2	109	45
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	20	14	6	58	24	4	0	163	25	3	149	62
Pedestrians	2				2				2			
Lane Width (m)	3.7				3.7				3.7			
Walking Speed (m/s)	1.1				1.1				1.1			
Percent Blockage	0				0				0			
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)	79											
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95				0.95			
vC, conflicting volume	382	396	180	378	378	184	213				190	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	319	335	106	316	315	184	213				117	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.3	
p0 queue free %	97	97	99	90	96	100	100				100	
cM capacity (veh/h)	573	551	895	582	565	855	1355				1329	
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	40	86	188	214								
Volume Left	20	58	0	3								
Volume Right	6	4	25	62								
cSH	597	586	1355	1329								
Volume to Capacity	0.07	0.15	0.00	0.00								
Queue Length 95th (m)	1.6	3.9	0.0	0.1								
Control Delay (s)	11.5	12.2	0.0	0.1								
Lane LOS	B	B		A								
Approach Delay (s)	11.5	12.2	0.0	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			23.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	12	19	5	22	2	130	38	91
Future Volume (vph)	12	19	5	22	2	130	38	91
Lane Group Flow (vph)	0	72	0	93	0	172	0	171
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.08		0.11		0.39		0.45
Control Delay		6.8		2.2		19.5		21.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.8		2.2		19.5		21.2
Queue Length 50th (m)		2.8		0.0		14.2		14.3
Queue Length 95th (m)		3.8		0.8		21.9		22.2
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		868		883		617		524
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.08		0.11		0.28		0.33

Intersection Summary

Cycle Length: 54

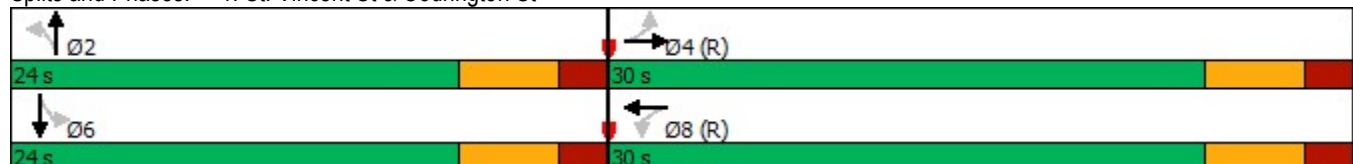
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - AM

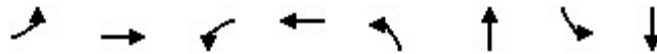
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	19	1	5	22	33	2	130	3	38	91	4
Future Volume (vph)	12	19	1	5	22	33	2	130	3	38	91	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1749			1615			1858			1768	
Flt Permitted		0.90			0.98			0.99			0.87	
Satd. Flow (perm)		1611			1595			1848			1567	
Peak-hour factor, PHF	0.44	0.44	0.44	0.65	0.65	0.65	0.79	0.79	0.79	0.78	0.78	0.78
Adj. Flow (vph)	27	43	2	8	34	51	3	165	4	49	117	5
RTOR Reduction (vph)	0	1	0	0	24	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	71	0	0	69	0	0	170	0	0	169	0
Heavy Vehicles (%)	10%	6%	2%	2%	5%	14%	2%	3%	2%	9%	5%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1			12.9			12.9	
Effective Green, g (s)		29.1			29.1			12.9			12.9	
Actuated g/C Ratio		0.54			0.54			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		868			859			441			374	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.09			c0.11	
v/c Ratio		0.08			0.08			0.39			0.45	
Uniform Delay, d1		6.0			6.0			17.2			17.5	
Progression Factor		1.00			0.49			1.00			1.00	
Incremental Delay, d2		0.2			0.2			0.6			0.9	
Delay (s)		6.2			3.2			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.2			3.2			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.7									
HCM 2000 Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			54.0									
Intersection Capacity Utilization			55.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	12	50	5	54	1	95	33	53
Future Volume (vph)	12	50	5	54	1	95	33	53
Lane Group Flow (vph)	0	124	0	104	0	190	0	140
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.14		0.11		0.45		0.39
Control Delay		8.1		5.6		19.0		19.6
Queue Delay		0.8		0.0		0.0		0.0
Total Delay		8.9		5.6		19.0		19.6
Queue Length 50th (m)		7.4		3.2		14.0		10.9
Queue Length 95th (m)		8.4		7.4		16.9		15.3
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		918		944		597		516
Starvation Cap Reductn		569		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.36		0.11		0.32		0.27

Intersection Summary

Cycle Length: 54

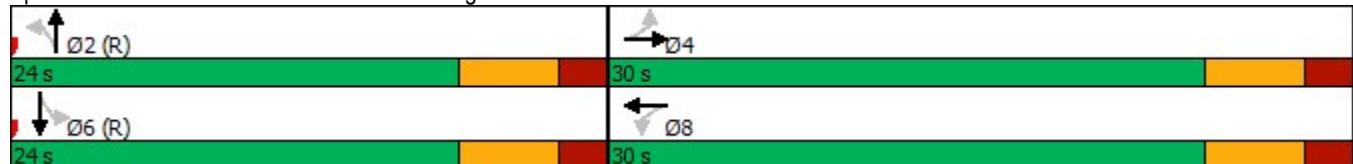
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	50	0	5	54	17	1	95	23	33	53	8
Future Volume (vph)	12	50	0	5	54	17	1	95	23	33	53	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.97			0.97			0.99	
Flt Protected		0.99			1.00			1.00			0.98	
Satd. Flow (prot)		1764			1733			1749			1791	
Flt Permitted		0.95			0.99			1.00			0.84	
Satd. Flow (perm)		1686			1714			1744			1531	
Peak-hour factor, PHF	0.50	0.50	0.50	0.73	0.73	0.73	0.63	0.63	0.63	0.67	0.67	0.67
Adj. Flow (vph)	24	100	0	7	74	23	2	151	37	49	79	12
RTOR Reduction (vph)	0	0	0	0	10	0	0	18	0	0	7	0
Lane Group Flow (vph)	0	124	0	0	94	0	0	172	0	0	133	0
Confl. Peds. (#/hr)	15		5	5		15	15		10	10		15
Heavy Vehicles (%)	10%	7%	2%	2%	8%	2%	2%	3%	19%	3%	2%	14%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		917			933			406			357	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.05			c0.10			0.09	
v/c Ratio		0.14			0.10			0.42			0.37	
Uniform Delay, d1		6.0			5.9			17.6			17.4	
Progression Factor		1.19			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			3.2			3.0	
Delay (s)		7.5			6.1			20.8			20.3	
Level of Service		A			A			C			C	
Approach Delay (s)		7.5			6.1			20.8			20.3	
Approach LOS		A			A			C			C	
Intersection Summary												
HCM 2000 Control Delay		15.0			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.22										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
BG (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	51	37	2	13	85	30	5	120	8	30	76	69
Future Volume (vph)	51	37	2	13	85	30	5	120	8	30	76	69
Peak Hour Factor	0.79	0.79	0.79	0.59	0.59	0.59	0.86	0.86	0.86	0.93	0.93	0.93
Hourly flow rate (vph)	65	47	3	22	144	51	6	140	9	32	82	74
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	115	217	155	188								
Volume Left (vph)	65	22	6	32								
Volume Right (vph)	3	51	9	74								
Hadj (s)	0.17	-0.08	0.02	-0.15								
Departure Headway (s)	5.2	4.9	5.0	4.8								
Degree Utilization, x	0.17	0.29	0.22	0.25								
Capacity (veh/h)	626	689	661	688								
Control Delay (s)	9.3	9.9	9.4	9.4								
Approach Delay (s)	9.3	9.9	9.4	9.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.5								
Level of Service				A								
Intersection Capacity Utilization				41.2%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
BG (2031) - AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	8	128	0	1	91
Future Volume (Veh/h)	8	8	128	0	1	91
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.44	0.44	0.79	0.79	0.77	0.77
Hourly flow rate (vph)	18	18	162	0	1	118
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	287	172			167	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	287	172			167	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			100	
cM capacity (veh/h)	699	863			1404	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	162	119			
Volume Left	18	0	1			
Volume Right	18	0	0			
cSH	773	1700	1404			
Volume to Capacity	0.05	0.10	0.00			
Queue Length 95th (m)	1.1	0.0	0.0			
Control Delay (s)	9.9	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			19.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
BG (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1	0	11	27	0	1	12	0
Future Volume (Veh/h)	0	0	0	0	1	0	11	27	0	1	12	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.34	0.34	0.34	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	0	4	0	32	79	0	1	16	0
Pedestrians		15			5			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	183	181	36	171	181	89	31			84		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	183	181	36	171	181	89	31			84		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	99	100	98			100		
cM capacity (veh/h)	736	684	1016	760	684	960	1558			1505		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	4	111	17								
Volume Left	0	0	32	1								
Volume Right	0	0	0	0								
cSH	1700	684	1558	1505								
Volume to Capacity	0.00	0.01	0.02	0.00								
Queue Length 95th (m)	0.0	0.1	0.5	0.0								
Control Delay (s)	0.0	10.3	2.2	0.4								
Lane LOS	A	B	A	A								
Approach Delay (s)	0.0	10.3	2.2	0.4								
Approach LOS	A	B										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			18.8%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
BG (2031) - AM

