

Appendix C: Turning Movement Counts





Turning Movement Count (2 - EGLINTON AVE W & CALEDONIA RD) CustID: 13459569 MIdID: 273978

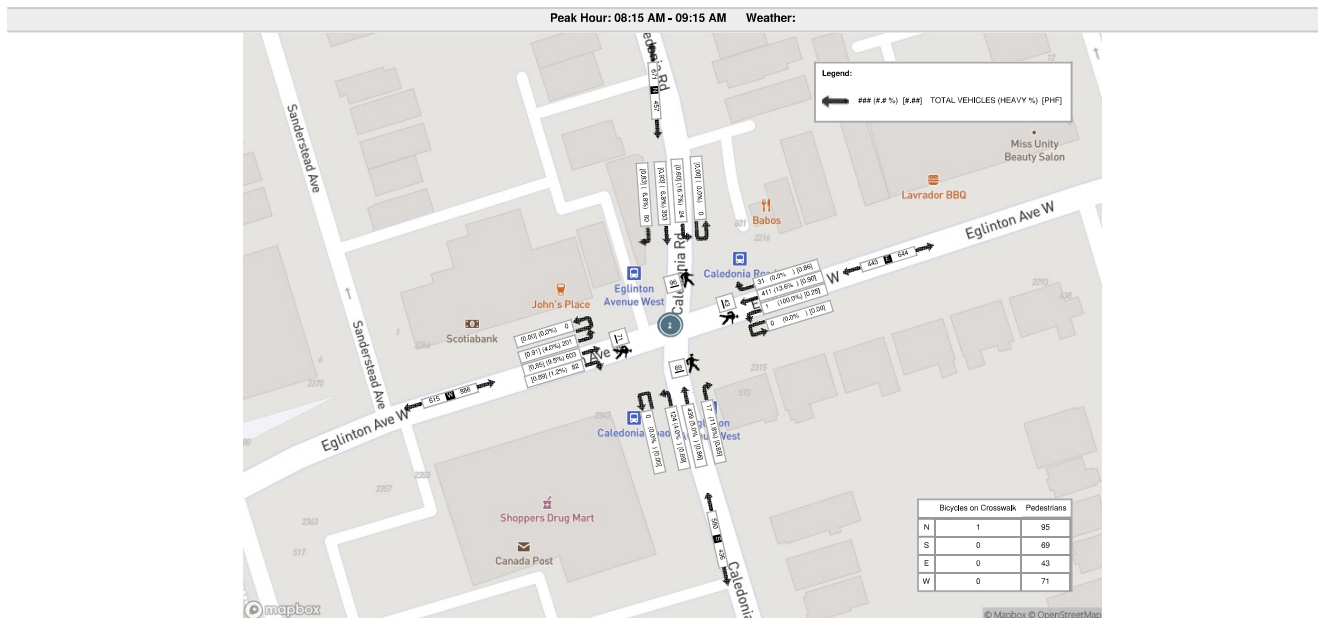
Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	U-Turn N/N	Peds N	Approach Total	Right E/N	Thru E/W	Left E/S	U-Turn E/E	Peds E	Approach Total	Right S/E	Thru S/N	Left S/W	U-Turn S/S	Peds S	Approach Total	Right W/S	Thru W/E	Left W/N	U-Turn W/W	Peds W	Approach Total			
07:30:00	21	75	6	0	15	102	7	71	0	0	10	78	1	110	29	0	23	140	14	133	42	0	13	189	509		
07:45:00	23	80	10	0	8	113	4	108	0	0	5	112	6	109	21	0	24	136	11	161	42	0	8	214	575		
08:00:00	16	80	6	0	10	102	2	89	0	0	10	91	2	106	35	0	29	143	10	147	36	0	21	193	529		
08:15:00	21	83	1	0	32	105	6	110	0	0	10	116	5	111	35	0	17	151	21	177	42	0	18	240	612	2225	
08:30:00	24	90	9	0	24	123	8	107	0	0	12	115	5	92	32	0	14	129	20	155	50	0	22	225	592	2308	
08:45:00	20	95	4	0	24	119	8	114	1	0	11	123	5	127	27	0	21	159	23	138	56	0	14	216	617	2350	
09:00:00	15	85	10	0	16	110	9	80	0	0	10	89	2	109	30	0	17	141	18	133	54	0	17	205	545	2366	
09:15:00	19	67	6	0	12	92	12	73	0	0	8	85	0	93	31	0	21	124	17	161	48	0	9	226	527	2281	
BREAK																											
16:00:00	38	74	7	0	16	119	8	178	0	0	26	186	3	102	57	0	21	162	29	110	47	0	23	186	653		
16:15:00	20	80	2	0	18	102	9	194	0	0	10	203	8	99	38	0	12	145	19	125	40	0	23	184	634		
16:30:00	31	73	9	0	15	113	16	171	0	0	8	187	6	95	42	0	14	143	17	126	42	0	28	185	628		
16:45:00	32	68	5	0	24	105	11	181	0	0	12	192	12	93	49	0	12	154	21	133	46	0	29	200	651	2566	
17:00:00	24	83	0	0	22	107	9	196	0	0	13	205	6	81	51	0	13	138	18	140	44	0	23	202	652	2565	
17:15:00	31	68	8	0	20	107	8	177	0	0	21	185	2	80	32	0	20	114	20	157	38	0	24	215	621	2552	
17:30:00	28	63	3	0	24	94	8	156	0	0	12	164	2	68	36	0	8	106	29	188	62	0	24	279	643	2567	
17:45:00	24	78	5	0	16	107	6	145	0	0	17	151	6	79	31	0	25	116	15	153	50	0	22	218	592	2508	
Grand Total	387	1242	91	0	296	1720	131	2150	1	0	195	2282	71	1554	576	0	291	2201	302	2337	738	0	318	3377	9580	-	
Approach%	22.5%	72.2%	5.3%	0%	-	-	5.7%	94.2%	0%	0%	-	-	3.2%	70.6%	26.2%	0%	-	-	8.5%	66.2%	21.9%	0%	-	-	-	-	
Totals %	4%	13%	0.9%	0%	18%	1.4%	22.4%	0%	0%	23.8%	0.7%	16.2%	6%	0%	23%	3.2%	24.4%	7.7%	0%	35.3%	-	-	-	-	-		
Heavy	24	58	8	0	-	4	190	1	0	-	7	77	13	0	-	8	167	24	0	-	-	-	-	-	-		
Heavy %	6.2%	4.7%	8.8%	0%	-	3.1%	8.8%	100%	0%	-	9.9%	5%	2.3%	0%	-	2.6%	7.1%	3.3%	0%	-	-	-	-	-	-		
Bicycles	0	1	0	0	-	0	0	0	0	-	0	1	0	0	-	0	1	0	0	-	-	-	-	-	-		
Bicycle%	0%	0.1%	0%	0%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-	-		



Peak Hour: 08:15 AM - 09:15 AM Weather:

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
08:15:00	21	83	1	0	32	105	6	110	0	0	10	116	5	111	35	0	17	151	21	177	42	0	18	240	612
08:30:00	24	90	9	0	24	123	8	107	0	0	12	115	5	92	32	0	14	129	20	155	50	0	22	225	592
08:45:00	20	95	4	0	24	119	8	114	1	0	11	123	5	127	27	0	21	159	23	138	55	0	14	216	617
09:00:00	15	85	10	0	16	110	9	80	0	0	10	89	2	109	30	0	17	141	18	133	54	0	17	205	545
Grand Total	80	353	24	0	96	457	31	411	1	0	43	443	17	439	124	0	69	580	82	603	201	0	71	886	2366
Approach%	17.5%	77.2%	5.3%	0%	-	7%	92.8%	0.2%	0%	-	2.9%	75.7%	21.4%	0%	-	8.3%	68.1%	22.7%	0%	-	-	-	-	-	-
Totals %	3.4%	14.9%	1%	0%	19.3%	1.3%	17.4%	0%	0%	18.7%	0.7%	18.6%	5.2%	0%	24.5%	3.5%	25.5%	8.5%	0%	37.4%	-	-	-	-	-
PHF	0.83	0.93	0.6	0	0.93	0.86	0.9	0.25	0	0.9	0.85	0.86	0.89	0	0.91	0.89	0.85	0.91	0	0.92	-	-	-	-	-
Heavy	7	24	4	0	35	0	56	1	0	57	2	22	5	0	29	1	57	8	0	66	-	-	-	-	-
Heavy %	8.8%	6.8%	16.7%	0%	7.7%	0%	13.6%	100%	0%	12.9%	11.8%	5%	4%	0%	5%	1.2%	9.5%	4%	0%	7.4%	-	-	-	-	-
Lights	73	329	20	0	422	31	355	0	0	386	15	417	119	0	551	81	546	193	0	820	-	-	-	-	-
Lights %	91.3%	93.2%	83.3%	0%	92.3%	100%	86.4%	0%	0%	87.1%	88.2%	95%	96%	0%	95%	96.8%	90.5%	96%	0%	92.6%	-	-	-	-	-
Single-Unit Trucks	4	16	3	0	23	0	11	1	0	12	0	12	2	0	14	1	17	5	0	23	-	-	-	-	-
Single-Unit Trucks %	5%	4.5%	12.5%	0%	5%	0%	2.7%	100%	0%	2.7%	0%	2.7%	1.6%	0%	2.4%	1.2%	2.8%	2.5%	0%	2.6%	-	-	-	-	-
Buses	2	8	0	0	10	0	45	0	0	45	2	10	3	0	15	0	39	3	0	42	-	-	-	-	-
Buses %	2.5%	2.3%	0%	0%	2.2%	0%	10.9%	0%	0%	10.2%	11.8%	2.3%	2.4%	0%	2.6%	0%	6.5%	1.5%	0%	4.7%	-	-	-	-	-
Articulated Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	-	-	-	-	-
Articulated Trucks %	1.3%	0%	4.2%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	-	-	-	-	-
Pedestrians	-	-	-	-	95	-	-	-	-	43	-	-	-	-	69	-	-	-	-	71	-	-	-	-	-
Pedestrians%	-	-	-	-	34.1%	-	-	-	-	15.4%	-	-	-	-	24.7%	-	-	-	-	25.4%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	0	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0.4%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 04:45 PM - 05:45 PM Weather:																								
Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W					
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total
16:45:00	32	68	5	0	24	105	11	181	0	0	12	192	12	93	49	0	12	154	21	133	46	0	29	200
17:00:00	24	83	0	0	22	107	9	198	0	0	13	205	6	81	51	0	13	138	18	140	44	0	23	202
17:15:00	31	68	8	0	20	107	8	177	0	0	21	185	2	80	32	0	20	114	20	157	38	0	24	215
17:30:00	28	63	3	0	24	94	8	156	0	0	12	164	2	68	36	0	8	106	29	168	62	0	24	279
Grand Total	115	282	16	0	90	413	36	710	0	0	58	746	22	322	168	0	53	512	88	618	190	0	100	896
Approach%	27.8%	68.3%	3.9%	0%	-	-	4.8%	95.2%	0%	0%	-	-	4.3%	62.9%	32.8%	0%	-	-	9.8%	69%	21.2%	0%	-	-
Totals %	4.5%	11%	0.6%	0%	16.1%	1.4%	27.7%	0%	0%	29.1%	0.9%	12.5%	0%	19.9%	3.4%	24.1%	7.4%	0%	34.9%	-	-	-	-	-
PHF	0.9	0.85	0.5	0	0.96	0.82	0.91	0	0	0.31	0.46	0.87	0.82	0	0.83	0.76	0.82	0.77	0	0.8	-	-	-	-
Heavy %	7	7	1	0	15	1	44	0	0	45	2	12	1	0	15	4	24	0	0	28	-	-	-	-
Heavy %	6.1%	2.5%	6.3%	0%	3.6%	2.8%	6.2%	0%	0%	6%	9.1%	3.7%	0.6%	0%	2.9%	4.5%	3.9%	0%	0%	3.1%	-	-	-	-
Lights	198	275	15	0	388	35	666	0	0	701	20	319	167	0	427	84	594	190	0	868	-	-	-	-
Lights %	93.9%	97.5%	93.8%	0%	96.4%	97.2%	93.8%	0%	0%	94%	96.9%	96.3%	96.4%	0%	97.1%	95.5%	96.1%	100%	0%	96.9%	-	-	-	-
Single-Unit Trucks	7	2	1	0	10	1	15	0	0	16	1	7	1	0	9	3	3	0	0	6	-	-	-	-
Single-Unit Trucks %	6.1%	0.7%	6.3%	0%	2.4%	2.8%	2.1%	0%	0%	2.1%	4.5%	2.2%	0.6%	0%	1.8%	3.4%	0.5%	0%	0%	0.7%	-	-	-	-
Buses	0	5	0	0	5	0	29	0	0	29	1	5	0	0	6	1	20	0	0	21	-	-	-	-
Buses %	0%	1.8%	0%	0%	1.2%	0%	4.1%	0%	0%	3.9%	4.5%	1.8%	0%	0%	1.2%	1.1%	3.2%	0%	0%	2.3%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	-	-	-	-
Pedestrians	-	-	-	-	90	-	-	-	-	58	-	-	-	-	53	-	-	-	-	98	-	-	-	-
Pedestrians %	-	-	-	-	29.9%	-	-	-	-	19.3%	-	-	-	-	17.8%	-	-	-	-	32.8%	-	-	-	-
Bicycles on Road	0	1	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0.7%	-	-	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather:

Turning Movement
Count

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BAC1502B

Turning Movement Count (4 - CALEDONIA RD & EGLINTON AVE W) CustID: 13459569

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)
	Right N/W	Thru N/S	Left N/E	UTurn N/N	Peds N	Approach Total	Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds E	Approach Total	Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds S	Approach Total	Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds W	Approach Total		
07:30:00	13	92	17	0	12	122	3	89	0	0	12	92	15	67	27	0	16	139	13	138	13	0	10	164	517	
07:45:00	17	104	14	0	20	135	1	65	0	0	3	66	9	128	30	0	17	167	11	124	19	0	16	154	522	
08:00:00	24	95	11	0	18	130	7	96	0	0	13	103	15	96	30	0	17	141	15	136	23	0	16	174	548	
08:15:00	12	125	11	0	21	148	8	86	0	0	10	94	10	129	35	0	18	174	18	155	17	0	19	190	606	2193
08:30:00	27	108	14	0	15	149	8	111	0	0	7	119	15	119	36	0	13	170	21	131	26	0	8	178	616	2292
08:45:00	25	110	12	0	21	147	4	82	0	0	9	96	12	99	41	0	22	162	23	144	20	0	20	187	582	2352
09:00:00	25	100	21	0	13	146	7	90	0	0	12	97	14	127	35	0	18	176	22	111	16	0	12	149	568	2372
09:15:00	18	81	16	0	10	115	7	74	0	0	12	81	8	111	26	0	23	145	21	134	13	0	7	168	509	2275
BREAK																										
16:00:00	47	100	7	0	27	154	4	143	1	0	16	148	4	105	58	0	32	167	30	120	27	0	32	177	646	
16:15:00	63	97	11	0	26	171	1	123	0	0	20	124	11	87	51	0	43	149	20	121	22	0	24	163	607	
16:30:00	67	96	5	0	34	168	4	121	0	0	19	125	12	57	53	0	30	122	34	138	27	0	22	199	614	
16:45:00	71	92	7	0	33	170	2	142	0	0	13	144	4	52	45	0	22	101	37	130	26	0	21	193	608	2475
17:00:00	59	96	7	0	27	162	0	135	0	0	28	135	5	72	37	0	33	114	25	104	27	0	25	156	567	2396
17:15:00	55	106	4	0	35	165	4	135	0	0	17	139	3	67	51	0	32	121	29	118	28	0	31	175	600	2389
17:30:00	65	104	8	0	24	175	2	133	0	0	14	135	10	100	45	0	29	155	25	118	23	0	22	166	631	2406
17:45:00	66	96	9	0	31	171	5	125	0	0	15	130	11	103	47	0	28	161	27	128	22	0	32	177	639	2437
Grand Total	654	1602	172	0	367	2428	67	1760	1	0	220	1828	158	1549	647	0	393	2354	371	2050	349	0	317	2770	9380	-
Approach%	26.5%	66%	7.1%	0%		-	3.7%	96.3%	0.1%	0%		-	6.7%	65.8%	27.5%	0%		-	13.4%	74%	12.6%	0%		-	-	-
Totals %	7%	17.1%	1.8%	0%		25.9%	0.7%	18.8%	0%	0%		15.5%	1.7%	16.5%	6.9%	0%		25.1%	4%	21.9%	3.7%	0%		29.5%	-	-
Heavy	24	68	18	0		-	3	128	0	0		-	9	68	33	0		-	12	148	12	0		-	-	-
Heavy %	3.7%	4.2%	10.5%	0%		-	4.5%	7.3%	0%	0%		-	5.7%	4.4%	5.1%	0%		-	3.2%	7.2%	3.4%	0%		-	-	-
Bicycles	0	2	0	0		-	1	2	0	1		-	1	2	1	0		-	0	4	1	0		-	-	-
Bicycle %	0%	0.1%	0%	0%		-	1.5%	0.1%	0%	0%		-	0.6%	0.1%	0.2%	0%		-	0%	0.2%	0.3%	0%		-	-	-

Turning Movement
Count

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BAC23Y5V



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (6.22 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	12	125	11	0	21	148	8	86	0	0	10	94	10	129	35	0	18	174	18	155	17	0	19	190	606
08:30:00	27	108	14	0	15	149	8	111	0	0	7	119	15	119	36	0	13	170	21	131	26	0	8	178	616
08:45:00	25	110	12	0	21	147	4	92	0	0	9	96	12	99	41	0	22	152	23	144	20	0	20	187	582
09:00:00	25	100	21	0	13	146	7	90	0	0	12	97	14	127	35	0	18	176	22	111	16	0	12	149	568
Grand Total	89	443	58	0	70	590	27	379	0	0	38	406	51	474	147	0	71	672	84	541	79	0	59	704	2372
Approach%	15.1%	75.1%	8.8%	0%	-	-	6.7%	93.3%	0%	0%	-	-	7.6%	70.5%	21.9%	0%	-	-	11.9%	76.8%	11.2%	0%	-	-	-
Totals %	3.8%	18.7%	2.4%	0%	-	24.9%	1.1%	16%	0%	0%	-	17.1%	2.2%	20%	6.2%	0%	-	28.3%	3.5%	22.8%	3.3%	0%	-	29.7%	-
PHF	0.82	0.89	0.89	0	-	0.99	0.84	0.85	0	0	-	0.85	0.85	0.92	0.9	0	-	0.95	0.91	0.87	0.76	0	-	0.93	-
Heavy %	4	27	10	0	-	41	2	33	0	0	-	35	3	15	14	0	-	32	4	44	2	0	-	50	-
Heavy %	4.5%	6.1%	17.2%	0%	-	6.9%	7.4%	8.7%	0%	0%	-	8.6%	5.9%	3.2%	9.5%	0%	-	4.8%	4.8%	8.1%	2.6%	0%	-	7.1%	-
Lights	85	416	48	0	-	549	25	346	0	0	-	371	48	459	133	0	-	640	80	497	77	0	-	654	-
Lights %	95.5%	93.9%	82.8%	0%	-	93.1%	92.6%	91.3%	0%	0%	-	91.4%	94.1%	96.8%	90.5%	0%	-	95.2%	95.2%	91.9%	97.5%	0%	-	92.9%	-
Single-Unit Trucks	3	17	8	0	-	28	1	12	0	0	-	13	2	8	5	0	-	15	3	22	2	0	-	27	-
Single-Unit Trucks %	3.4%	3.8%	13.8%	0%	-	4.7%	3.7%	3.2%	0%	0%	-	3.2%	3.9%	1.7%	3.4%	0%	-	2.2%	3.6%	4.1%	2.5%	0%	-	3.8%	-
Buses	1	9	2	0	-	12	1	21	0	0	-	22	1	7	7	0	-	15	1	21	0	0	-	22	-
Buses %	1.1%	2%	3.4%	0%	-	2%	3.7%	5.5%	0%	0%	-	5.4%	2%	1.5%	4.9%	0%	-	2.2%	1.2%	3.9%	0%	0%	-	3.1%	-
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	1	0	0	-	1	-
Articulated Trucks %	0%	0.2%	0%	0%	-	0.2%	0%	0%	0%	0%	-	0%	0%	0%	1.4%	0%	-	0.3%	0%	0.2%	0%	0%	-	0.1%	-
Pedestrians	-	-	-	-	67	-	-	-	-	-	36	-	-	-	-	-	70	-	-	-	-	-	56	-	-
Pedestrians %	-	-	-	-	28.2%	-	-	-	-	-	15.1%	-	-	-	-	-	29.4%	-	-	-	-	-	23.5%	-	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	1	2	0	0	0	-	0	0	0	0	0	0	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-
Bicycles on Crosswalk %	-	-	-	-	1.3%	-	-	-	-	-	0.8%	-	-	-	-	-	0.4%	-	-	-	-	-	1.3%	-	-



