



Technical Memorandum

To:	Navjot Deo – Eastbrook Capital, Dave Rai - Northridge	Date:	2026-06-25
Cc:	Bria Aird, Evan Saunders - Fotenn		
From:	Andrew Harte, P.Eng.	Project Number:	2026-028

Re: 12 Garden Street – Traffic Review Memo

1 Introduction

The proposed expansion of the existing site at 12 Garden Street includes a new four storey building with a total of 39 new apartment units. The existing building with 10 apartment units will remain. Along with the existing access within the unopened right-of-way for Union Street, a new access is proposed on Garden Street at the south end of the site. The site will supply a total of 72 parking spaces for both buildings.

The following memo supports the site plan application and reviews the traffic and transportation environment adjacent to the site. The site plan is provided in Attachment 1.

2 Existing Conditions

2.1 Area Road Network

Garden Street: Garden Street is a Township local road with a two-lane rural cross-section and an unposted 50 km/h speed limit. A sidewalk is located on the west side of the roadway between King Street and Union Street. Driveways to private dwellings are located on both sides of the road. The existing right-of-way is 20.0 metres

Union Street: Union Street is a Township local road with a two-lane rural cross-section and an unposted 50 km/h speed limit. A sidewalk is located on the north side of the roadway. Driveways to private dwellings are located on both sides of the road. The existing right-of-way is 20.0 metres, and the unopened portion west of Garden Street is noted to be offset from the east side by approximately 2.8 metres.

2.2 Existing Intersections

The adjacent intersection to the proposed site has been summarized below:

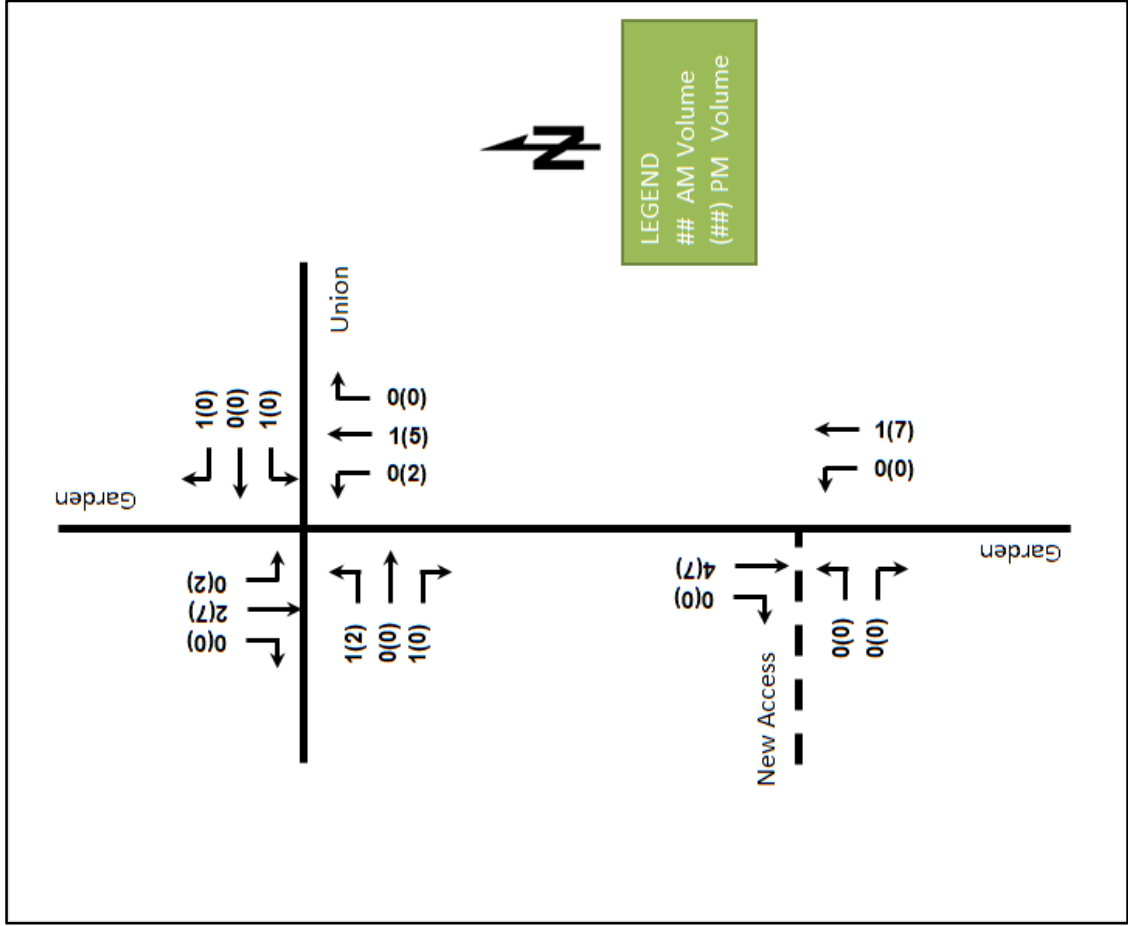
Garden Street at Union Street

The intersection of Garden Street at Union Street is a unsignalized intersection with stop control on the west and east legs of the intersection. All approaches consist of shared all movement lanes. The west leg of the intersection is an unopened right-of-way for Union Street and serves as an access to a private site. No turn restrictions were noted.