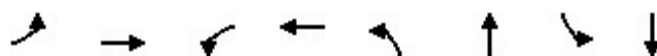
																				
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR								
Lane Configurations																				
Traffic Volume (veh/h)	8	25	10	37	11	0	1	94	11	4	121	88								
Future Volume (Veh/h)	8	25	10	37	11	0	1	94	11	4	121	88								
Sign Control	Stop				Stop				Free											
Grade	0%				0%				0%											
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.64	0.64	0.64								
Hourly flow rate (vph)	11	33	13	50	15	0	1	129	15	6	189	138								
Pedestrians	5				5				5											
Lane Width (m)	3.7				3.7				3.7											
Walking Speed (m/s)	1.1				1.1				1.1											
Percent Blockage	0				0				0											
Right turn flare (veh)																				
Median type							None			None										
Median storage (veh)																				
Upstream signal (m)	79																			
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98				0.98											
vC, conflicting volume	426	488	146	448	426	268	332				149									
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	408	471	124	431	408	268	332				127									
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.3	4.1				4.2									
tC, 2 stage (s)																				
tF (s)	3.7	4.0	3.4	3.5	4.0	3.4	2.2				2.3									
p0 queue free %	98	93	99	90	97	100	100				100									
cM capacity (veh/h)	492	476	887	481	513	742	1221				1359									
Direction, Lane #	NB 1	SB 1	SE 1	NW 1																
Volume Total	57	65	145	333																
Volume Left	11	50	1	6																
Volume Right	13	0	15	138																
cSH	536	488	1221	1359																
Volume to Capacity	0.11	0.13	0.00	0.00																
Queue Length 95th (m)	2.7	3.5	0.0	0.1																
Control Delay (s)	12.5	13.5	0.1	0.2																
Lane LOS	B	B	A	A																
Approach Delay (s)	12.5	13.5	0.1	0.2																
Approach LOS	B	B																		
Intersection Summary																				
Average Delay	2.8																			
Intersection Capacity Utilization	30.4%			ICU Level of Service					A											
Analysis Period (min)	15																			

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	16	15	5	27	8	133	22	149
Future Volume (vph)	16	15	5	27	8	133	22	149
Lane Group Flow (vph)	0	41	0	84	0	166	0	201
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.05		0.09		0.38		0.47
Control Delay		6.6		3.2		19.6		20.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.6		3.2		19.6		20.7
Queue Length 50th (m)		1.6		0.3		13.8		16.5
Queue Length 95th (m)		4.6		4.4		23.4		29.4
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		900		945		606		588
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.09		0.27		0.34

Intersection Summary

Cycle Length: 54

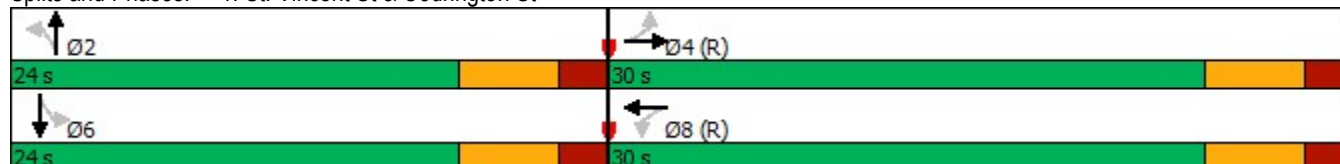
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

BG (2031) - PM

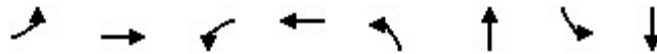
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	15	0	5	27	31	8	133	1	22	149	14
Future Volume (vph)	16	15	0	5	27	31	8	133	1	22	149	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			0.99	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1836			1736			1859			1848	
Flt Permitted		0.89			0.99			0.98			0.94	
Satd. Flow (perm)		1672			1719			1817			1750	
Peak-hour factor, PHF	0.75	0.75	0.75	0.76	0.76	0.76	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	21	20	0	7	36	41	9	156	1	24	162	15
RTOR Reduction (vph)	0	0	0	0	19	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	41	0	0	65	0	0	165	0	0	195	0
Confl. Peds. (#/hr)			10	10			5		5	5		5
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1			12.9			12.9	
Effective Green, g (s)		29.1			29.1			12.9			12.9	
Actuated g/C Ratio		0.54			0.54			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		901			926			434			418	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.04			0.09			c0.11	
v/c Ratio		0.05			0.07			0.38			0.47	
Uniform Delay, d1		5.9			6.0			17.2			17.6	
Progression Factor		1.00			0.72			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.6			0.8	
Delay (s)		6.0			4.4			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			4.4			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		46.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	10	26	6	47	4	64	28	78
Future Volume (vph)	10	26	6	47	4	64	28	78
Lane Group Flow (vph)	0	46	0	107	0	109	0	150
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.05		0.12		0.26		0.39
Control Delay		6.8		5.4		16.2		18.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.8		5.4		16.2		18.5
Queue Length 50th (m)		2.5		3.4		7.2		10.8
Queue Length 95th (m)		7.2		6.0		13.6		20.9
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		866		917		602		559
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.12		0.18		0.27

Intersection Summary

Cycle Length: 54

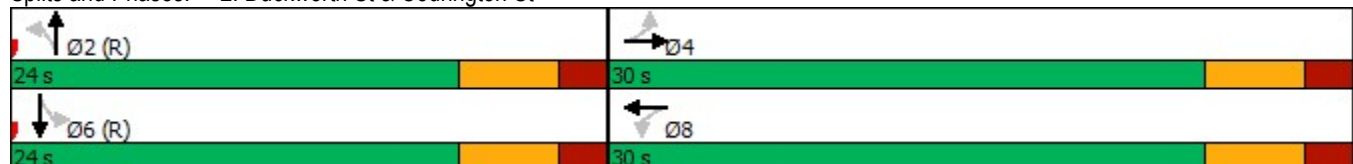
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	26	5	6	47	14	4	64	15	28	78	20
Future Volume (vph)	10	26	5	6	47	14	4	64	15	28	78	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.98			0.97			0.98			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1637			1673			1797			1799	
Flt Permitted		0.95			0.98			0.98			0.90	
Satd. Flow (perm)		1572			1652			1769			1641	
Peak-hour factor, PHF	0.90	0.90	0.90	0.63	0.63	0.63	0.76	0.76	0.76	0.84	0.84	0.84
Adj. Flow (vph)	11	29	6	10	75	22	5	84	20	33	93	24
RTOR Reduction (vph)	0	3	0	0	10	0	0	15	0	0	15	0
Lane Group Flow (vph)	0	43	0	0	97	0	0	94	0	0	135	0
Confl. Peds. (#/hr)	30		85	85		30	15		20	20		14
Heavy Vehicles (%)	2%	17%	2%	2%	12%	2%	2%	2%	7%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.7			29.7			12.3			12.3	
Effective Green, g (s)		29.7			29.7			12.3			12.3	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		864			908			402			373	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.06			0.05			c0.08	
v/c Ratio		0.05			0.11			0.23			0.36	
Uniform Delay, d1		5.6			5.8			17.0			17.6	
Progression Factor		1.23			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			1.4			2.7	
Delay (s)		7.0			6.0			18.4			20.3	
Level of Service		A			A			B			C	
Approach Delay (s)		7.0			6.0			18.4			20.3	
Approach LOS		A			A			B			C	
Intersection Summary												
HCM 2000 Control Delay		14.6			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.8%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Duckworth St & Penetang St/Napier St

Duckworth Towns
BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	88	108	12	5	60	26	11	85	5	39	123	85
Future Volume (vph)	88	108	12	5	60	26	11	85	5	39	123	85
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88
Hourly flow rate (vph)	100	123	14	6	74	32	14	105	6	44	140	97
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	237	112	125	281								
Volume Left (vph)	100	6	14	44								
Volume Right (vph)	14	32	6	97								
Hadj (s)	0.08	-0.13	0.03	-0.12								
Departure Headway (s)	5.2	5.2	5.3	4.9								
Degree Utilization, x	0.34	0.16	0.18	0.38								
Capacity (veh/h)	642	622	622	686								
Control Delay (s)	10.9	9.2	9.5	11.0								
Approach Delay (s)	10.9	9.2	9.5	11.0								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay				10.4								
Level of Service				B								
Intersection Capacity Utilization				45.3%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
BG (2031) - PM