Peak Hour: 04:00 PM - 05:00 PM Weather: Clear Sky (15.05 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:00:00	47	100	7	0	27	154	4	143	1	0	16	148	4	105	58	0	32	167	30	120	27	0	32	177	646
16:15:00	63	97	11	0	26	171	1	123	0	0	20	124	11	87	51	0	43	149	20	121	22	0	24	163	607
16:30:00	67	96	5	0	34	168	4	121	0	0	19	125	12	57	53	0	30	122	34	138	27	0	22	199	614
16:45:00	71	92	7	0	33	170	2	142	0	0	13	144	4	52	45	0	22	101	37	130	26	0	21	193	608
Grand Total	248	385	30	0	120	683	11	529	1	0	68	541	31	301	207	0	127	539	121	509	102	0	99	732	2475
Approach%	37.4%	58.1%	4.5%	0%	-	-	2%	97.8%	0.2%	0%	-	-	5.8%	55.8%	38.4%	0%	-	-	16.5%	69.5%	13.9%	0%	-	-	-
Totals %	10%	15.6%	1.2%	0%	-	26.8%	0.4%	21.4%	0%	0%	-	21.9%	1.3%	12.2%	8.4%	0%	-	21.8%	4.9%	20.6%	4.1%	0%	-	29.6%	-
PHF	0.87	0.96	0.88	0	-	0.97	0.69	0.92	0.25	0	-	0.91	0.65	0.72	0.89	0	-	0.81	0.82	0.92	0.94	0	-	0.92	-
Heavy %	11	12	2	0	-	25	0	35	0	0	-	35	0	13	8	0	-	21	1	27	5	0	-	33	-
Heavy %	4.4%	3.1%	6.7%	0%	-	3.8%	0%	6.6%	0%	0%	-	6.5%	0%	4.3%	3.9%	0%	-	3.9%	0.8%	5.3%	4.9%	0%	-	4.5%	-
Lights	237	373	28	0	-	638	11	494	1	0	-	506	31	288	199	0	-	518	120	482	97	0	-	699	-
Lights %	95.6%	96.9%	93.3%	0%	-	96.2%	100%	93.4%	100%	0%	-	93.5%	100%	95.7%	96.1%	0%	-	96.1%	99.2%	94.7%	95.1%	0%	-	95.5%	-
Single-Unit Trucks	9	8	2	0	-	18	0	14	0	0	-	14	0	9	7	0	-	16	1	10	2	0	-	13	-
Single-Unit Trucks %	3.2%	2.1%	6.7%	0%	-	2.7%	0%	2.6%	0%	0%	-	2.6%	0%	3%	3.4%	0%	-	3%	0.8%	2%	2%	0%	-	1.8%	-
Buses	3	4	0	0	-	7	0	21	0	0	-	21	0	4	0	0	-	4	0	17	2	0	-	19	-
Buses %	1.2%	1%	0%	0%	-	1.1%	0%	4%	0%	0%	-	3.9%	0%	1.3%	0%	0%	-	0.7%	0%	3.3%	2%	0%	-	2.6%	-
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0.5%	0%	-	0.2%	0%	0%	1%	0%	-	0.1%	-
Pedestrians	-	-	-	-	115	-	-	-	-	-	67	-	-	-	-	-	113	-	-	-	-	-	95	-	-
Pedestrians %	-	-	-	-	27.8%	-	-	-	-	-	16.2%	-	-	-	-	-	27.3%	-	-	-	-	-	22.9%	-	-
Bicycles on Road	0	2	0	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	0	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	14	-	-	-	-	-	4	-	-
Bicycles on Crosswalk %	-	-	-	-	1.2%	-	-	-	-	-	0.2%	-	-	-	-	-	3.4%	-	-	-	-	-	1%	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (6.22 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Clear Sky (15.05 °C)





Turning Movement Count (1 . EGLINTON AVE W & GILBERT AVE)

Start Time	N Approach GILBERT AVE				E Approach EGLINTON AVE W					S Approach GILBERT AVE						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)
	UTurn N/N	Peds N:	Approach Total	Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds E:	Approach Total	Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds S:	Approach Total	Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds W:	Approach Total		
07:30:00	0	1	0	0	137	0	0	0	137	5	0	1	0	8	6	0	228	0	0	0	228	371	
07:45:00	0	0	0	0	121	0	0	0	121	3	0	3	0	11	6	0	234	1	0	0	235	362	
08:00:00	0	0	0	0	133	0	0	0	133	4	0	3	0	11	7	1	239	0	0	0	240	380	
08:15:00	0	0	0	0	161	0	0	0	161	1	0	3	0	9	4	0	282	0	0	0	282	447	1560
08:30:00	0	0	0	0	180	0	0	0	180	2	0	2	0	15	4	1	262	0	0	0	263	447	1636
08:45:00	0	0	0	0	147	0	0	0	147	1	0	4	0	19	5	1	231	0	0	0	232	384	1658
09:00:00	0	1	0	0	166	0	0	0	166	2	0	5	0	14	7	1	201	0	0	0	202	375	1653
09:15:00	0	0	0	0	115	1	0	0	116	2	0	2	0	20	4	1	188	0	0	0	189	309	1515
BREAK																							
16:00:00	0	5	0	0	237	0	0	0	237	5	0	34	0	18	39	0	215	0	0	0	215	491	
16:15:00	0	8	0	0	241	0	0	0	241	2	0	19	0	21	21	1	208	0	0	1	209	471	
16:30:00	0	5	0	0	239	0	0	0	239	4	0	17	0	16	21	0	231	0	0	2	231	491	
16:45:00	0	7	0	0	244	0	0	0	244	4	0	28	0	14	32	0	257	0	0	1	257	533	1986
17:00:00	0	7	0	0	240	0	0	0	240	3	0	35	0	18	38	0	240	0	0	0	240	518	2013
17:15:00	0	3	0	0	240	0	0	0	240	0	0	29	0	16	29	0	265	0	0	0	265	534	2076
17:30:00	0	6	0	0	227	0	0	0	227	1	0	38	0	15	39	0	238	0	0	0	238	504	2089
17:45:00	0	10	0	0	218	0	0	1	218	0	0	29	0	25	29	0	234	0	0	0	234	481	2037
Grand Total	0	53	0	0	3046	1	0	1	3047	39	0	252	0	250	291	6	3753	1	0	4	3760	7098	-
Approach%	0%	-	-	0%	100%	0%	0%	-	-	13.4%	0%	86.6%	0%	-	-	0.2%	99.8%	0%	0%	-	-	-	-
Totals %	0%	-	0%	0%	42.9%	0%	0%	42.9%	0.5%	0%	3.6%	0%	4.1%	0.1%	52.9%	0%	0%	53%	-	-	-	-	
Heavy	0	-	-	0	176	0	0	-	-	3	0	6	0	-	-	0	169	0	0	-	-	-	-
Heavy %	0%	-	-	0%	5.8%	0%	0%	-	-	7.7%	0%	2.4%	0%	-	-	0%	4.5%	0%	0%	-	-	-	-
Bicycles	0	-	-	0	10	0	0	-	-	0	0	1	0	-	-	0	10	0	0	-	-	-	-
Bicycle %	0%	-	-	0%	0.3%	0%	0%	-	-	0%	0%	0.4%	0%	-	-	0%	0.3%	0%	0%	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (7.24 °C)

Start Time	N Approach GILBERT AVE			E Approach EGLINTON AVE W					S Approach GILBERT AVE					W Approach EGLINTON AVE W						Int. Total (15 min)		
	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn		Peds	Approach Total
08:00:00	0	0	0	0	133	0	0	0	133	4	0	3	0	11	7	1	239	0	0	0	240	380
08:15:00	0	0	0	0	161	0	0	0	161	1	0	3	0	9	4	0	282	0	0	0	282	447
08:30:00	0	0	0	0	180	0	0	0	180	2	0	2	0	15	4	1	262	0	0	0	263	447
08:45:00	0	0	0	0	147	0	0	0	147	1	0	4	0	19	5	1	231	0	0	0	232	384
Grand Total	0	0	0	0	621	0	0	0	621	8	0	12	0	54	20	3	1014	0	0	0	1017	1658
Approach%	0%	-	-	0%	100%	0%	0%	-	-	40%	0%	60%	0%	-	-	0.3%	99.7%	0%	0%	-	-	-
Totals %	0%	0%	0%	0%	37.5%	0%	0%	37.5%	0.5%	0%	0.7%	0%	1.2%	0.2%	61.2%	0%	0%	61.3%	-	-	-	-
PHF	0	0	0	0	0.86	0	0	0.86	0.5	0	0.75	0	0.71	0.75	0.9	0	0	0.9	-	-	-	-
Heavy	0	0	0	0	45	0	0	45	1	0	0	0	1	0	59	0	0	59	-	-	-	-
Heavy %	0%	-	0%	0%	7.2%	0%	0%	7.2%	12.5%	0%	0%	0%	5%	0%	5.8%	0%	0%	5.8%	-	-	-	-
Lights	0	0	0	0	576	0	0	576	7	0	12	0	19	3	955	0	0	958	-	-	-	-
Lights %	0%	0%	0%	92.8%	0%	0%	92.8%	87.5%	0%	100%	0%	95%	100%	94.2%	0%	0%	94.2%	-	-	-	-	
Single-Unit Trucks	0	0	0	0	12	0	0	12	0	0	0	0	0	0	20	0	0	20	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	1.9%	0%	0%	1.9%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	-	-	-	-
Buses	0	0	0	0	33	0	0	33	1	0	0	0	1	0	35	0	0	35	-	-	-	-
Buses %	0%	0%	0%	0%	5.3%	0%	0%	5.3%	12.5%	0%	0%	0%	5%	0%	3.5%	0%	0%	3.4%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	-	-	-	-
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	-	51	-	-	-	-	0	-	-	-	-
Pedestrians%	-	0%	-	-	-	-	0%	-	-	-	-	-	94.4%	-	-	-	-	0%	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	0%	-	-	-	-	0%	-	-	-	-	-	5.6%	-	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	-	0	3	0	0	-	-	0	0	0	0	-	-	0	2	0	0	-	-	-
Bicycles on Road%	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-