2.3 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from through 3rd party counts conducted by J&S Traffic Services on April 22, 2026. Figure 1 illustrates the existing traffic counts. Detailed turning movement count data is included in Attachment 2.

Figure 1: Existing Traffic Counts



2.4 Existing Parking Demand

A parking survey was conducted on April 22, 2026 by J&S Traffic Services, between the times of 6pm to 7pm. The survey included Garden Street from King Street to Gilbert Street, and Union Street from Garden Street to Miller Street. Garden Street is signed for No Parking on the east side of the road. Parking survey is included in Attachment 2.

A single vehicle was noted on Garden Street between Union Street and Gilbert Street. No issues are noted for existing on street parking.

3 Demand Forecasting

3.1 Trip Generation

This memo has been prepared using the vehicle trip rates for the residential dwellings using the ITE Trip Generation Manual 12th Edition (2025). Table 1 summarizes the vehicle trip rates for the proposed site for each peak period.

Table 1: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Average Vehicle Trip Rate	Fitted Curve Vehicle Trip Rate
Multi-Family Housing (Mid Rise)	221	AM	0.38	0.23
		PM	0.38	0.43

The fitted curve is at the low end of the surveyed data and varies more broadly due to the limits of the surveyed examples. Therefore, the average vehicle rate will be applied. Table 2 summarizes the total vehicle trip generation for the site.

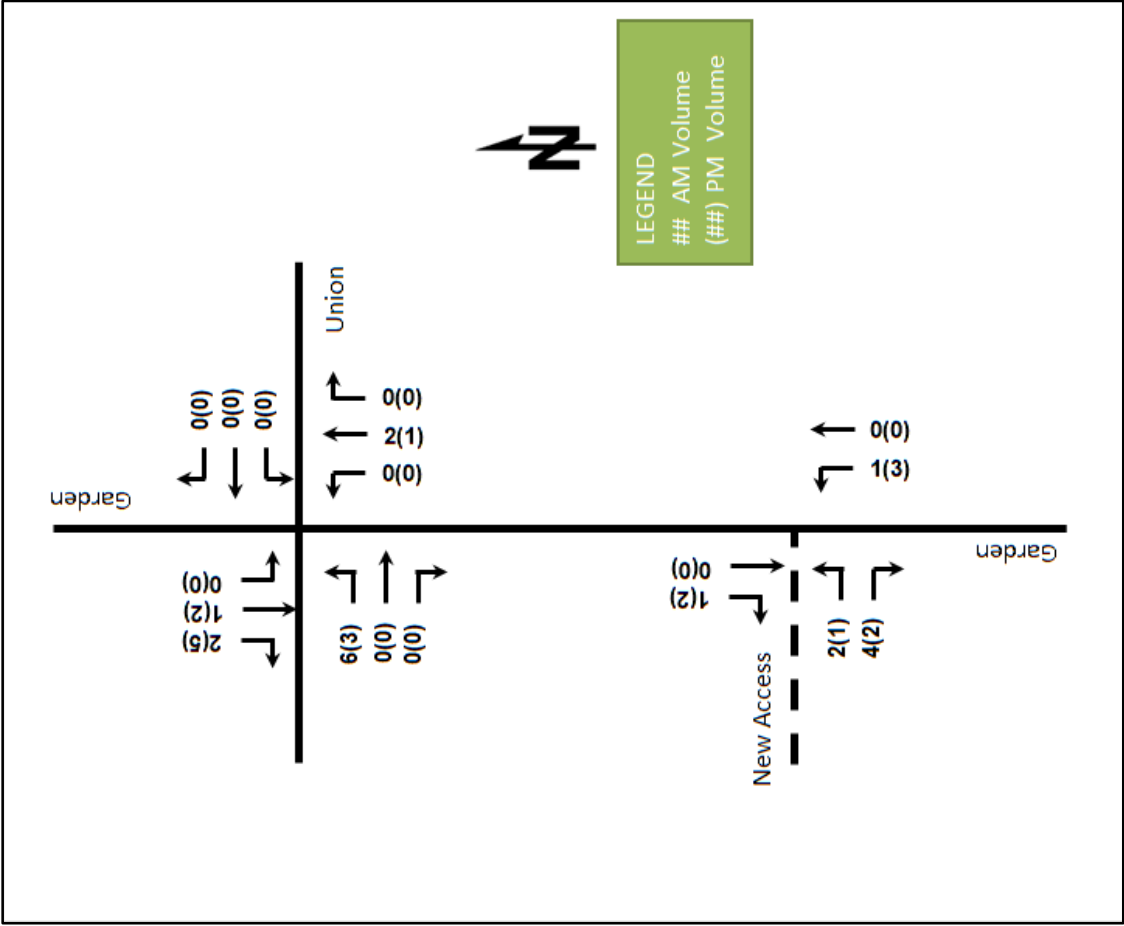
Table 2: Total Residential Vehicle Trip Generation by Peak Hour