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	3	7	85	1	8	144			
Future Volume (Veh/h)	3	7	85	1	8	144			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.75	0.75	0.87	0.87	0.91	0.91			
Hourly flow rate (vph)	4	9	98	1	9	158			
Pedestrians	5					5			
Lane Width (m)	3.7					3.7			
Walking Speed (m/s)	1.1					1.1			
Percent Blockage	0					0			
Right turn flare (veh)									
Median type			None			None			
Median storage veh									
Upstream signal (m)			110						
pX, platoon unblocked									
vC, conflicting volume	280	108			104				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	280	108			104				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	99	99			99				
cM capacity (veh/h)	703	936			1480				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	13	99	167						
Volume Left	4	0	9						
Volume Right	9	1	0						
cSH	849	1700	1480						
Volume to Capacity	0.02	0.06	0.01						
Queue Length 95th (m)	0.4	0.0	0.1						
Control Delay (s)	9.3	0.0	0.4						
Lane LOS	A		A						
Approach Delay (s)	9.3	0.0	0.4						
Approach LOS	A								
Intersection Summary									
Average Delay		0.7							
Intersection Capacity Utilization		25.6%	ICU Level of Service	A					
Analysis Period (min)		15							

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
BG (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	0	2	2	0	5	25	2	5	20	0
Future Volume (Veh/h)	0	3	0	2	2	0	5	25	2	5	20	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.40	0.40	0.40	0.68	0.68	0.68
Hourly flow rate (vph)	0	4	0	4	4	0	12	62	5	7	29	0
Pedestrians		15			10			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	154	159	49	148	156	80	44			77		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154	159	49	148	156	80	44			77		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	99	100	99			100		
cM capacity (veh/h)	772	706	1000	782	709	966	1541			1507		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	8	79	36								
Volume Left	0	4	12	7								
Volume Right	0	0	5	0								
cSH	706	743	1541	1507								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (m)	0.1	0.2	0.2	0.1								
Control Delay (s)	10.1	9.9	1.2	1.5								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.1	9.9	1.2	1.5								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			18.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns
BG (2031) - PM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	18	12	6	54	21	4	0	135	22	2	121	50
Future Volume (Veh/h)	18	12	6	54	21	4	0	135	22	2	121	50
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	22	15	7	64	25	5	0	180	29	3	166	68
Pedestrians	2				2				2			
Lane Width (m)	3.7				3.7				3.7			
Walking Speed (m/s)	1.1				1.1				1.1			
Percent Blockage	0				0				0			
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)	79											
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94				0.94			
vC, conflicting volume	422	438	198	419	419	204	236				211	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349	367	110	346	346	204	236				124	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.3	
p0 queue free %	96	97	99	88	95	99	100				100	
cM capacity (veh/h)	539	523	880	548	537	833	1329				1307	
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	44	94	209	237								
Volume Left	22	64	0	3								
Volume Right	7	5	29	68								
cSH	568	555	1329	1307								
Volume to Capacity	0.08	0.17	0.00	0.00								
Queue Length 95th (m)	1.9	4.6	0.0	0.1								
Control Delay (s)	11.9	12.8	0.0	0.1								
Lane LOS	B	B		A								
Approach Delay (s)	11.9	12.8	0.0	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay	3.0											
Intersection Capacity Utilization	24.6%			ICU Level of Service					A			
Analysis Period (min)	15											

Appendix E – Transportation Tomorrow Survey Excerpt

2006 GTA Zone of Origin: 8505

Outside Barrie		Distribution					Total
Planning District of Destination		N (Dkwth)	N (St. V)	S	E	W	
PD 1 of Toronto	154	154					154
PD 6 of Toronto	11	11					11
PD 10 of Toronto	7	7					7
Aurora	115	115					115
Vaughan	11	11					11
Mississauga	10	10					10
Barrie	1574						
Innisfil	7	7					7
Clearview	11		11				11
Springwater	6		6				6
Grey	39		39				39
Collingwood	39		39				39
Oro-Medonte	46	23			23		46
	456	338	95		23	0	456
Within Barrie		Distribution					Total
2006 GTA zone of Destination		N (Dkwth)	N (St. V)	S	E	W	
8501	63					63	63
8502	15					15	15
8503	11					11	11
8504	27					27	27
8505	127	25.4	25.4	25.4	25.4	25.4	127
8506	171			85.5	85.5		171
8507	137	68.5			68.5		137
8508	41		20.5			20.5	41
8509	237	118.5			118.5		237
8510	123	61.5	61.5				123
8513	68		68				68
8514	12		12				12
8517	33					33	33
8518	79					79	79
8520	39					39	39
8521	108				54	54	108
8523	30	30					30
8524	138	138					138
8526	3	3					3
8527	57	57					57
8529	34	34					34
8531	7	7					7
8532	13	13					13
	1573	555.9	187.4	164.9	297.9	366.9	1573
Totals	2029	893.9	282.4	187.9	297.9	366.9	2029
Distribution %		44%	14%	9%	15%	18%	100%



TTS Cross Tabulation

Cross Tabulation Query Form - Trip - 2016 v1.1

Filter Variables

2006 GTA zone of origin

Planning district of desti...

(Optional) Table Attribute

Group Attributes

Row Grouping

Column Grouping

Table Grouping

Grouping file: [Choose File](#) No file chosen

Filter Selection +

☒ 2006 GTA zone of origin

In

8505

And

☒ Start time of trip

In

0600-0900

[Add](#) [Delete](#)

Output

☒ Comma-delimited table

☐ Column format

[Expansion Factor On](#)

[Click to Select Load](#)

[Load](#)

[Execute Query](#)

[Select All](#)

[Save As](#)

Wed May 18 2022 12:25:57 GMT-0400 (Eastern Daylight Time) - Run Time: 2555ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig

Column: Planning district of destination - pd_dest

Filters:

(2006 GTA zone of origin - gta06_orig In 8505

and

Start time of trip - start_time In 0600-0900)

Trip 2016

Table:

,PD 1 of Toronto,PD 6 of Toronto,PD 10 of Toronto,Aurora,Vaughan,Mississauga,Barrie,Innisfil,Clearview,Springwater,G
8505,154,11,7,115,11,10,1574,7,11,6,39,39,46





TTS Cross Tabulation

Cross Tabulation Query Form - Trip - 2016 v1.1

Filter Variables

2006 GTA zone of origin

2006 GTA zone of desti...

(Optional) Table Attribute

Group Attributes

Row Grouping

Column Grouping

Table Grouping

Grouping file: [Choose File](#) No file chosen

Filter Selection +

☒	2006 GTA zone of origin	In
	8505	
	And	
☒	Start time of trip	In
	0600-0900	
	And	
☒	Planning district of destination	In
	81,	

[Add](#) [Delete](#)

Output

☒ Comma-delimited table ☐ Column format [Expansion Factor On](#) [Click to Select Load](#) [Load](#)

[Execute Query](#) [Select All](#) [Save As](#)

Wed May 18 2022 12:30:18 GMT-0400 (Eastern Daylight Time) - Run Time: 2619ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig

Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of origin - gta06_orig In 8505
and
Start time of trip - start_time In 0600-0900
and
Planning district of destination - pd_dest In 81,)

Trip 2016

Table:

,8501,8502,8503,8504,8505,8506,8507,8508,8509,8510,8513,8514,8517,8518,8520,8521,8523,8524,8526,8527,8529,8531,8532
8505,63,15,11,27,127,171,137,41,237,123,68,12,33,79,39,108,30,138,3,57,34,7,13

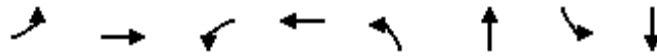
Appendix F – Synchro Analysis Output – Total Traffic Volumes

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

Total (2026) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	11	18	4	22	2	118	36	82
Future Volume (vph)	11	18	4	22	2	118	36	82
Lane Group Flow (vph)	0	68	0	86	0	156	0	156
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.08		0.10		0.36		0.42
Control Delay		6.4		2.2		19.3		21.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.4		2.2		19.3		21.0
Queue Length 50th (m)		2.6		0.0		12.7		12.9
Queue Length 95th (m)		3.6		0.6		20.5		20.8
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		883		894		617		522
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.08		0.10		0.25		0.30