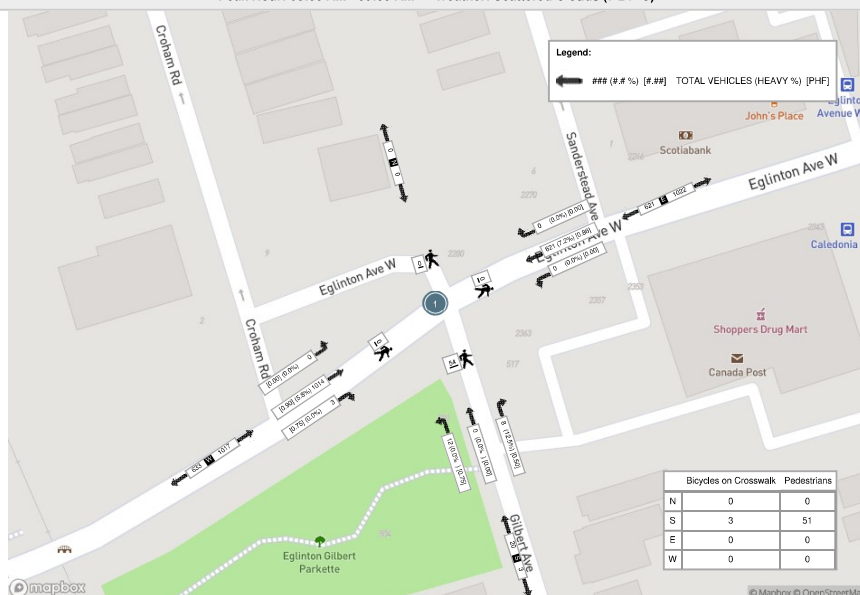


Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (13.71 °C)

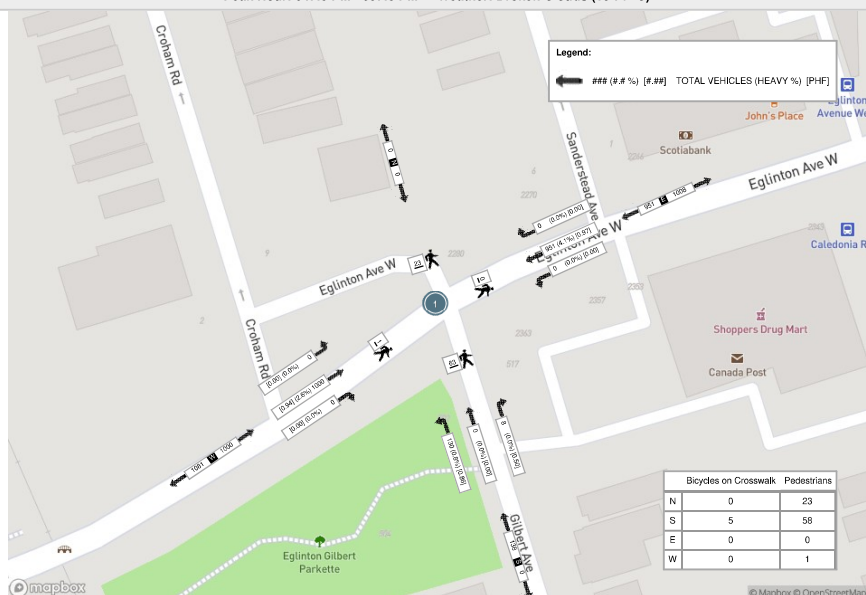
Start Time	N Approach GILBERT AVE			E Approach EGLINTON AVE W			S Approach GILBERT AVE			W Approach EGLINTON AVE W			Int. Total (15 min)									
	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left		UTurn	Peds	Approach Total						
16:45:00	0	7	0	0	244	0	0	0	244	4	0	28	0	14	32	0	257	0	0	1	257	533
17:00:00	0	7	0	0	240	0	0	0	240	3	0	35	0	18	38	0	240	0	0	0	240	518
17:15:00	0	3	0	0	240	0	0	0	240	0	0	29	0	16	29	0	265	0	0	0	265	534
17:30:00	0	6	0	0	227	0	0	0	227	1	0	38	0	15	39	0	238	0	0	0	238	504
Grand Total	0	23	0	0	951	0	0	0	951	8	0	130	0	63	138	0	1000	0	0	1	1000	2089
Approach%	0%	-	-	0%	100%	0%	0%	-	5.8%	0%	94.2%	0%	-	-	0%	100%	0%	0%	-	-	-	-
Totals %	0%	0%	0%	0%	45.5%	0%	0%	45.5%	0.4%	0%	6.2%	0%	6.8%	0%	47.9%	0%	0%	47.9%	-	-	-	-
PHF	0	0	0	0	0.97	0	0	0.97	0.5	0	0.86	0	0.88	0	0.94	0	0	0.94	-	-	-	-
Heavy	0	0	0	0	39	0	0	39	0	0	1	0	1	0	25	0	0	26	-	-	-	-
Heavy %	0%	0%	0%	0%	4.1%	0%	0%	4.1%	0%	0%	0.8%	0%	0.7%	0%	2.6%	0%	0%	2.6%	-	-	-	-
Lights	0	0	0	0	912	0	0	912	8	0	129	0	137	0	974	0	0	974	-	-	-	-
Lights %	0%	0%	0%	0%	95.9%	0%	0%	95.9%	100%	0%	99.2%	0%	99.3%	0%	97.4%	0%	0%	97.4%	-	-	-	-
Single-Unit Trucks	0	0	0	0	15	0	0	15	0	0	1	0	1	0	8	0	0	8	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	1.6%	0%	0%	1.6%	0%	0%	0.8%	0%	0.7%	0%	0.8%	0%	0%	0.8%	-	-	-	-
Buses	0	0	0	0	22	0	0	22	0	0	0	0	0	0	18	0	0	18	-	-	-	-
Buses %	0%	0%	0%	0%	2.3%	0%	0%	2.3%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.8%	-	-	-	-
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	23	-	-	-	-	-	0	-	-	-	-	58	-	-	-	-	1	-	-	-	-
Pedestrians%	-	26.4%	-	-	-	-	-	0%	-	-	-	-	66.7%	-	-	-	-	1.1%	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	0%	-	-	-	-	-	0%	-	-	-	-	5.7%	-	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	-
Bicycles on Road%	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (7.24 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (13.71 °C)



Turning Movement
Count

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BAC23L9Z

Turning Movement Count (7 . CALEDONIA AVE & EAST SIDE ACCESS (2343 EGLINTON AVE W))

Start Time	N Approach CALEDONIA AVE					S Approach CALEDONIA AVE					W Approach EAST SIDE ACCESS (2343 EGLINTON AVE W)					Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	UTurn N-N	Peds N:	Approach Total	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Left W-N	UTurn W-W	Peds W:	Approach Total		
07:30:00	2	104	0	0	106	156	2	0	0	158	5	1	0	0	6	270	
07:45:00	5	112	0	0	117	168	2	0	0	170	6	3	0	0	9	296	
08:00:00	2	124	0	0	126	147	2	0	0	149	2	1	0	0	3	278	
08:15:00	1	124	0	0	125	177	1	0	0	178	3	2	0	0	5	308	1152
08:30:00	5	134	0	0	139	176	5	0	0	181	7	2	0	0	9	329	1211
08:45:00	2	153	0	0	155	164	1	0	0	165	7	3	0	0	10	330	1245
09:00:00	4	134	0	0	138	160	2	0	0	162	6	0	0	0	6	306	1273
09:15:00	2	108	0	0	110	170	2	0	0	172	6	2	0	0	8	290	1255
BREAK																	
16:00:00	4	97	0	0	101	140	3	0	0	143	6	5	0	0	11	255	
16:15:00	3	118	0	0	121	128	4	1	0	133	12	1	0	0	13	267	
16:30:00	6	95	0	0	101	149	3	0	0	152	8	3	0	0	11	264	
16:45:00	2	107	1	0	110	156	2	0	0	158	10	7	0	0	17	285	1071
17:00:00	1	127	1	0	129	121	10	0	0	131	8	6	0	0	14	274	1090
17:15:00	4	120	0	0	124	142	0	0	0	142	4	5	0	0	9	275	1098
17:30:00	3	131	0	0	134	111	0	0	0	111	9	2	0	0	11	256	1090
17:45:00	2	107	0	0	109	115	4	0	0	119	8	5	0	0	13	241	1046
Grand Total	48	1895	2	0	1945	2380	43	1	0	2424	107	48	0	0	155	4524	-
Approach%	2.5%	97.4%	0.1%		-	98.2%	1.8%	0%		-	69%	31%	0%		-	-	-
Totals %	1.1%	41.9%	0%		43%	52.6%	1%	0%		53.6%	2.4%	1.1%	0%		3.4%	-	-
Heavy	1	42	0		-	53	0	0		-	1	0	0		-	-	-
Heavy %	2.1%	2.2%	0%		-	2.2%	0%	0%		-	0.9%	0%	0%		-	-	-
Bicycles	0	7	0		-	2	0	0		-	0	0	0		-	-	-
Bicycle %	0%	0.4%	0%		-	0.1%	0%	0%		-	0%	0%	0%		-	-	-