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Family Housing (Mid Rise)	39	3	12	15	9	6	15

3.2 Vehicle Traffic Distribution and Assignment

The above trip generation has been applied to the adjacent road network and Figure 2 illustrates the new site generated volumes.

Figure 2: New Site Generation Auto Volumes



4 Traffic Conditions

Given the low volumes along Garden Street, the total traffic has been assessed for the existing conditions in addition with the forecasted new trips. The total volumes are illustrated in Figure 3 and the intersection operations

are summarized below in Table 3. The level of service for unsignalized intersections is based on the average delay. The synchro worksheets have been provided in Attachment 3.

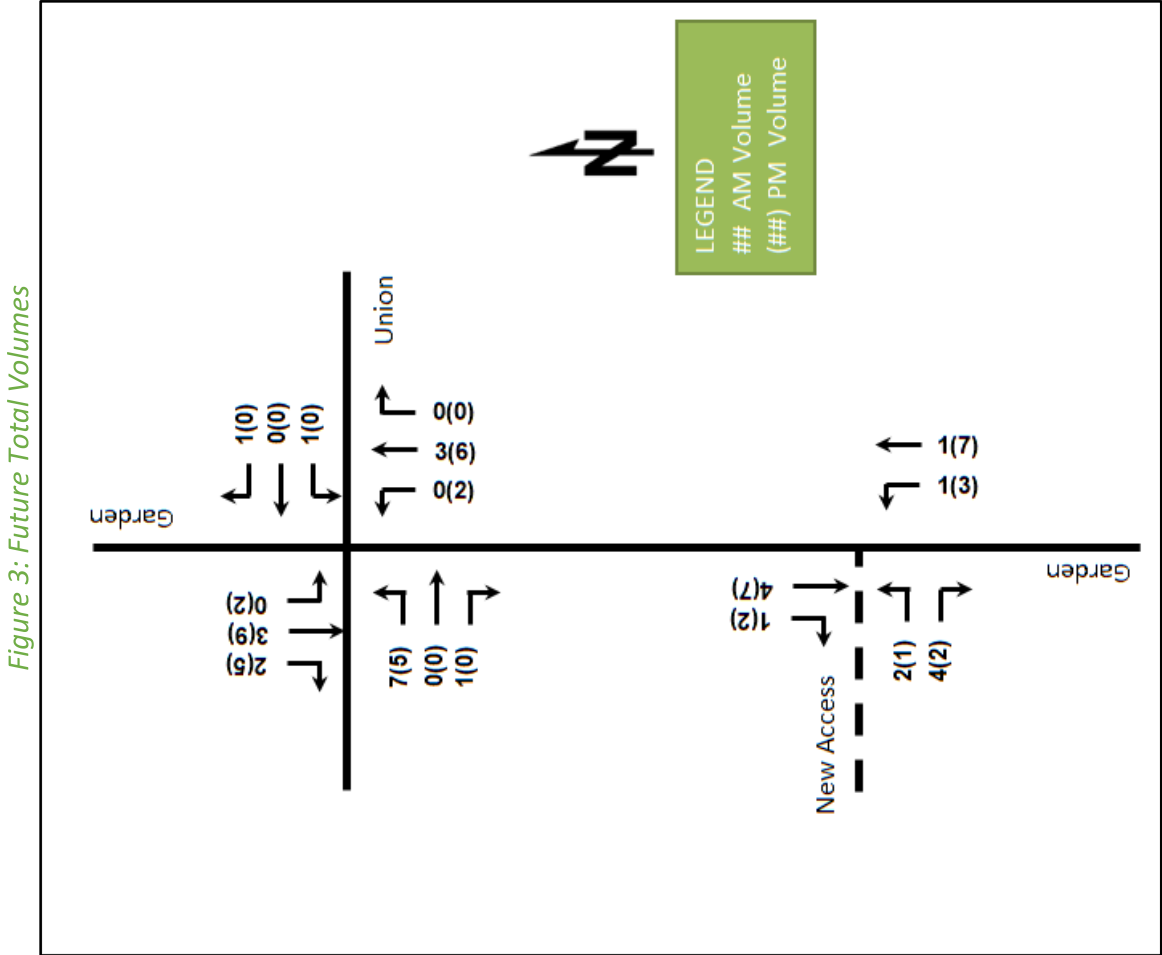


Table 3: Future Total Intersection Operations

Intersection	Lane	AM Peak Hour			PM Peak Hour		
		LOS	V/C	Delay	LOS	V/C	Delay
Garden Street at Union Street Unsignalized	EB	A	0.01	8.6	A	0.01	8.6
	WB	A	0.00	8.5	A	0.00	7.2
	NB	-	-	-	A	0.00	7.2
	SB	-	-	-	-	-	-
Garden Street at Site Access Unsignalized	Overall	A	-	4.8	A	-	2.7
	EB	A	0.00	8.4	A	0.00	8.5
	NB	A	0.00	7.2	A	0.00	7.2
	SB	-	-	-	-	-	-
Overall	Overall	A	-	4.4	A	-	2.2

Notes: Saturation flow rate of 1800 veh/h/lane
PHF = 1.00

m = metered queue
= volume for the 95th %ile cycle exceeds capacity

Overall the future conditions with the new site volumes will operate very well.

5 Warrant Analysis

No warrant analysis is required due to the low volumes.

6 Site Review

The proposed development is a residential building with the parking generally located between the existing building and the new building. Parking will be formalized on the east and north sides of the existing building as well. The parking ratio is approximately 1.47 spaces per unit, which is slightly lower than the 1.5 spaces per unit requirement. The resulting two (2) spaces below to requirement is not expected