Intersection Summary

Cycle Length: 54

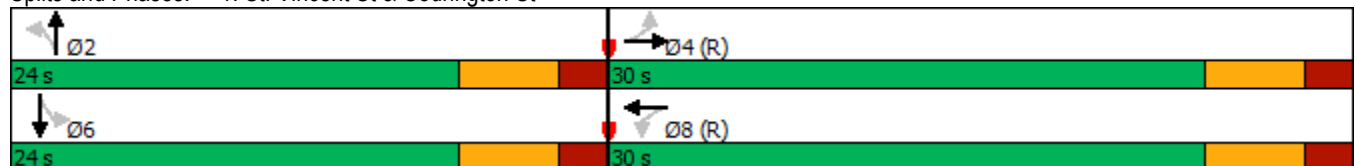
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

Total (2026) - AM

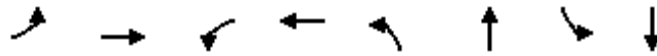
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	18	1	4	22	30	2	118	3	36	82	4
Future Volume (vph)	11	18	1	4	22	30	2	118	3	36	82	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1750			1621			1858			1765	
Flt Permitted		0.91			0.99			0.99			0.87	
Satd. Flow (perm)		1621			1606			1847			1562	
Peak-hour factor, PHF	0.44	0.44	0.44	0.65	0.65	0.65	0.79	0.79	0.79	0.78	0.78	0.78
Adj. Flow (vph)	25	41	2	6	34	46	3	149	4	46	105	5
RTOR Reduction (vph)	0	1	0	0	21	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	65	0	0	154	0	0	154	0
Heavy Vehicles (%)	10%	6%	2%	2%	5%	14%	2%	3%	2%	9%	5%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		882			874			430			364	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.08			c0.10	
v/c Ratio		0.08			0.07			0.36			0.42	
Uniform Delay, d1		5.8			5.8			17.3			17.6	
Progression Factor		1.00			0.52			1.00			1.00	
Incremental Delay, d2		0.2			0.2			0.5			0.8	
Delay (s)		6.0			3.2			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			3.2			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.6									
HCM 2000 Volume to Capacity ratio			0.18									
Actuated Cycle Length (s)			54.0									
Intersection Capacity Utilization			55.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

Total (2026) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	11	48	4	51	1	82	31	47
Future Volume (vph)	11	48	4	51	1	82	31	47
Lane Group Flow (vph)	0	118	0	96	0	167	0	128
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.13		0.10		0.40		0.35
Control Delay		7.9		5.3		17.8		19.1
Queue Delay		0.7		0.0		0.0		0.0
Total Delay		8.6		5.3		17.8		19.1
Queue Length 50th (m)		7.0		3.0		11.6		9.7
Queue Length 95th (m)		7.8		6.6		15.2		14.5
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		930		953		596		521
Starvation Cap Reductn		584		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.34		0.10		0.28		0.25

Intersection Summary

Cycle Length: 54

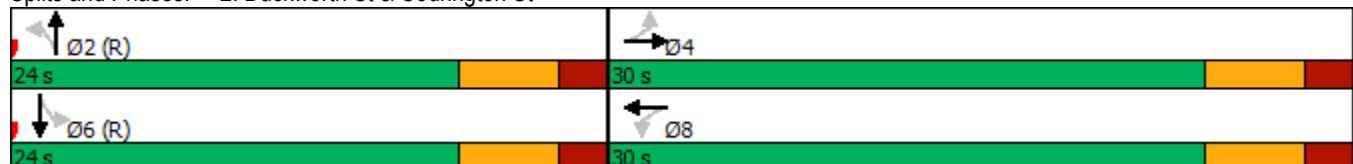
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

Total (2026) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	48	0	4	51	15	1	82	22	31	47	8
Future Volume (vph)	11	48	0	4	51	15	1	82	22	31	47	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.97			0.97			0.99	
Flt Protected		0.99			1.00			1.00			0.98	
Satd. Flow (prot)		1765			1734			1741			1785	
Flt Permitted		0.95			0.99			1.00			0.85	
Satd. Flow (perm)		1694			1721			1735			1547	
Peak-hour factor, PHF	0.50	0.50	0.50	0.73	0.73	0.73	0.63	0.63	0.63	0.67	0.67	0.67
Adj. Flow (vph)	22	96	0	5	70	21	2	130	35	46	70	12
RTOR Reduction (vph)	0	0	0	0	9	0	0	21	0	0	8	0
Lane Group Flow (vph)	0	118	0	0	87	0	0	146	0	0	120	0
Confl. Peds. (#/hr)	15		5	5		15	15		10	10		15
Heavy Vehicles (%)	10%	7%	2%	2%	8%	2%	2%	3%	19%	3%	2%	14%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.6			29.6			12.4			12.4	
Effective Green, g (s)		29.6			29.6			12.4			12.4	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		928			943			398			355	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.05			c0.08			0.08	
v/c Ratio		0.13			0.09			0.37			0.34	
Uniform Delay, d1		5.9			5.8			17.5			17.4	
Progression Factor		1.21			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			2.6			2.6	
Delay (s)		7.4			6.0			20.1			20.0	
Level of Service		A			A			C			B	
Approach Delay (s)		7.4			6.0			20.1			20.0	
Approach LOS		A			A			C			B	
Intersection Summary												
HCM 2000 Control Delay		14.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.20										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
Total (2026) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	47	35	2	12	81	27	5	108	8	27	66	63
Future Volume (vph)	47	35	2	12	81	27	5	108	8	27	66	63
Peak Hour Factor	0.79	0.79	0.79	0.59	0.59	0.59	0.86	0.86	0.86	0.93	0.93	0.93
Hourly flow rate (vph)	59	44	3	20	137	46	6	126	9	29	71	68
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	106	203	141	168								
Volume Left (vph)	59	20	6	29								
Volume Right (vph)	3	46	9	68								
Hadj (s)	0.16	-0.07	0.02	-0.15								
Departure Headway (s)	5.1	4.7	4.9	4.7								
Degree Utilization, x	0.15	0.27	0.19	0.22								
Capacity (veh/h)	646	708	679	707								
Control Delay (s)	9.0	9.5	9.1	9.0								
Approach Delay (s)	9.0	9.5	9.1	9.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.2								
Level of Service				A								
Intersection Capacity Utilization				34.3%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
Total (2026) - AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	12	110	0	2	79
Future Volume (Veh/h)	9	12	110	0	2	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.44	0.44	0.79	0.79	0.77	0.77
Hourly flow rate (vph)	20	27	139	0	3	103
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	253	149			144	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	253	149			144	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			100	
cM capacity (veh/h)	730	889			1431	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	47	139	106			
Volume Left	20	0	3			
Volume Right	27	0	0			
cSH	814	1700	1431			
Volume to Capacity	0.06	0.08	0.00			
Queue Length 95th (m)	1.4	0.0	0.0			
Control Delay (s)	9.7	0.0	0.2			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	0.2			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			18.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
Total (2026) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	1	0	11	26	0	1	11	0
Future Volume (Veh/h)	0	0	1	0	1	0	11	26	0	1	11	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.34	0.34	0.34	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	1	0	4	0	32	76	0	1	15	0
Pedestrians	15			5			5			5		
Lane Width (m)	3.7			3.7			3.7			3.7		
Walking Speed (m/s)	1.1			1.1			1.1			1.1		
Percent Blockage	1			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	179	177	35	168	177	86	30				81	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	179	177	35	168	177	86	30				81	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	99	100	98				100	
cM capacity (veh/h)	741	688	1018	763	688	963	1560				1509	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	4	108	16								
Volume Left	0	0	32	1								
Volume Right	1	0	0	0								
cSH	1018	688	1560	1509								
Volume to Capacity	0.00	0.01	0.02	0.00								
Queue Length 95th (m)	0.0	0.1	0.5	0.0								
Control Delay (s)	8.5	10.3	2.3	0.5								
Lane LOS	A	B	A	A								
Approach Delay (s)	8.5	10.3	2.3	0.5								
Approach LOS	A	B										
Intersection Summary												
Average Delay	2.4											
Intersection Capacity Utilization	18.8%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns

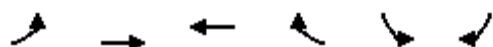
Total (2026) - AM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	8	23	9	35	10	0	1	86	10	4	109	80
Future Volume (Veh/h)	8	23	9	35	10	0	1	86	10	4	109	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.64	0.64	0.64
Hourly flow rate (vph)	11	31	12	47	14	0	1	118	14	6	170	125
Pedestrians		5			5			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								79				
pX, platoon unblocked	1.00	1.00	1.00	1.00	1.00					1.00		
vC, conflicting volume	388	444	135	409	388	242	300			137		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	385	440	130	405	385	242	300			132		
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	98	94	99	91	97	100	100			100		
cM capacity (veh/h)	519	502	892	510	536	767	1255			1370		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	54	61	133	301								
Volume Left	11	47	1	6								
Volume Right	12	0	14	125								
cSH	560	516	1255	1370								
Volume to Capacity	0.10	0.12	0.00	0.00								
Queue Length 95th (m)	2.4	3.0	0.0	0.1								
Control Delay (s)	12.1	12.9	0.1	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	12.9	0.1	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			28.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