Turning Movement
Count

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BAC23S3N



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

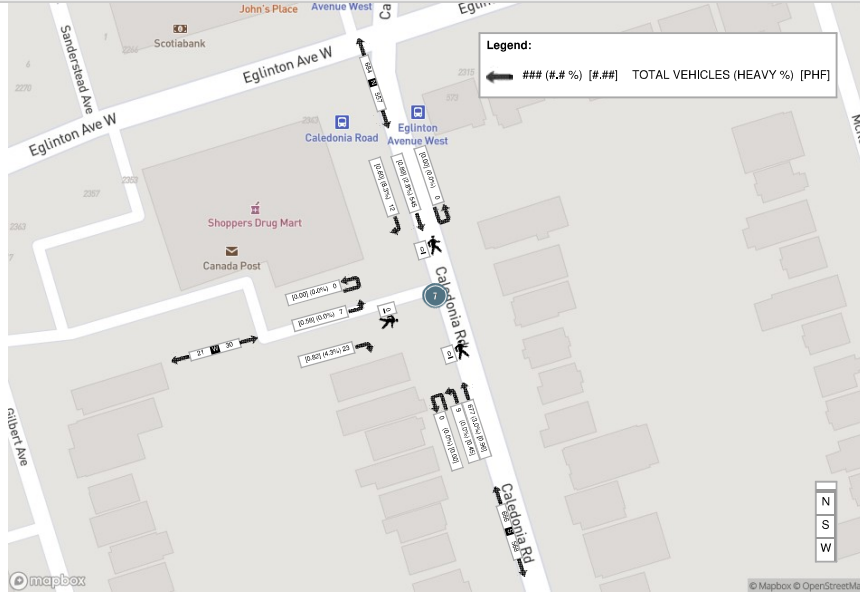
Start Time	N Approach CALEDONIA AVE					S Approach CALEDONIA AVE					W Approach EAST SIDE ACCESS (2343 EGLINTON AVE W)					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:15:00	1	124	0	0	125	177	1	0	0	178	3	2	0	0	5	308
08:30:00	5	134	0	0	139	176	5	0	0	181	7	2	0	0	9	329
08:45:00	2	153	0	0	155	164	1	0	0	165	7	3	0	0	10	330
09:00:00	4	134	0	0	138	160	2	0	0	162	6	0	0	0	6	306
Grand Total	12	545	0	0	557	677	9	0	0	686	23	7	0	0	30	1273
Approach%	2.2%	97.8%	0%		-	98.7%	1.3%	0%		-	76.7%	23.3%	0%		-	-
Totals %	0.9%	42.8%	0%		43.8%	53.2%	0.7%	0%		53.9%	1.8%	0.5%	0%		2.4%	-
PHF	0.6	0.89	0		0.9	0.96	0.45	0		0.95	0.82	0.58	0		0.75	-
Heavy	1	15	0		16	20	0	0		20	1	0	0		1	-
Heavy %	8.3%	2.8%	0%		2.9%	3%	0%	0%		2.9%	4.3%	0%	0%		3.3%	-
Lights	11	530	0		541	657	9	0		666	22	7	0		29	-
Lights %	91.7%	97.2%	0%		97.1%	97%	100%	0%		97.1%	95.7%	100%	0%		96.7%	-
Single-Unit Trucks	1	8	0		9	8	0	0		8	1	0	0		1	-
Single-Unit Trucks %	8.3%	1.5%	0%		1.6%	1.2%	0%	0%		1.2%	4.3%	0%	0%		3.3%	-
Buses	0	7	0		7	12	0	0		12	0	0	0		0	-
Buses %	0%	1.3%	0%		1.3%	1.8%	0%	0%		1.7%	0%	0%	0%		0%	-
Bicycles on Road	0	2	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	%		-	-	-	%		-	-	-	%		-



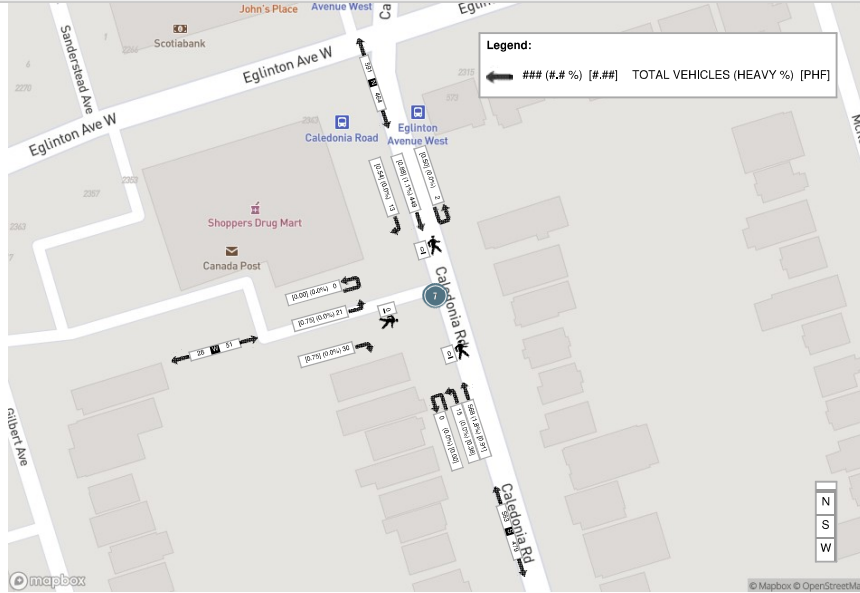
Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach CALEDONIA AVE					S Approach CALEDONIA AVE					W Approach EAST SIDE ACCESS (2343 EGLINTON AVE W)					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:30:00	6	95	0	0	101	149	3	0	0	152	8	3	0	0	11	264
16:45:00	2	107	1	0	110	156	2	0	0	158	10	7	0	0	17	285
17:00:00	1	127	1	0	129	121	10	0	0	131	8	6	0	0	14	274
17:15:00	4	120	0	0	124	142	0	0	0	142	4	5	0	0	9	275
Grand Total	13	449	2	0	464	568	15	0	0	583	30	21	0	0	51	1098
Approach%	2.8%	96.8%	0.4%		-	97.4%	2.6%	0%		-	58.8%	41.2%	0%		-	-
Totals %	1.2%	40.9%	0.2%		42.3%	51.7%	1.4%	0%		53.1%	2.7%	1.9%	0%		4.6%	-
PHF	0.54	0.88	0.5		0.9	0.91	0.38	0		0.92	0.75	0.75	0		0.75	-
Heavy	0	5	0		5	10	0	0		10	0	0	0		0	-
Heavy %	0%	1.1%	0%		1.1%	1.8%	0%	0%		1.7%	0%	0%	0%		0%	-
Lights	13	444	2		459	558	15	0		573	30	21	0		51	-
Lights %	100%	98.9%	100%		98.9%	98.2%	100%	0%		98.3%	100%	100%	0%		100%	-
Single-Unit Trucks	0	1	0		1	5	0	0		5	0	0	0		0	-
Single-Unit Trucks %	0%	0.2%	0%		0.2%	0.9%	0%	0%		0.9%	0%	0%	0%		0%	-
Buses	0	4	0		4	5	0	0		5	0	0	0		0	-
Buses %	0%	0.9%	0%		0.9%	0.9%	0%	0%		0.9%	0%	0%	0%		0%	-
Bicycles on Road	0	2	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	%		-	-	-	%		-	-	-	%		-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (19.01 °C)





Turning Movement Count (6 . GILBERT AVE & WEST SIDE ACCESS (2343 EGLINTON AVE W))

Start Time	N Approach GILBERT AVE					E Approach WEST SITE ACCESS (2343 EGLINTON AVE W)					S Approach GILBERT AVE					Int. Total (15 min)	Int. Total (1 hr)
	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	UTurn S:S	Peds S:	Approach Total		
07:30:00	0	0	0	1	0	0	0	0	8	0	0	6	0	0	6	6	
07:45:00	0	0	0	0	0	0	0	0	2	0	0	5	0	0	5	5	
08:00:00	0	0	0	0	0	0	0	0	1	0	1	6	1	2	8	8	
08:15:00	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	5	24
08:30:00	1	1	0	0	2	3	0	0	3	3	0	4	0	2	4	9	27
08:45:00	1	0	0	0	1	1	0	0	0	1	1	3	0	0	4	6	28
09:00:00	1	0	0	0	1	0	1	0	2	1	0	3	0	0	3	5	25
09:15:00	0	1	0	0	1	0	0	0	0	0	3	6	0	1	9	10	30
BREAK																	
16:00:00	0	0	0	0	0	1	0	0	4	1	1	13	0	0	14	15	
16:15:00	0	0	0	0	0	1	0	0	4	1	2	17	0	2	19	20	
16:30:00	0	0	0	0	0	0	0	0	1	0	1	31	0	2	32	32	
16:45:00	0	0	0	0	0	3	1	0	3	4	4	11	0	2	15	19	86
17:00:00	0	0	0	0	0	2	2	0	0	4	1	12	0	0	13	17	88
17:15:00	0	1	0	0	1	0	1	0	3	1	1	13	0	1	14	16	84
17:30:00	0	0	0	0	0	3	1	0	2	4	4	13	0	1	17	21	73
17:45:00	0	0	0	0	0	1	3	0	3	4	2	6	0	1	8	12	66
Grand Total	3	3	0	1	6	15	9	0	41	24	21	154	1	14	176	206	-
Approach%	50%	50%	0%	-	-	62.5%	37.5%	0%	-	-	11.9%	87.5%	0.6%	-	-	-	-
Totals	1.5%	1.5%	0%	2.9%	2.9%	7.3%	4.4%	0%	11.7%	11.7%	10.2%	74.8%	0.5%	-	85.4%	-	-
Heavy	0	0	0	-	-	0	0	0	-	-	1	4	0	-	-	-	-
Heavy %	0%	0%	0%	-	-	0%	0%	0%	-	-	4.8%	2.6%	0%	-	-	-	-
Bicycles	2	0	0	-	-	2	0	0	-	-	1	2	0	-	-	-	-
Bicycle %	66.7%	0%	0%	-	-	13.3%	0%	0%	-	-	4.8%	1.3%	0%	-	-	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach GILBERT AVE					E Approach WEST SITE ACCESS (2343 EGLINTON AVE W)					S Approach GILBERT AVE					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
08:30:00	1	1	0	0	2	3	0	0	3	3	0	4	0	2	4	9
08:45:00	1	0	0	0	1	1	0	0	0	1	1	3	0	0	4	6
09:00:00	1	0	0	0	1	0	1	0	2	1	0	3	0	0	3	5
09:15:00	0	1	0	0	1	0	0	0	0	0	3	6	0	1	9	10
Grand Total	3	2	0	0	5	4	1	0	5	5	4	16	0	3	20	30
Approach%	60%	40%	0%	-	-	80%	20%	0%	-	-	20%	80%	0%	-	-	-
Totals	10%	6.7%	0%	16.7%	16.7%	13.3%	3.3%	0%	16.7%	16.7%	13.3%	53.3%	0%	-	66.7%	-
PHF	0.75	0.5	0	0.63	0.63	0.33	0.25	0	0.42	0.42	0.33	0.67	0	-	0.56	-
Heavy	0	0	0	0	0	0	0	0	0	0	0	1	0	-	1	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6.3%	0%	-	5%	-
Lights	3	2	0	5	5	4	1	0	5	5	4	15	0	-	19	-
Lights %	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	93.8%	0%	-	95%	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	-	1	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6.3%	0%	-	5%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	3	-	-
Pedestrians %	-	-	-	0%	-	-	-	-	62.5%	-	-	-	-	37.5%	-	-
Bicycles on Road	0	0	0	0	-	1	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