to impact the site operation or ability to accommodate residents and visitors. It is noted that the adjacent streets do accommodate on-street parking and does not appear to be used in a meaningful way. If a high demand does occur, there is capacity to accommodate the occasional overflow parking on the adjacent roadways.

The internal circulation provides a 6.0 metre or wider drive aisle and has a centreline radius of 12.0 metres and meets the Ontario Building Code requirements for a fire route. The garbage collection locations are located on the south boundary of the site and can be collected with the drive aisles. The drive aisle loop can accommodate garbage truck movements to and from Garden Street.

The new access on Garden Street is approximately 7.0 metres wide and the radii are approximately 10 metres. The access design supports the expected use.

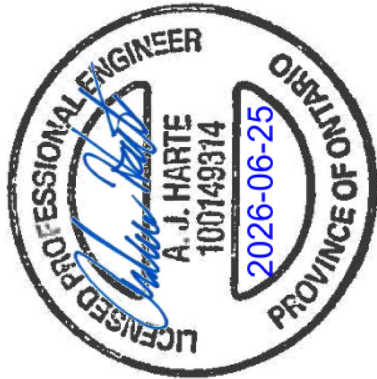
7 Conclusion

The following summarizes the analysis and results presented in this traffic review:

1. The proposed development include the addition of 39 residential apartment units, formalizing the parking to 72 spaces and a new access to Garden Street
2. The existing peak hour traffic on Garden Street is less than 15 two-way vehicles
3. A single on-street parked vehicle was noted and no issues were documented
4. The proposed new building is expected to generate up to 15 additional two-way vehicle trips during the peak hours
5. The Garden Street at Union Street intersection and the new access location are expected to operated very well during the peak hours
6. The site is below the 1.5 parking spaces per unit ratio by 2 spaces overall, and this is not expected to impact the operation of the site
7. Potential overflow parking, while not expected, can be accommodated through on-street parking
8. The site drive aisles support garbage truck movements and the fire route meets Ontario Building Code requirements