7: Mountbatten Rd & Site Access

Duckworth Towns
Total (2026) - AM



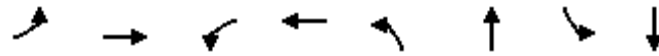
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	11	1	1	7
Future Volume (Veh/h)	1	1	11	1	1	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	12	1	1	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	13				16	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	13				16	12
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1606				1002	1068
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	2	13	9			
Volume Left	1	0	1			
Volume Right	0	1	8			
cSH	1606	1700	1060			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (m)	0.0	0.0	0.2			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

TT (2026) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	14	16	4	26	7	120	21	135
Future Volume (vph)	14	16	4	26	7	120	21	135
Lane Group Flow (vph)	0	40	0	76	0	150	0	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.04		0.08		0.35		0.45
Control Delay		6.4		3.2		19.5		20.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.4		3.2		19.5		20.4
Queue Length 50th (m)		1.6		0.3		12.4		14.9
Queue Length 95th (m)		4.4		4.2		21.9		27.7
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		922		955		607		588
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.04		0.08		0.25		0.31

Intersection Summary

Cycle Length: 54

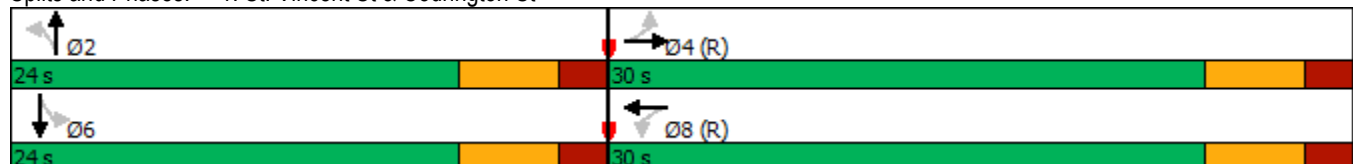
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

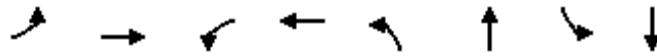
TT (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	16	0	4	26	28	7	120	1	21	135	14
Future Volume (vph)	14	16	0	4	26	28	7	120	1	21	135	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			0.99	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1840			1737			1859			1846	
Flt Permitted		0.90			0.99			0.98			0.94	
Satd. Flow (perm)		1695			1726			1820			1748	
Peak-hour factor, PHF	0.75	0.75	0.75	0.76	0.76	0.76	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	19	21	0	5	34	37	8	141	1	23	147	15
RTOR Reduction (vph)	0	0	0	0	17	0	0	1	0	0	7	0
Lane Group Flow (vph)	0	40	0	0	59	0	0	149	0	0	178	0
Confl. Peds. (#/hr)			10	10			5		5	5		5
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		922			939			424			407	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			0.08			c0.10	
v/c Ratio		0.04			0.06			0.35			0.44	
Uniform Delay, d1		5.7			5.8			17.3			17.7	
Progression Factor		1.00			0.74			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.5			0.8	
Delay (s)		5.8			4.4			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		5.8			4.4			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.7			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		45.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns
TT (2026) - PM

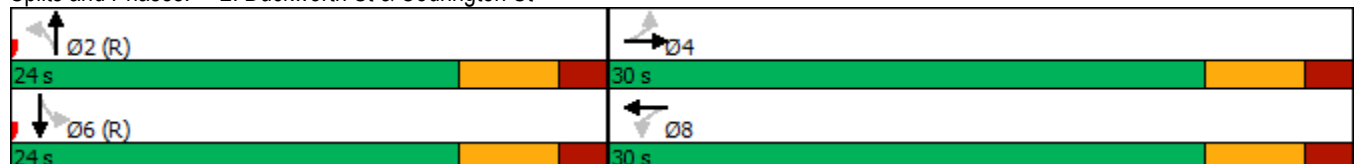


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	10	25	5	45	4	56	27	68
Future Volume (vph)	10	25	5	45	4	56	27	68
Lane Group Flow (vph)	0	43	0	100	0	99	0	136
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.05		0.11		0.24		0.35
Control Delay		6.7		5.3		15.9		18.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.7		5.3		15.9		18.0
Queue Length 50th (m)		2.3		3.2		6.3		9.5
Queue Length 95th (m)		6.7		5.5		12.8		19.4
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		872		923		599		557
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.11		0.17		0.24

Intersection Summary

Cycle Length: 54
 Actuated Cycle Length: 54
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns
TT (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	25	4	5	45	13	4	56	15	27	68	19
Future Volume (vph)	10	25	4	5	45	13	4	56	15	27	68	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.99			0.97			0.97			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1646			1673			1788			1793	
Flt Permitted		0.95			0.99			0.98			0.90	
Satd. Flow (perm)		1579			1657			1759			1632	
Peak-hour factor, PHF	0.90	0.90	0.90	0.63	0.63	0.63	0.76	0.76	0.76	0.84	0.84	0.84
Adj. Flow (vph)	11	28	4	8	71	21	5	74	20	32	81	23
RTOR Reduction (vph)	0	2	0	0	9	0	0	15	0	0	15	0
Lane Group Flow (vph)	0	41	0	0	91	0	0	84	0	0	121	0
Confl. Peds. (#/hr)	30		85	85		30	15		20	20		14
Heavy Vehicles (%)	2%	17%	2%	2%	12%	2%	2%	2%	7%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.8			29.8			12.2			12.2	
Effective Green, g (s)		29.8			29.8			12.2			12.2	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		871			914			397			368	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.05			0.05			c0.07	
v/c Ratio		0.05			0.10			0.21			0.33	
Uniform Delay, d1		5.6			5.7			17.0			17.5	
Progression Factor		1.20			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			1.2			2.4	
Delay (s)		6.8			6.0			18.2			19.8	
Level of Service		A			A			B			B	
Approach Delay (s)		6.8			6.0			18.2			19.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.2			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.17										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
TT (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	80	103	12	4	57	24	12	74	4	36	110	77
Future Volume (vph)	80	103	12	4	57	24	12	74	4	36	110	77
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88
Hourly flow rate (vph)	91	117	14	5	70	30	15	91	5	41	125	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	222	105	111	254								
Volume Left (vph)	91	5	15	41								
Volume Right (vph)	14	30	5	88								
Hadj (s)	0.08	-0.13	0.03	-0.12								
Departure Headway (s)	5.1	5.0	5.1	4.8								
Degree Utilization, x	0.31	0.15	0.16	0.34								
Capacity (veh/h)	664	648	641	703								
Control Delay (s)	10.3	8.9	9.1	10.2								
Approach Delay (s)	10.3	8.9	9.1	10.2								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay	9.9											
Level of Service	A											
Intersection Capacity Utilization	41.9%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
TT (2026) - PM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	9	73	3	12	124
Future Volume (Veh/h)	3	9	73	3	12	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	4	12	84	3	13	136
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	252	96			92	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	252	96			92	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	726	952			1495	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	87	149			
Volume Left	4	0	13			
Volume Right	12	3	0			
cSH	883	1700	1495			
Volume to Capacity	0.02	0.05	0.01			
Queue Length 95th (m)	0.4	0.0	0.2			
Control Delay (s)	9.2	0.0	0.7			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			25.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Rodney St & Mountbatten Rd

Duckworth Towns
TT (2026) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	1	2	2	0	6	24	2	5	19	0
Future Volume (Veh/h)	0	3	1	2	2	0	6	24	2	5	19	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.40	0.40	0.40	0.68	0.68	0.68
Hourly flow rate (vph)	0	4	1	4	4	0	15	60	5	7	28	0
Pedestrians		15			10			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	156	162	48	152	160	78	43			75		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	156	162	48	152	160	78	43			75		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	99	100	99			100		
cM capacity (veh/h)	767	702	1001	775	705	969	1543			1509		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	8	80	35								
Volume Left	0	4	15	7								
Volume Right	1	0	5	0								
cSH	747	738	1543	1509								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (m)	0.2	0.2	0.2	0.1								
Control Delay (s)	9.9	9.9	1.4	1.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.9	9.9	1.4	1.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			18.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