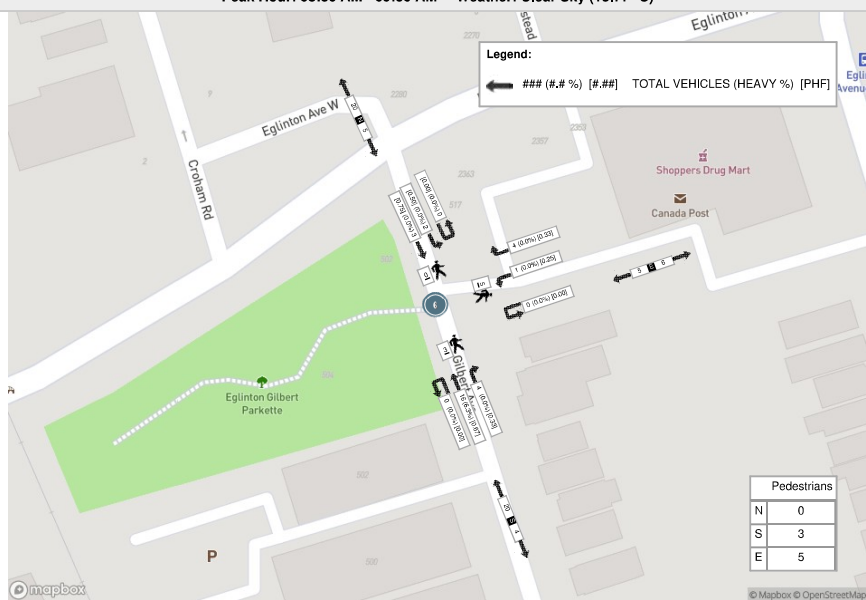


Peak Hour: 04:15 PM - 05:15 PM Weather: Clear Sky (19.01 °C)

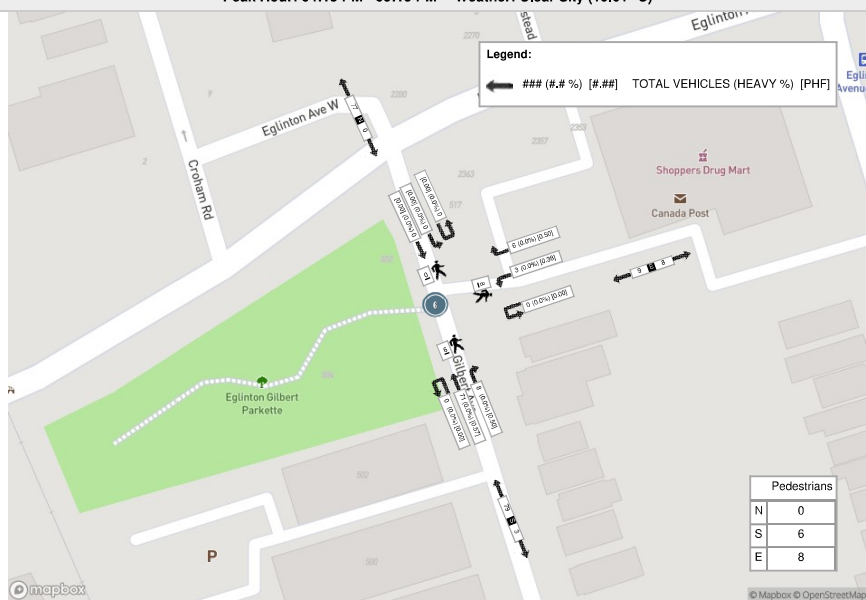
Start Time	N Approach GILBERT AVE					E Approach WEST SITE ACCESS (2343 EGLINTON AVE W)					S Approach GILBERT AVE					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
16:15:00	0	0	0	0	0	1	0	0	4	1	2	17	0	2	19	20
16:30:00	0	0	0	0	0	0	0	0	1	0	1	31	0	2	32	32
16:45:00	0	0	0	0	0	3	1	0	3	4	4	11	0	2	15	19
17:00:00	0	0	0	0	0	2	2	0	0	4	1	12	0	0	13	17
Grand Total	0	0	0	0	0	6	3	0	8	9	8	71	0	6	79	88
Approach%	0%	0%	0%		-	66.7%	33.3%	0%		-	10.1%	89.9%	0%		-	-
Totals %	0%	0%	0%		0%	6.8%	3.4%	0%		10.2%	9.1%	80.7%	0%		89.8%	-
PHF	0	0	0		0	0.5	0.38	0		0.56	0.5	0.57	0		0.62	-
Heavy	0	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	0	0	0		0	6	3	0		9	8	71	0		79	-
Lights %	0%	0%	0%		0%	100%	100%	0%		100%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	0	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	0	-	-	-	-	8	-	-	-	-	6	-	-
Pedestrians %	-	-	-	0%	-	-	-	-	57.1%	-	-	-	-	42.9%	-	-
Bicycles on Road	1	0	0	0	-	0	0	0	0	-	0	2	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Clear Sky (19.01 °C)

Turning Movement
Count

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BAC23S3N

Turning Movement Count (4 . EGLINTON AVE W & CALEDONIA RD)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	UTurn N/N	Peds: N:	Approach Total	Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds: E:	Approach Total	Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds: S:	Approach Total	Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds: W:	Approach Total			
07:30:00	16	86	9	0	3	111	3	64	0	0	11	67	13	112	36	0	10	161	25	186	19	0	10	230	569		
07:45:00	24	88	7	0	4	119	7	77	0	0	16	84	16	119	34	0	12	169	30	173	20	0	11	223	595		
08:00:00	24	79	6	0	3	109	3	106	0	0	6	109	7	99	30	0	13	136	36	174	29	0	15	239	593		
08:15:00	20	94	10	0	7	124	4	99	0	0	6	103	14	116	40	0	16	170	27	203	22	0	14	252	649	2406	
08:30:00	34	104	16	0	7	154	8	131	0	0	4	139	10	119	46	0	14	175	35	194	32	0	22	261	729	2566	
08:45:00	29	104	3	0	4	136	8	104	0	0	6	112	11	120	37	0	14	168	38	189	24	0	26	252	668	2639	
09:00:00	22	113	4	0	4	139	7	103	0	0	8	110	8	121	30	0	12	159	34	177	28	0	10	239	647	2893	
09:15:00	19	85	7	0	9	111	5	79	0	0	2	84	15	114	38	0	9	167	26	191	27	0	16	244	606	2650	
BREAK																											
16:00:00	58	69	6	0	16	133	4	134	0	0	28	136	10	89	43	0	28	142	31	174	23	0	21	228	641		
16:15:00	51	78	7	0	6	136	1	134	0	0	16	135	5	54	65	0	13	124	37	166	32	0	30	235	630		
16:30:00	47	53	4	0	15	104	7	140	0	0	12	147	3	90	50	0	31	143	48	178	27	0	23	253	647		
16:45:00	50	62	4	0	13	116	3	162	0	0	22	165	9	96	54	0	43	159	41	168	31	0	20	240	690	2598	
17:00:00	66	78	4	0	2	148	5	141	0	0	31	146	11	85	49	0	25	145	38	164	25	0	19	227	666	2623	
17:15:00	84	83	6	0	8	173	3	132	0	0	12	135	14	85	45	0	19	144	42	186	17	0	15	245	697	2690	
17:30:00	73	75	6	0	18	154	2	120	0	0	15	122	5	68	42	0	16	115	57	173	26	0	22	256	647	2690	
17:45:00	48	84	8	0	9	140	5	139	0	0	14	144	7	68	42	0	30	117	26	191	35	0	37	252	653	2663	
Grand Total	665	1335	107	0	128	2107	75	1865	0	0	209	1840	158	1555	681	0	305	2394	572	2887	417	0	311	3876	10317	-	
Approach%	31.6%	63.4%	5.1%	0%	-	-	3.9%	96.1%	0%	0%	-	-	6.6%	65%	28.4%	0%	-	-	14.8%	74.5%	10.8%	0%	-	-	-	-	
Totals %	6.4%	12.9%	1%	0%	-	20.4%	0.7%	18.1%	0%	0%	-	18.8%	1.5%	15.1%	6.6%	0%	-	23.2%	5.5%	28%	4%	0%	-	37.6%	-	-	
Heavy	5	34	2	0	-	-	9	96	0	0	-	-	4	38	11	0	-	-	21	114	12	0	-	-	-	-	
Heavy %	0.8%	2.5%	1.9%	0%	-	-	12%	5.1%	0%	0%	-	-	2.5%	2.3%	1.6%	0%	-	-	3.7%	3.9%	2.9%	0%	-	-	-	-	
Bicycles	0	1	0	0	-	-	0	4	0	0	-	-	1	5	1	0	-	-	0	3	0	0	-	-	-	-	
Bicycle %	0%	0.1%	0%	0%	-	-	0%	0.2%	0%	0%	-	-	0.6%	0.3%	0.1%	0%	-	-	0%	0.1%	0%	0%	-	-	-	-	