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

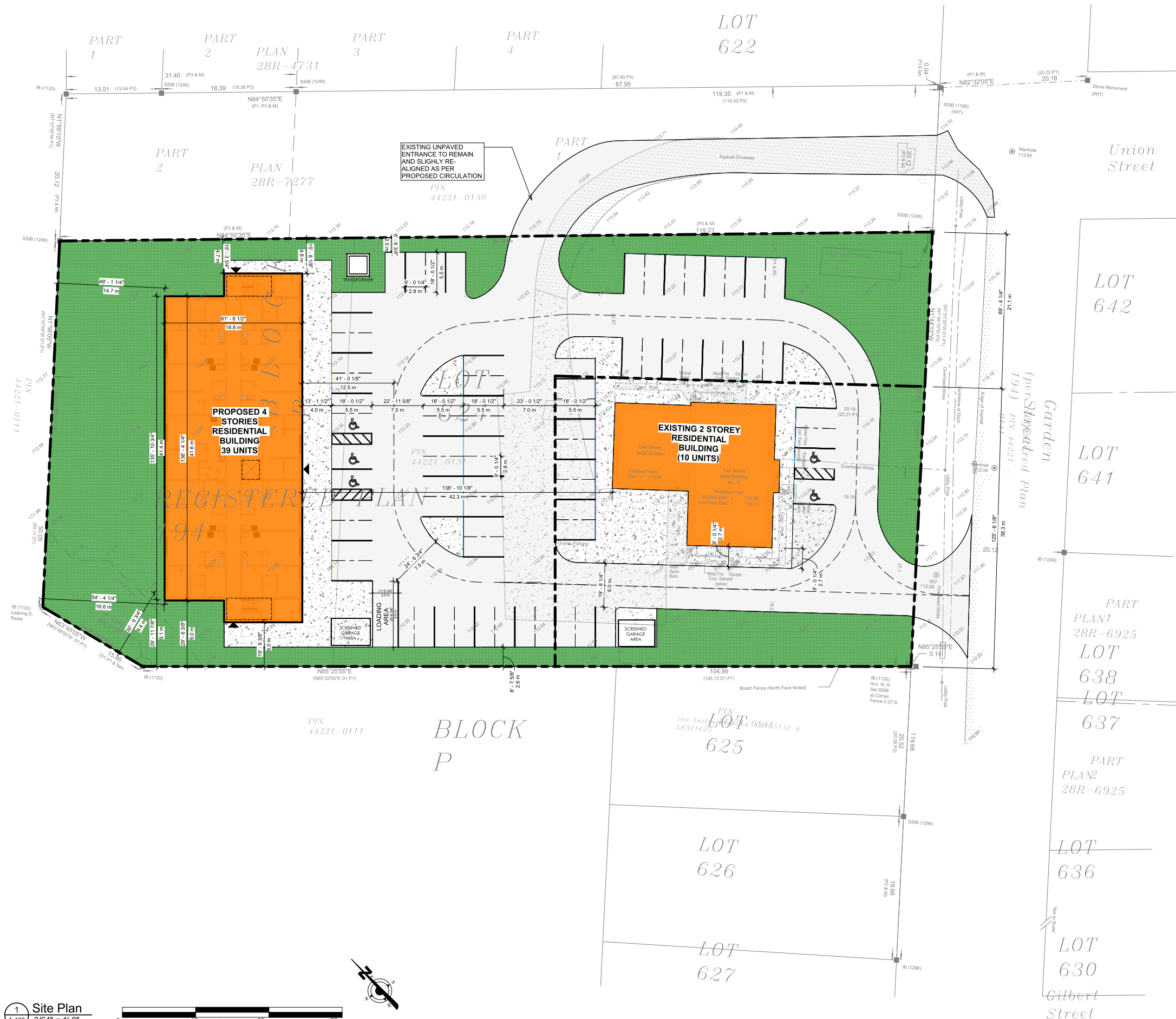
Reviewed By:

A handwritten signature in blue ink, appearing to read "Chris Gordon".

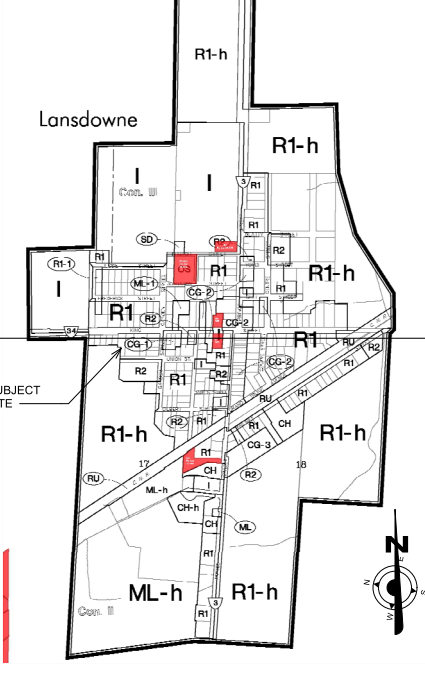
Christopher Gordon, P.Eng.
Senior Transportation Engineer