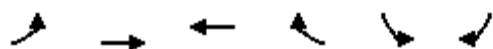
Duckworth Towns
TT (2026) - PM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	16	11	5	49	20	3	0	122	19	2	109	46
Future Volume (Veh/h)	16	11	5	49	20	3	0	122	19	2	109	46
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	20	14	6	58	24	4	0	163	25	3	149	63
Pedestrians		2			2			2			2	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								79				
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95					0.95		
vC, conflicting volume	382	398	180	379	378	184	214			190		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	319	336	106	316	316	184	214			117		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	97	97	99	90	96	100	100			100		
cM capacity (veh/h)	573	550	895	582	565	854	1353			1329		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	40	86	188	215								
Volume Left	20	58	0	3								
Volume Right	6	4	25	63								
cSH	596	586	1353	1329								
Volume to Capacity	0.07	0.15	0.00	0.00								
Queue Length 95th (m)	1.6	3.9	0.0	0.1								
Control Delay (s)	11.5	12.2	0.0	0.1								
Lane LOS	B	B		A								
Approach Delay (s)	11.5	12.2	0.0	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			23.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

7: Mountbatten Rd & Site Access

Duckworth Towns
TT (2026) - PM



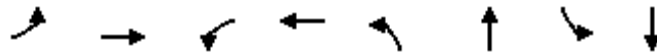
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Volume (veh/h)	7	8	7	1	1	3
Future Volume (Veh/h)	7	8	7	1	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	9	8	1	1	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	9				34	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	9				34	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1611				975	1073
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	17	9	4			
Volume Left	8	0	1			
Volume Right	0	1	3			
cSH	1611	1700	1047			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (m)	0.1	0.0	0.1			
Control Delay (s)	3.4	0.0	8.5			
Lane LOS	A		A			
Approach Delay (s)	3.4	0.0	8.5			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			16.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

Total (2031) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	12	19	5	23	2	130	38	91
Future Volume (vph)	12	19	5	23	2	130	38	91
Lane Group Flow (vph)	0	72	0	94	0	172	0	171
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.08		0.11		0.39		0.45
Control Delay		6.8		2.3		19.5		21.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.8		2.3		19.5		21.2
Queue Length 50th (m)		2.8		0.0		14.2		14.3
Queue Length 95th (m)		3.8		0.8		21.9		22.2
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		867		884		617		524
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.08		0.11		0.28		0.33

Intersection Summary

Cycle Length: 54

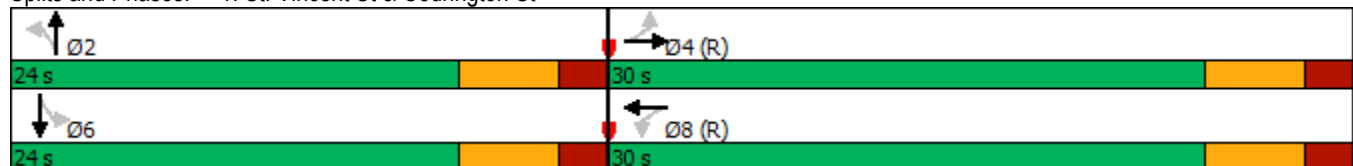
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

Total (2031) - AM

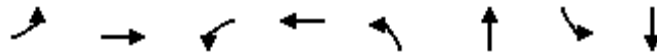
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	19	1	5	23	33	2	130	3	38	91	4
Future Volume (vph)	12	19	1	5	23	33	2	130	3	38	91	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1749			1617			1858			1768	
Flt Permitted		0.90			0.98			0.99			0.87	
Satd. Flow (perm)		1610			1598			1848			1567	
Peak-hour factor, PHF	0.44	0.44	0.44	0.65	0.65	0.65	0.79	0.79	0.79	0.78	0.78	0.78
Adj. Flow (vph)	27	43	2	8	35	51	3	165	4	49	117	5
RTOR Reduction (vph)	0	1	0	0	24	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	71	0	0	70	0	0	170	0	0	169	0
Heavy Vehicles (%)	10%	6%	2%	2%	5%	14%	2%	3%	2%	9%	5%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1			12.9			12.9	
Effective Green, g (s)		29.1			29.1			12.9			12.9	
Actuated g/C Ratio		0.54			0.54			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		867			861			441			374	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.09			c0.11	
v/c Ratio		0.08			0.08			0.39			0.45	
Uniform Delay, d1		6.0			6.0			17.2			17.5	
Progression Factor		1.00			0.51			1.00			1.00	
Incremental Delay, d2		0.2			0.2			0.6			0.9	
Delay (s)		6.2			3.3			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.2			3.3			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.7									
HCM 2000 Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			54.0									
Intersection Capacity Utilization			55.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns

Total (2031) - AM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	12	50	5	54	1	95	33	54
Future Volume (vph)	12	50	5	54	1	95	33	54
Lane Group Flow (vph)	0	124	0	104	0	190	0	143
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.14		0.11		0.45		0.39
Control Delay		8.1		5.6		19.0		19.6
Queue Delay		0.8		0.0		0.0		0.0
Total Delay		8.9		5.6		19.0		19.6
Queue Length 50th (m)		7.4		3.2		14.0		11.1
Queue Length 95th (m)		8.4		7.4		16.9		15.6
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		918		944		597		518
Starvation Cap Reductn		569		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.36		0.11		0.32		0.28

Intersection Summary

Cycle Length: 54

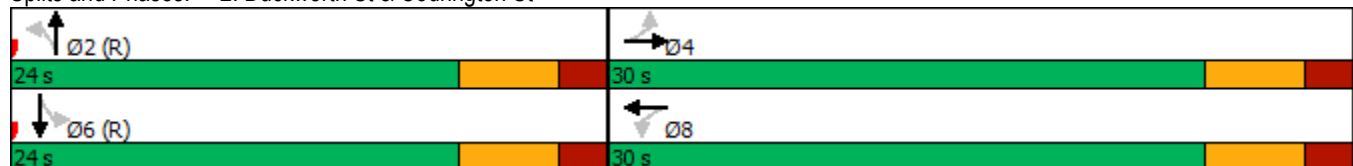
Actuated Cycle Length: 54

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns

Total (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	50	0	5	54	17	1	95	23	33	54	9
Future Volume (vph)	12	50	0	5	54	17	1	95	23	33	54	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.97			0.97			0.99	
Flt Protected		0.99			1.00			1.00			0.98	
Satd. Flow (prot)		1764			1733			1749			1789	
Flt Permitted		0.95			0.99			1.00			0.84	
Satd. Flow (perm)		1686			1714			1744			1534	
Peak-hour factor, PHF	0.50	0.50	0.50	0.73	0.73	0.73	0.63	0.63	0.63	0.67	0.67	0.67
Adj. Flow (vph)	24	100	0	7	74	23	2	151	37	49	81	13
RTOR Reduction (vph)	0	0	0	0	10	0	0	18	0	0	8	0
Lane Group Flow (vph)	0	124	0	0	94	0	0	172	0	0	135	0
Confl. Peds. (#/hr)	15		5	5		15	15		10	10		15
Heavy Vehicles (%)	10%	7%	2%	2%	8%	2%	2%	3%	19%	3%	2%	14%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.4			29.4			12.6			12.6	
Effective Green, g (s)		29.4			29.4			12.6			12.6	
Actuated g/C Ratio		0.54			0.54			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		917			933			406			357	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.05			c0.10			0.09	
v/c Ratio		0.14			0.10			0.42			0.38	
Uniform Delay, d1		6.0			5.9			17.6			17.4	
Progression Factor		1.19			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			3.2			3.0	
Delay (s)		7.5			6.1			20.8			20.5	
Level of Service		A			A			C			C	
Approach Delay (s)		7.5			6.1			20.8			20.5	
Approach LOS		A			A			C			C	
Intersection Summary												
HCM 2000 Control Delay		15.1			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.22										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: Duckworth St & Penetang St/Napier St

Duckworth Towns
Total (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	51	37	2	13	85	30	6	124	8	30	77	69
Future Volume (vph)	51	37	2	13	85	30	6	124	8	30	77	69
Peak Hour Factor	0.79	0.79	0.79	0.59	0.59	0.59	0.86	0.86	0.86	0.93	0.93	0.93
Hourly flow rate (vph)	65	47	3	22	144	51	7	144	9	32	83	74
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	115	217	160	189								
Volume Left (vph)	65	22	7	32								
Volume Right (vph)	3	51	9	74								
Hadj (s)	0.17	-0.08	0.02	-0.15								
Departure Headway (s)	5.3	4.9	5.0	4.8								
Degree Utilization, x	0.17	0.29	0.22	0.25								
Capacity (veh/h)	623	686	660	686								
Control Delay (s)	9.3	9.9	9.5	9.5								
Approach Delay (s)	9.3	9.9	9.5	9.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.6								
Level of Service				A								
Intersection Capacity Utilization				40.2%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
Total (2031) - AM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	13	128	0	2	91
Future Volume (Veh/h)	10	13	128	0	2	91
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.44	0.44	0.79	0.79	0.77	0.77
Hourly flow rate (vph)	23	30	162	0	3	118
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	291	172			167	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	291	172			167	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			100	
cM capacity (veh/h)	695	863			1404	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	53	162	121			
Volume Left	23	0	3			
Volume Right	30	0	0			
cSH	781	1700	1404			
Volume to Capacity	0.07	0.10	0.00			
Queue Length 95th (m)	1.7	0.0	0.0			
Control Delay (s)	9.9	0.0	0.2			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.2			
Approach LOS	A					
Intersection Summary						
Average Delay		1.6				
Intersection Capacity Utilization		19.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Rodney St & Mountbatten Rd