Turning Movement
Count

Page 1 of 5

BAC23S3N



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Ht. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	20	94	10	0	7	124	4	99	0	0	6	103	14	116	40	0	16	170	27	203	22	0	14	252	649
08:30:00	34	104	16	0	7	154	8	131	0	0	4	139	10	119	46	0	14	175	35	194	32	0	22	261	729
08:45:00	29	104	3	0	4	136	8	104	0	0	6	112	11	120	37	0	14	168	39	189	24	0	26	252	668
09:00:00	22	113	4	0	4	139	7	103	0	0	8	110	8	121	30	0	12	159	34	177	28	0	10	239	647
Grand Total	105	415	33	0	22	553	27	437	0	0	24	464	43	476	153	0	56	672	135	763	106	0	72	1004	2693
Approach%	19%	75%	6%	0%	-	-	5.8%	94.2%	0%	0%	-	-	6.4%	70.8%	22.8%	0%	-	-	13.4%	76%	10.6%	0%	-	-	-
Totals %	3.3%	15.4%	1.2%	0%	20.5%	1%	16.2%	0%	0%	17.2%	1.6%	17.7%	5.7%	0%	25%	5%	28.3%	3.9%	0%	37.3%	-	-	-	-	-
PHF	0.77	0.92	0.52	0	0.9	0.84	0.83	0	0	0.83	0.77	0.98	0.83	0	0.96	0.87	0.94	0.83	0	0.96	-	-	-	-	-
Heavy	1	13	1	0	15	6	25	0	0	31	1	8	8	0	17	6	32	4	0	42	-	-	-	-	-
Heavy %	1%	3.1%	3%	0%	2.7%	22.2%	5.7%	0%	0%	6.7%	2.3%	1.3%	5.2%	0%	2.5%	4.4%	4.2%	3.8%	0%	4.2%	-	-	-	-	-
Lights	104	402	32	0	538	21	412	0	0	433	42	468	145	0	655	139	731	102	0	962	-	-	-	-	-
Single-Unit Trucks	0	5	0	0	5	3	1	0	0	4	0	2	2	0	4	4	9	1	0	14	-	-	-	-	-
Single-Unit Trucks %	0%	1.2%	0%	0%	0.9%	11.1%	0.2%	0%	0%	0.9%	0%	0.4%	1.3%	0%	0.6%	3%	1.2%	0.9%	0%	1.4%	-	-	-	-	-
Buses	1	8	1	0	10	3	22	0	0	25	1	6	6	0	13	2	22	3	0	27	-	-	-	-	-
Buses %	1%	1.9%	3%	0%	1.8%	11.1%	5%	0%	0%	5.4%	2.3%	1.3%	3.9%	0%	1.9%	1.5%	2.9%	2.8%	0%	2.7%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0.4%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	-	-	-	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	23	-	-	-	-	54	-	-	-	-	69	-	-	-	-	-
Pedestrians%	-	-	-	-	12.6%	-	-	-	-	13.2%	-	-	-	-	31%	-	-	-	-	35.7%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	2	-	-	-	-	3	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0.6%	-	-	-	-	1.1%	-	-	-	-	1.7%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	-	-	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Ht. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	50	62	4	0	13	116	3	162	0	0	22	165	9	96	54	0	43	159	41	168	31	0	20	240	680
17:00:00	66	78	4	0	2	148	5	141	0	0	31	146	11	85	49	0	25	145	38	164	25	0	19	227	668
17:15:00	84	83	6	0	8	173	3	132	0	0	12	135	14	85	45	0	19	144	42	186	17	0	15	245	697
17:30:00	73	75	6	0	18	154	2	120	0	0	15	122	5	68	42	0	16	115	57	173	26	0	22	256	647
Grand Total	273	298	20	0	41	591	13	555	0	0	80	568	39	334	190	0	103	563	178	691	99	0	76	968	2690
Approach%	46.2%	50.4%	3.4%	0%	-	-	2.3%	97.7%	0%	0%	-	-	6.9%	59.3%	33.7%	0%	-	-	18.4%	71.4%	10.2%	0%	-	-	-
Totals %	10.1%	11.1%	0.7%	0%	22%	0.5%	20.6%	0%	0%	21.1%	1.4%	12.4%	7.1%	0%	20.9%	6.6%	25.7%	3.7%	0%	38%	-	-	-	-	-
PHF	0.81	0.9	0.83	0	0.85	0.85	0.86	0	0	0.86	0.7	0.87	0.88	0	0.89	0.78	0.93	0.8	0	0.95	-	-	-	-	-
Heavy	2	7	0	0	9	1	22	0	0	23	1	5	0	0	7	2	22	1	0	25	-	-	-	-	-
Heavy %	0.7%	2.3%	0%	0%	1.5%	7.7%	4%	0%	0%	4%	2.6%	1.8%	0%	0%	1.2%	1.1%	3.2%	1%	0%	2.6%	-	-	-	-	-
Lights	271	291	20	0	582	12	533	0	0	545	38	328	190	0	566	176	669	98	0	943	-	-	-	-	-
Single-Unit Trucks	1	2	0	0	3	1	4	0	0	5	1	2	0	0	3	2	6	1	0	9	-	-	-	-	-
Single-Unit Trucks %	0.4%	0.7%	0%	0%	0.5%	7.7%	0.7%	0%	0%	0.8%	2.6%	0.6%	0%	0%	0.5%	1.1%	0.9%	1%	0%	0.9%	-	-	-	-	-
Buses	1	5	0	0	6	0	18	0	0	18	0	4	0	0	4	0	16	0	0	18	-	-	-	-	-
Buses %	0.4%	1.7%	0%	0%	1%	0%	3.2%	0%	0%	3.2%	0%	1.2%	0%	0%	0.7%	0%	2.3%	0%	0%	1.7%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Pedestrians	-	-	-	-	39	-	-	-	-	78	-	-	-	-	87	-	-	-	-	71	-	-	-	-	-
Pedestrians%	-	-	-	-	13%	-	-	-	-	26%	-	-	-	-	32.3%	-	-	-	-	23.7%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	2	-	-	-	-	6	-	-	-	-	5	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0.7%	-	-	-	-	0.7%	-	-	-	-	2%	-	-	-	-	1.7%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	-	-	-	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)





Turning Movement Count (2. EGLINTON AVE W & CROHAM RD)

Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	2	0	0	0	2	0	122	0	3	122	236	3	0	0	239	363	
07:45:00	0	0	0	0	0	5	132	0	1	137	239	3	0	0	242	379	
08:00:00	0	0	0	0	0	0	168	0	1	168	253	5	0	0	258	426	
08:15:00	0	0	0	3	0	2	157	0	2	159	248	5	0	0	253	412	1580
08:30:00	0	0	0	0	0	1	203	0	0	204	275	4	0	0	279	483	1700
08:45:00	0	0	0	2	0	1	176	0	0	177	250	7	0	0	257	434	1755
09:00:00	0	1	0	3	1	2	158	0	1	160	270	4	0	0	274	435	1764
09:15:00	3	0	0	4	3	7	130	0	4	137	256	7	0	0	263	403	1755
BREAK																	
16:00:00	5	0	0	6	5	0	263	0	0	263	239	4	0	0	243	511	
16:15:00	3	0	0	7	3	0	273	0	0	273	242	3	0	0	245	521	
16:30:00	4	0	0	5	4	1	271	0	0	272	247	3	0	0	250	526	
16:45:00	3	2	0	3	5	2	279	0	0	281	265	4	0	0	269	555	2113
17:00:00	4	0	0	4	4	1	267	0	2	268	262	7	0	0	269	541	2143
17:15:00	2	0	0	6	2	1	261	0	0	262	250	5	0	0	255	519	2141
17:30:00	5	0	0	6	5	4	259	0	1	263	263	4	0	1	267	535	2150
17:45:00	5	0	0	15	5	1	238	0	0	239	245	4	0	0	249	493	2088
Grand Total	36	3	0	64	39	28	3358	0	15	3386	4040	72	0	1	4112	7537	-
Approach%	92.3%	7.7%	0%	-	-	0.8%	99.2%	0%	-	-	98.2%	1.8%	0%	-	-	-	-
Totals %	0.5%	0%	0%	0.5%	0.4%	44.6%	0%	-	44.9%	53.6%	1%	0%	-	54.6%	-	-	-
Heavy	1	0	0	-	1	140	0	-	-	168	2	0	-	-	-	-	-
Heavy %	2.8%	0%	0%	-	3.6%	4.2%	0%	-	-	4.2%	2.8%	0%	-	-	-	-	-
Bicycles	5	0	0	-	0	0	0	-	-	6	0	0	-	-	-	-	-
Bicycle %	13.9%	0%	0%	-	0%	0%	0%	-	-	0.1%	0%	0%	-	-	-	-	-