Attachment 1

Site Plan



**SITE PLAN
12 GARDEN ST.
LANDSDOWNE ON**



SITE STATISTICS		
R2 ZONE - SECOND DENSITY RESIDENTIAL - LANDSDOWNE ZONE		
	BY LAW	PROPOSED
LOT AREA	2813 sq. ft. (258.2 sq. m)	6933.35 sq. ft. (642.8 sq. m)
LOT FRONTAGE	18.0 m	292.36 m
FRONT YARD	N/A	39.54 m
EXTERIOR SIDE YARD	7.5 m	N/A
SIDE YARD	3.0 m	4.7 m
REAR YARD	7.5 m	14.7 m
BUILDING HEIGHT	12.0 m	15 m
LOT COVERAGE	35%	17.3%
	EXISTING	PROPOSED
	352.42 sq. ft. (32.6 sq. m)	846.0 sq. ft. (78.1 sq. m)
DENSITY (MAXIMUM)	75 units per hectare	
LANDSCAPE OPEN SPACE	35%	30.7%
		(2131.06 sq. ft. (197.8 sq. m))

PARKING COUNT:
PROPOSED EXISTING RESIDENTIAL BLDG. RESIDENTIAL BLDG. = 15 SPACES NEW = 57 SPACES
TOTAL = 72 SPACES
REQUIRED:
EXISTING RESIDENTIAL BLDG. (10 UNITS x 1.5) = 15 SPACES
NEW RESIDENTIAL BLDG. (39 UNITS x 1.5) = 59 SPACES
TOTAL = 74 SPACES

PROJECT NAME

RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS

**12 GARDEN ST.
LANDSDOWNE ON**

CLIENT

NORTHRIDGE HOMES LTD.

ARCHITECT

KHALSA DESIGN INC.

DESIGN

KHALSA

BRAMPTON, ON

TELEPHONE: 647-468-2940

CONSULTANTS:

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OF PROSECUTION UNDER LAW

REGISTRATION

Project number 250XX
Date 05/13/2026
Drawn by ASB
Checked by KDI
Scale As indicated

REVISIONS

No.	Description	Date

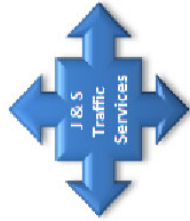
SITE PLAN

A-100

RESIDENTIAL DEVELOPMENT

Attachment 2

Turning Movement Volume Counts and Parking Survey



Turning Movement Count

Summary Report Including AM, OFF Peak, PM,
Evening Peak Hours, and PHF

All Vehicles Except Bicycles and Personal E-Transportation



Garden Street & Union Street

Lansdowne, ON

Survey Date: Wednesday, 22 April 2026

Start Time: 0600 AADT Factor: 0.9

Weather AM: Cloudy 3° C

Survey Duration: 6 Hrs.

Survey Hours: 0600-0900 & 1530-1830

Weather PM: Cloudy 19° C

Surveyor(s): J. Mousseau

Union St.												Garden St.											
Eastbound						Westbound						Northbound						Southbound					
Time Period	LT	ST	RT	UT	E/B Tot	LT	ST	RT	UT	W/B Tot	Street Total	LT	ST	RT	UT	N/B Tot	LT	ST	RT	UT	S/B Tot	Street Total	Grand Total
0600-0700	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	1	2	3
0700-0800	0	0	1	0	1	0	0	1	0	1	2	1	0	0	0	1	0	2	0	0	2	3	5
0800-0900	1	0	1	0	2	1	0	0	1	2	4	0	1	0	0	1	0	0	0	0	0	1	5
1530-1600	2	0	0	0	2	0	0	0	0	0	2	1	2	0	0	3	1	3	0	0	4	7	9
1600-1700	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	2	6	0	0	8	14	14
1700-1800	1	0	0	0	1	0	0	1	0	1	2	0	3	1	0	4	1	6	4	0	11	15	17
1800-1830	1	0	1	0	2	1	1	0	0	2	4	0	1	0	0	1	0	3	0	0	3	4	8
Totals	5	0	4	0	9	2	1	2	1	6	15	5	11	1	0	17	4	21	4	0	29	46	61

Average daily 12-hour (0700-1900 ONLY) traffic. These volumes are calculated by multiplying the 12-hour totals (0700-1900) by the AADT factor of: 0.9

AADT 12 Hr	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 ➡ 24 expansion factor of 1.31

AADT 24 Hr	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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AADT and Expansion Factors provided by the City of Ottawa

AM Peak Hour Factor ➡ 0.50												Highest Hourly Vehicle Volume Between 0500h & 1000h											
AM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Grd. Tot.
0730-0830	1	0	1	0	2	1	0	1	1	3	5	0	1	0	0	1	0	2	0	0	2	3	8
PM Peak Hour Factor ➡ 0.75												Highest Hourly Vehicle Volume Between 1500h & 1900h											
PM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Grd. Tot.
1530-1630	2	0	0	0	2	0	0	0	0	0	2	2	5	0	0	7	2	7	0	0	9	16	18

Comments:

Bicycles and pedestrian crossings were not counted. School buses and heavy vehicles are included in the 'all vehicles' totals.