Duckworth Towns
Total (2031) - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	1	0	12	27	0	1	12	0
Future Volume (Veh/h)	0	0	1	0	1	0	12	27	0	1	12	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.34	0.34	0.34	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	1	0	4	0	35	79	0	1	16	0
Pedestrians	15			5			5			5		
Lane Width (m)	3.7			3.7			3.7			3.7		
Walking Speed (m/s)	1.1			1.1			1.1			1.1		
Percent Blockage	1			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	189	187	36	178	187	89	31				84	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189	187	36	178	187	89	31				84	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	99	100	98				100	
cM capacity (veh/h)	729	678	1016	751	678	960	1558				1505	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	4	114	17								
Volume Left	0	0	35	1								
Volume Right	1	0	0	0								
cSH	1016	678	1558	1505								
Volume to Capacity	0.00	0.01	0.02	0.00								
Queue Length 95th (m)	0.0	0.1	0.5	0.0								
Control Delay (s)	8.5	10.3	2.4	0.4								
Lane LOS	A	B	A	A								
Approach Delay (s)	8.5	10.3	2.4	0.4								
Approach LOS	A	B										
Intersection Summary												
Average Delay				2.4								
Intersection Capacity Utilization				18.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

6: Duckworth St & St. Vincent St

Duckworth Towns

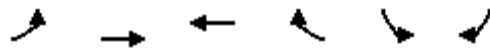
Total (2031) - AM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	8	25	10	38	11	0	1	94	11	4	121	88
Future Volume (Veh/h)	8	25	10	38	11	0	1	94	11	4	121	88
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.64	0.64	0.64
Hourly flow rate (vph)	11	33	13	51	15	0	1	129	15	6	189	138
Pedestrians	5				5				5			
Lane Width (m)	3.7				3.7				3.7			
Walking Speed (m/s)	1.1				1.1				1.1			
Percent Blockage	0				0				0			
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)	79											
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98				0.98			
vC, conflicting volume	426	488	146	448	426	268	332				149	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	408	471	124	431	408	268	332				127	
tC, single (s)	7.3	6.5	6.3	7.1	6.5	6.3	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.4	2.2				2.3	
p0 queue free %	98	93	99	89	97	100	100				100	
cM capacity (veh/h)	492	476	887	481	513	742	1221				1359	
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	57	66	145	333								
Volume Left	11	51	1	6								
Volume Right	13	0	15	138								
cSH	536	488	1221	1359								
Volume to Capacity	0.11	0.14	0.00	0.00								
Queue Length 95th (m)	2.7	3.5	0.0	0.1								
Control Delay (s)	12.5	13.5	0.1	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.5	13.5	0.1	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			30.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

7: Mountbatten Rd & Site Access

Duckworth Towns
Total (2031) - AM



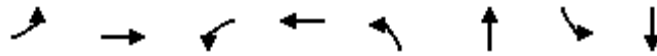
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	12	1	1	7
Future Volume (Veh/h)	1	1	12	1	1	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	13	1	1	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	14				16	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14				16	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1604				1001	1067
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	2	14	9			
Volume Left	1	0	1			
Volume Right	0	1	8			
cSH	1604	1700	1059			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (m)	0.0	0.0	0.2			
Control Delay (s)	3.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	3.6	0.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

Queues

1: St. Vincent St & Codrington St

Duckworth Towns

TT (2031) - PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	16	16	5	27	8	133	22	149
Future Volume (vph)	16	16	5	27	8	133	22	149
Lane Group Flow (vph)	0	42	0	84	0	166	0	201
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
v/c Ratio		0.05		0.09		0.38		0.47
Control Delay		6.7		3.2		19.6		20.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.7		3.2		19.6		20.7
Queue Length 50th (m)		1.7		0.3		13.8		16.5
Queue Length 95th (m)		4.7		4.4		23.4		29.4
Internal Link Dist (m)		100.8		37.2		55.4		69.7
Turn Bay Length (m)								
Base Capacity (vph)		903		945		606		588
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.09		0.27		0.34

Intersection Summary

Cycle Length: 54

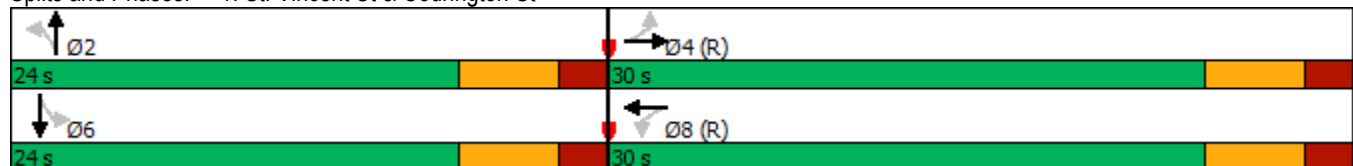
Actuated Cycle Length: 54

Offset: 22.5 (42%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: St. Vincent St & Codrington St



HCM Signalized Intersection Capacity Analysis

1: St. Vincent St & Codrington St

Duckworth Towns

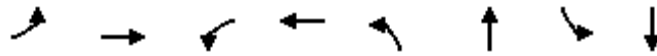
TT (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	16	0	5	27	31	8	133	1	22	149	14
Future Volume (vph)	16	16	0	5	27	31	8	133	1	22	149	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.93			1.00			0.99	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1838			1736			1859			1848	
Flt Permitted		0.89			0.99			0.98			0.94	
Satd. Flow (perm)		1676			1719			1817			1750	
Peak-hour factor, PHF	0.75	0.75	0.75	0.76	0.76	0.76	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	21	21	0	7	36	41	9	156	1	24	162	15
RTOR Reduction (vph)	0	0	0	0	19	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	42	0	0	65	0	0	165	0	0	195	0
Confl. Peds. (#/hr)			10	10			5		5	5		5
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1			12.9			12.9	
Effective Green, g (s)		29.1			29.1			12.9			12.9	
Actuated g/C Ratio		0.54			0.54			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		903			926			434			418	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.04			0.09			c0.11	
v/c Ratio		0.05			0.07			0.38			0.47	
Uniform Delay, d1		5.9			6.0			17.2			17.6	
Progression Factor		1.00			0.72			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.6			0.8	
Delay (s)		6.0			4.4			17.8			18.4	
Level of Service		A			A			B			B	
Approach Delay (s)		6.0			4.4			17.8			18.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		46.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Duckworth St & Codrington St

Duckworth Towns
TT (2031) - PM

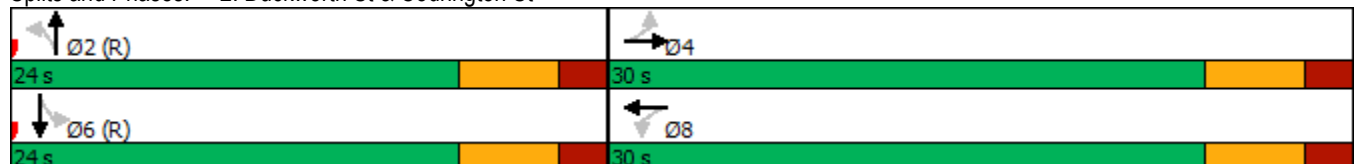


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	11	26	6	47	4	65	28	78
Future Volume (vph)	11	26	6	47	4	65	28	78
Lane Group Flow (vph)	0	47	0	107	0	111	0	150
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	24.0	24.0	24.0	24.0	12.0	12.0	12.0	12.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	C-Min	C-Min	C-Min	C-Min
v/c Ratio		0.05		0.12		0.26		0.39
Control Delay		6.7		5.4		16.3		18.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		6.7		5.4		16.3		18.5
Queue Length 50th (m)		2.5		3.4		7.3		10.8
Queue Length 95th (m)		7.2		6.0		13.8		20.9
Internal Link Dist (m)		37.2		88.0		60.4		86.4
Turn Bay Length (m)								
Base Capacity (vph)		865		917		604		559
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.05		0.12		0.18		0.27