- Notes:
1. Includes all vehicle types except bicycles and electric scooters.
 2. When expansion and AADT factors are applied, the results will differ slightly due to rounding.



All Vehicles Except Bicycles and Personal E-Transportation

Lansdowne, ON

(Except Bicycles & Electric Scooters)

0600-0900 & 1530-1830

City of Ottawa Ward 10 N/A

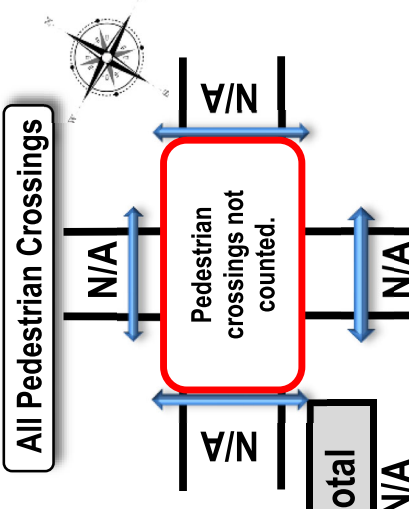
City of Ottawa Ward 10 N/A

Union St.

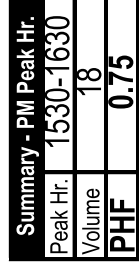
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6



PM Peak Hour Flow Diagram



Parking Study Lansdowne Ontario

Garden St. King St. to Union St. (signed No Parking East curb)

18:00 – 18:15 zero

18:15 – 18:30 zero

18:30 – 18:45 zero

18:45 – 19:00 zero

Garden St. Gilbert St. to Union St. (signed No Parking East curb)

18:00 – 18:15 one (same vehicle from Manitoba)

18:15 – 18:30 one (same vehicle from Manitoba)

18:30 – 18:45 one (same vehicle from Manitoba)

18:45 – 19:00 one (same vehicle from Manitoba)

Union St. Garden St. to Miller St.

18:00 – 18:15 zero

18:15 – 18:30 zero

18:30 – 18:45 zero

18:45 – 19:00 zero

Attachment 3

Synchro Worksheets

HCM 6th TWSC

3: Garden & Union (unopened)/Union

06-23-2026

Intersection																
Int Delay, s/veh		4.8														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	7	0	1	1	0	1	0	3	0	0	3	2				
Future Vol, veh/h	7	0	1	1	0	1	0	3	0	0	3	2				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2				
Mvmt Flow	7	0	1	1	0	1	0	3	0	0	3	2				

Major/Minor	Minor2			Minor1			Major1			Major2						
Conflicting Flow All	8	7	4	8	8	3	5	0	0	3	0	0				
Stage 1	4	4	-	3	3	-	-	-	-	-	-	-				
Stage 2	4	3	-	5	5	-	-	-	-	-	-	-				
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-				
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-				
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-				
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-				
Pot Cap-1 Maneuver	1011	888	1080	1011	887	1081	1616	-	-	1619	-	-				
Stage 1	1018	892	-	1020	893	-	-	-	-	-	-	-				
Stage 2	1018	893	-	1017	892	-	-	-	-	-	-	-				
Platoon blocked, %																
Mov Cap-1 Maneuver	1010	888	1080	1010	887	1081	1616	-	-	1619	-	-				
Mov Cap-2 Maneuver	1010	888	-	1010	887	-	-	-	-	-	-	-				
Stage 1	1018	892	-	1020	893	-	-	-	-	-	-	-				
Stage 2	1017	893	-	1016	892	-	-	-	-	-	-	-				

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	8.5	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	1018	1044	1619	-
HCM Lane V/C Ratio	-	-	-	0.008	0.002	-	-
HCM Control Delay (s)	0	-	-	8.6	8.5	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 6th TWSC

7: Garden & Site Access

06-23-2026

Intersection													
Int Delay, s/veh		4.4											
Movement	EBL	EBR	NBL	SBT	SBR								
Lane Configurations													
Traffic Vol, veh/h	2	4	1	1	4	1							
Future Vol, veh/h	2	4	1	1	4	1							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized	-	None	-	None	-	None							
Storage Length	0	-	-	-	-	-							
Veh in Median Storage, #	0	-	-	0	0	-							
Grade, %	0	-	-	0	0	-							
Peak Hour Factor	100	100	100	100	100	100							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	2	4	1	1	4	1							
Major/Minor	Minor2	Major1		Major2									
Conflicting Flow All	8	5	5	0	-	0							
Stage 1	5	-	-	-	-	-							
Stage 2	3	-	-	-	-	-							
Critical Hdwy	6.42	6.22	4.12	-	-	-							
Critical Hdwy Stg 1	5.42	-	-	-	-	-							
Critical Hdwy Stg 2	5.42	-	-	-	-	-							
Follow-up Hdwy	3.518	3.318	2.218	-	-	-							
Pot Cap-1 Maneuver	1013	1078	1616	-	-	-							
Stage 1	1018	-	-	-	-	-							
Stage 2	1020	-	-	-	-	-							
Platoon blocked, %													
Mov Cap-1 Maneuver	1012	1078	1616	-	-	-							
Mov Cap-2 Maneuver	1012	-	-	-	-	-							
Stage 1	1017	-	-	-	-	-							
Stage 2	1020	-	-	-	-	-							
Approach	EB	NB		SB									
HCM Control Delay, s	8.4	3.6		0									
HCM LOS	A												
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR									
Capacity (veh/h)	1616	-	1055	-	-								
HCM Lane V/C Ratio	0.001	-	0.006	-	-								
HCM Control Delay (s)	7.2	0	8.4	-	-								
HCM Lane LOS	A	A	A	-	-								
HCM 95th %tile Q(veh)	0	-	0	-	-								

HCM 6th TWSC

3: Garden & Union (unopened)/Union

06-23-2026

Intersection																	
Int Delay, s/veh		2.7															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations		↔			↔			↔				↔					
Traffic Vol, veh/h	5	0	1	0	0	0	2	6	0	2	9	5					
Future Vol, veh/h	5	0	1	0	0	0	2	6	0	2	9	5					
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0					
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free					
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None					
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-					
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-					
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-					
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100					
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2					
Mvmt Flow	5	0	1	0	0	0	2	6	0	2	9	5					

Major/Minor	Minor2				Minor1				Major1				Major2			
Conflicting Flow All	26	26	12	26	28	6	14	0	0	0	6	0	0	0	0	0
Stage 1	16	16	-	10	10	-	-	-	-	-	-	-	-	-	-	-
Stage 2	10	10	-	16	18	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	4.12	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	984	867	1069	984	865	1077	1604	-	-	1615	-	-	1615	-	-	-
Stage 1	1004	882	-	1011	887	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1011	887	-	1004	880	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	865	1069	982	863	1077	1604	-	-	1615	-	-	-	-	-	-
Mov Cap-2 Maneuver	982	865	-	982	863	-	-	-	-	-	-	-	-	-	-	-
Stage 1	1003	881	-	1010	886	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	886	-	1002	879	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	1.8	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	996	-	1615	-
HCM Lane V/C Ratio	0.001	-	-	0.006	-	0.001	-
HCM Control Delay (s)	7.2	0	-	8.6	0	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection											
Int Delay, s/veh		2.2									
Movement	EBL	EBR	NBL	SBT	SBR						
Lane Configurations											
Traffic Vol, veh/h	1	2	3	7	7	2					
Future Vol, veh/h	1	2	3	7	7	2					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Stop	Stop	Free	Free	Free	Free					
RT Channelized	-	None	-	None	-	None					
Storage Length	0	-	-	-	-	-					
Veh in Median Storage, #	0	-	-	0	0	-					
Grade, %	0	-	-	0	0	-					
Peak Hour Factor	100	100	100	100	100	100					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	1	2	3	7	7	2					
Major/Minor	Minor2	Major1		Major2							
Conflicting Flow All	21	8	9	0	-	0					
Stage 1	8	-	-	-	-	-					
Stage 2	13	-	-	-	-	-					
Critical Hdwy	6.42	6.22	4.12	-	-	-					
Critical Hdwy Stg 1	5.42	-	-	-	-	-					
Critical Hdwy Stg 2	5.42	-	-	-	-	-					
Follow-up Hdwy	3.518	3.318	2.218	-	-	-					
Pot Cap-1 Maneuver	996	1074	1611	-	-	-					
Stage 1	1015	-	-	-	-	-					
Stage 2	1010	-	-	-	-	-					
Platoon blocked, %				-	-	-					
Mov Cap-1 Maneuver	994	1074	1611	-	-	-					
Mov Cap-2 Maneuver	994	-	-	-	-	-					
Stage 1	1013	-	-	-	-	-					
Stage 2	1010	-	-	-	-	-					
Approach	EB		NB		SB						
HCM Control Delay, s	8.5		2.2		0						
HCM LOS	A										
Minor Lane/Major Mvmt	NBL		NBT EBLn1		SBT		SBR				
Capacity (veh/h)	1611		- 1046		-		-				
HCM Lane V/C Ratio	0.002		- 0.003		-		-				
HCM Control Delay (s)	7.2		0 8.5		-		-				
HCM Lane LOS	A		A A		-		-				
HCM 95th %tile Q(veh)	0		-		0		-				