Intersection Summary

Cycle Length: 54
 Actuated Cycle Length: 54
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Duckworth St & Codrington St



HCM Signalized Intersection Capacity Analysis

2: Duckworth St & Codrington St

Duckworth Towns
TT (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	26	5	6	47	14	4	65	15	28	78	20
Future Volume (vph)	11	26	5	6	47	14	4	65	15	28	78	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.98			0.97			0.98			0.98	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1639			1673			1798			1799	
Flt Permitted		0.94			0.98			0.98			0.90	
Satd. Flow (perm)		1568			1652			1771			1640	
Peak-hour factor, PHF	0.90	0.90	0.90	0.63	0.63	0.63	0.76	0.76	0.76	0.84	0.84	0.84
Adj. Flow (vph)	12	29	6	10	75	22	5	86	20	33	93	24
RTOR Reduction (vph)	0	3	0	0	10	0	0	15	0	0	15	0
Lane Group Flow (vph)	0	44	0	0	97	0	0	96	0	0	135	0
Confl. Peds. (#/hr)	30		85	85		30	15		20	20		14
Heavy Vehicles (%)	2%	17%	2%	2%	12%	2%	2%	2%	7%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.7			29.7			12.3			12.3	
Effective Green, g (s)		29.7			29.7			12.3			12.3	
Actuated g/C Ratio		0.55			0.55			0.23			0.23	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		862			908			403			373	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.06			0.05			c0.08	
v/c Ratio		0.05			0.11			0.24			0.36	
Uniform Delay, d1		5.6			5.8			17.0			17.6	
Progression Factor		1.20			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			1.4			2.7	
Delay (s)		6.9			6.0			18.4			20.3	
Level of Service		A			A			B			C	
Approach Delay (s)		6.9			6.0			18.4			20.3	
Approach LOS		A			A			B			C	
Intersection Summary												
HCM 2000 Control Delay		14.6			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		54.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		43.8%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Duckworth St & Penetang St/Napier St

Duckworth Towns
TT (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	88	108	14	5	60	26	13	86	5	39	127	85
Future Volume (vph)	88	108	14	5	60	26	13	86	5	39	127	85
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.81	0.81	0.81	0.88	0.88	0.88
Hourly flow rate (vph)	100	123	16	6	74	32	16	106	6	44	144	97
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	239	112	128	285								
Volume Left (vph)	100	6	16	44								
Volume Right (vph)	16	32	6	97								
Hadj (s)	0.08	-0.13	0.03	-0.12								
Departure Headway (s)	5.2	5.2	5.3	4.9								
Degree Utilization, x	0.35	0.16	0.19	0.39								
Capacity (veh/h)	639	617	620	683								
Control Delay (s)	11.0	9.3	9.5	11.1								
Approach Delay (s)	11.0	9.3	9.5	11.1								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay			10.5									
Level of Service			B									
Intersection Capacity Utilization			45.0%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: Duckworth St & Mountbatten Rd

Duckworth Towns
TT (2031) - PM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	10	85	3	13	144
Future Volume (Veh/h)	3	10	85	3	13	144
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	4	13	98	3	14	158
Pedestrians	5					5
Lane Width (m)	3.7					3.7
Walking Speed (m/s)	1.1					1.1
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			110			
pX, platoon unblocked						
vC, conflicting volume	290	110			106	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	110			106	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	690	935			1478	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	17	101	172			
Volume Left	4	0	14			
Volume Right	13	3	0			
cSH	863	1700	1478			
Volume to Capacity	0.02	0.06	0.01			
Queue Length 95th (m)	0.5	0.0	0.2			
Control Delay (s)	9.3	0.0	0.7			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	0.7			
Approach LOS	A					
Intersection Summary						
Average Delay		0.9				
Intersection Capacity Utilization		26.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 5: Rodney St & Mountbatten Rd

Duckworth Towns
TT (2031) - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	1	2	2	0	6	25	2	5	20	0
Future Volume (Veh/h)	0	3	1	2	2	0	6	25	2	5	20	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.40	0.40	0.40	0.68	0.68	0.68
Hourly flow rate (vph)	0	4	1	4	4	0	15	62	5	7	29	0
Pedestrians		15			10			5			5	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	160	165	49	156	162	80	44			77		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	165	49	156	162	80	44			77		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	99	100	99			100		
cM capacity (veh/h)	764	700	1000	772	702	966	1541			1507		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	8	82	36								
Volume Left	0	4	15	7								
Volume Right	1	0	5	0								
cSH	744	735	1541	1507								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (m)	0.2	0.3	0.2	0.1								
Control Delay (s)	9.9	10.0	1.4	1.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.9	10.0	1.4	1.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			18.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 6: Duckworth St & St. Vincent St

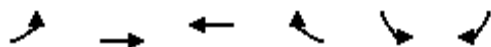
Duckworth Towns
TT (2031) - PM

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	18	12	6	54	21	4	0	135	22	2	121	51
Future Volume (Veh/h)	18	12	6	54	21	4	0	135	22	2	121	51
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	22	15	7	64	25	5	0	180	29	3	166	70
Pedestrians	2				2				2			
Lane Width (m)	3.7				3.7				3.7			
Walking Speed (m/s)	1.1				1.1				1.1			
Percent Blockage	0				0				0			
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)	79											
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94				0.94			
vC, conflicting volume	423	440	198	420	420	205	238				211	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	350	369	110	347	347	205	238				124	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.3	
p0 queue free %	96	97	99	88	95	99	100				100	
cM capacity (veh/h)	538	522	880	547	537	832	1326				1307	
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	44	94	209	239								
Volume Left	22	64	0	3								
Volume Right	7	5	29	70								
cSH	567	555	1326	1307								
Volume to Capacity	0.08	0.17	0.00	0.00								
Queue Length 95th (m)	1.9	4.6	0.0	0.1								
Control Delay (s)	11.9	12.8	0.0	0.1								
Lane LOS	B	B		A								
Approach Delay (s)	11.9	12.8	0.0	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			24.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

7: Mountbatten Rd & Site Access

Duckworth Towns
TT (2031) - PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	7	9	8	1	1	3
Future Volume (Veh/h)	7	9	8	1	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	10	9	1	1	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	10				36	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	10				36	10
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1610				972	1072
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	18	10	4			
Volume Left	8	0	1			
Volume Right	0	1	3			
cSH	1610	1700	1045			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (m)	0.1	0.0	0.1			
Control Delay (s)	3.2	0.0	8.5			
Lane LOS	A		A			
Approach Delay (s)	3.2	0.0	8.5			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			16.7%		ICU Level of Service	
Analysis Period (min)			15		A	

Appendix G – OTM Signal Justification Sheets

Justification No. 7 - Total (2031) Traffic

Duckworth / Mount Batten

Justification	Description		Compliance			Signal Warrant	Underground Provisions Warrant
			Sectional		Entire %		
			Rest. Flow	Numerical			
1. Minimum Vehicular Volume	A. Vehicle volume, all approaches (average hour)	720	126	17%	3%	NO	NO
	B. Vehicle volume, along minor streets (average hour)	255	9	4%		NO	NO
2. Delay to cross traffic	A. Vehicle volume, major street (average hour)	720	116	16%	5%	NO	NO
	B. Combined vehicle and pedestrian volume crossing artery from minor streets (average hour)	75	5	6%		NO	NO

Justification No. 7 - Total (2031) Traffic

Duckworth / Penetang & Napier

Justification	Description		Compliance			Signal Warrant	Underground Provisions Warrant
			Sectional		Entire %		
			Rest. Flow	Numerical			
1. Minimum Vehicular Volume	A. Vehicle volume, all approaches (average hour)	720	297	41%	34%	NO	NO
	B. Vehicle volume, along minor streets (average hour)	170	130	76%		NO	NO
2. Delay to cross traffic	A. Vehicle volume, major street (average hour)	720	126	17%	15%	NO	NO
	B. Combined vehicle and pedestrian volume crossing artery from minor streets (average hour)	75	81	107%		NO	YES

Justification No. 7 - Total (2031) Traffic

Duckworth / St. Vincent Street

Justification	Description		Compliance			Signal Warrant	Underground Provisions Warrant
			Sectional		Entire %		
			Rest. Flow	Numerical			
1. Minimum Vehicular Volume	A. Vehicle volume, all approaches (average hour)	720	214	30%	17%	NO	NO
	B. Vehicle volume, along minor streets (average hour)	255	52	20%		NO	NO
2. Delay to cross traffic	A. Vehicle volume, major street (average hour)	720	120	17%	14%	NO	NO
	B. Combined vehicle and pedestrian volume crossing artery from minor streets (average hour)	75	39	52%		NO	NO