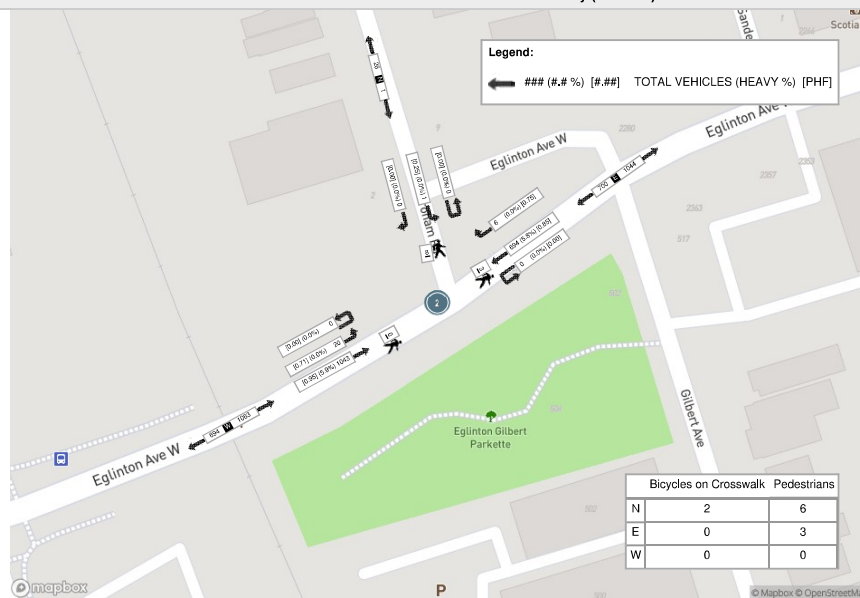
Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	0	0	0	3	0	2	157	0	2	159	248	5	0	0	253	412
08:30:00	0	0	0	0	0	1	203	0	0	204	275	4	0	0	279	483
08:45:00	0	0	0	2	0	1	176	0	0	177	250	7	0	0	257	434
09:00:00	0	1	0	3	1	2	158	0	1	160	270	4	0	0	274	435
Grand Total	0	1	0	8	1	6	694	0	3	700	1043	20	0	0	1063	1764
Approach%	0%	100%	0%	-	-	0.9%	99.1%	0%	-	-	98.1%	1.9%	0%	-	-	-
Totals %	0%	0.1%	0%	0.1%	0.3%	39.3%	0%	-	39.7%	59.1%	1.1%	0%	-	60.3%	-	-
PHF	0	0.25	0	0.25	0.75	0.85	0	-	0.86	0.95	0.71	0	-	0.95	-	-
Heavy	0	0	0	0	0	40	0	-	40	62	0	0	-	62	-	-
Heavy %	0%	0%	0%	0%	0%	5.8%	0%	-	5.7%	5.9%	0%	0%	-	5.8%	-	-
Lights	0	1	0	1	6	654	0	-	660	981	20	0	-	1001	-	-
Lights %	0%	100%	0%	100%	100%	94.2%	0%	-	94.3%	94.1%	100%	0%	-	94.2%	-	-
Single-Unit Trucks	0	0	0	0	0	9	0	-	9	35	0	0	-	35	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	1.3%	0%	-	1.3%	3.4%	0%	0%	-	3.3%	-	-
Buses	0	0	0	0	0	30	0	-	30	25	0	0	-	25	-	-
Buses %	0%	0%	0%	0%	0%	4.3%	0%	-	4.3%	2.4%	0%	0%	-	2.4%	-	-
Articulated Trucks	0	0	0	0	0	1	0	-	1	2	0	0	-	2	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0.1%	0%	-	0.1%	0.2%	0%	0%	-	0.2%	-	-
Pedestrians	-	-	-	6	-	-	-	-	3	-	-	-	-	0	-	-
Pedestrians%	-	-	-	54.5%	-	-	-	-	27.3%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	18.2%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Road	1	0	0	0	-	0	0	0	0	-	1	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

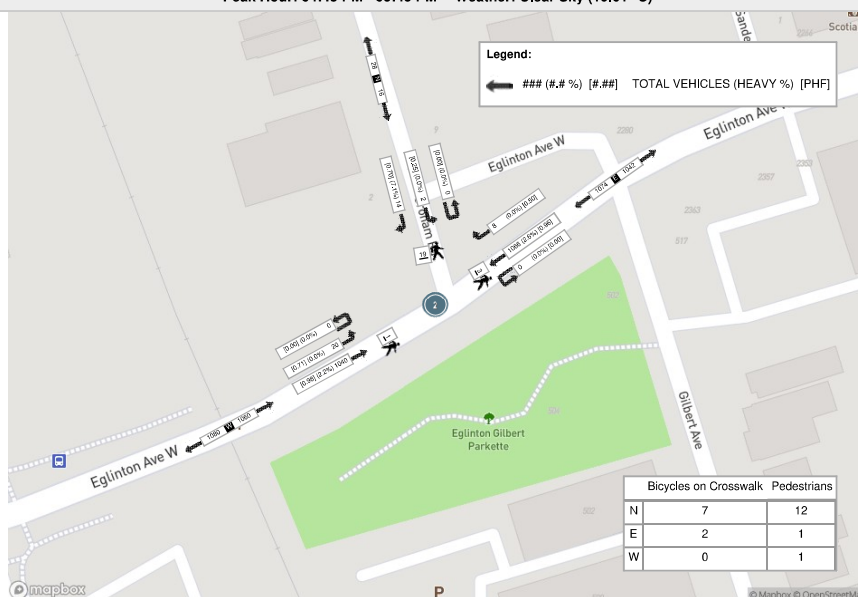
Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	3	2	0	3	5	2	279	0	0	281	265	4	0	0	269	555
17:00:00	4	0	0	4	4	1	267	0	0	268	262	7	0	0	269	541
17:15:00	2	0	0	6	2	1	261	0	0	262	250	5	0	0	255	519
17:30:00	5	0	0	6	5	4	259	0	1	263	263	4	0	1	267	535
Grand Total	14	2	0	19	16	8	1066	0	3	1074	1040	20	0	1	1060	2150
Approach%	87.5%	12.5%	0%		-	0.7%	99.3%	0%		-	98.1%	1.9%	0%		-	-
Totals %	0.7%	0.1%	0%		0.7%	0.4%	49.6%	0%		50%	48.4%	0.9%	0%		49.3%	-
PHF	0.7	0.25	0		0.8	0.5	0.96	0		0.96	0.98	0.71	0		0.99	-
Heavy	1	0	0		1	0	28	0		28	23	0	0		23	-
Heavy %	7.1%	0%	0%		6.3%	0%	2.6%	0%		2.6%	2.2%	0%	0%		2.2%	-
Lights	13	2	0		15	8	1038	0		1046	1017	20	0		1037	-
Lights %	92.9%	100%	0%		93.8%	100%	97.4%	0%		97.4%	97.8%	100%	0%		97.8%	-
Single-Unit Trucks	0	0	0		0	0	10	0		10	6	0	0		6	-
Single-Unit Trucks %	0%	0%	0%		0%	0%	0.9%	0%		0.9%	0.6%	0%	0%		0.6%	-
Buses	1	0	0		1	0	18	0		18	17	0	0		17	-
Buses %	7.1%	0%	0%		6.3%	0%	1.7%	0%		1.7%	1.6%	0%	0%		1.6%	-
Articulated Trucks	0	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	12	-	-	-	-	1	-	-	-	-	1	-	-
Pedestrians%	-	-	-	52.2%	-	-	-	-	4.3%	-	-	-	-	4.3%	-	-
Bicycles on Crosswalk	-	-	-	7	-	-	-	-	2	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	30.4%	-	-	-	-	8.7%	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	5	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Turning Movement
Count

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BAC23S3N

Turning Movement Count (5 . EGLINTON AVE W & MCROBERTS AVE / SNIDER AVE)

Start Time	N Approach SNIDER AVE						E Approach EGLINTON AVE W						S Approach MCROBERTS AVE						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	UTurn N/N	Peds: N:	Approach Total	Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds: E:	Approach Total	Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds: S:	Approach Total	Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds: W:	Approach Total			
07:30:00	0	0	0	0	3	0	0	68	8	0	0	76	11	3	0	0	2	14	1	206	0	0	0	207	297		
07:45:00	0	0	0	0	5	0	3	91	10	0	3	104	9	2	2	0	2	13	2	199	1	0	0	202	319		
08:00:00	0	0	0	0	6	0	3	104	13	0	3	120	12	3	1	0	6	16	1	179	0	0	0	180	316		
08:15:00	0	0	0	0	4	0	2	102	7	0	1	111	12	3	4	0	10	19	3	235	2	0	0	240	370		
08:30:00	0	0	0	0	5	0	1	127	9	0	0	137	17	4	2	0	5	23	5	222	3	0	0	230	390		
08:45:00	0	0	0	0	5	0	1	113	16	0	0	130	11	6	2	0	3	19	0	202	4	0	2	206	365		
09:00:00	0	0	1	0	6	1	2	117	13	0	0	132	10	0	0	0	3	10	1	186	5	0	0	192	335		
09:15:00	0	0	0	0	8	0	4	88	5	0	0	97	7	4	2	0	8	13	2	206	5	0	0	213	323		
BREAK																											
16:00:00	1	0	0	0	9	1	6	141	18	0	1	165	15	4	2	0	13	21	1	188	4	0	0	193	380		
16:15:00	0	0	0	0	5	0	6	140	18	0	0	164	13	8	2	0	11	23	5	159	4	0	1	168	365		
16:30:00	0	0	0	0	12	0	5	152	22	0	1	179	27	9	1	0	10	37	5	179	0	0	0	184	400		
16:45:00	0	0	0	0	2	0	5	162	25	0	0	192	10	3	0	0	22	13	2	183	1	0	0	186	391		
17:00:00	0	0	0	0	3	0	6	143	16	0	0	165	20	6	0	0	5	26	4	175	2	0	1	181	372		
17:15:00	1	0	0	0	1	1	1	138	16	0	0	155	11	1	1	0	14	13	4	193	6	0	2	203	372		
17:30:00	0	0	0	0	13	0	4	133	17	0	0	154	17	7	1	0	9	25	5	168	0	0	0	173	362		
17:45:00	0	0	0	0	7	0	1	150	29	0	0	180	16	2	1	0	11	19	2	189	5	0	0	196	395		
Grand Total	2	0	1	0	94	3	50	1969	242	0	9	2261	218	65	21	0	134	304	43	2069	42	0	6	2154	5722		
Approach%	66.7%	0%	0%	33.3%	0%	-	-	2.2%	87.1%	10.7%	0%	-	-	71.7%	21.4%	6.9%	0%	-	-	1.4%	97.3%	1.3%	0%	-	-		
Totals %	0%	0%	0%	0%	0%	0.1%	0.9%	34.4%	4.2%	0%	39.5%	3.8%	1.1%	0.4%	0%	5.3%	0.8%	53.6%	0.7%	0%	55.1%	-	-	-			
Heavy	0	0	0	0	0	-	-	1	99	4	0	-	-	3	1	0	0	-	-	2	100	3	0	-	-		
Heavy %	0%	0%	0%	0%	0%	-	-	2%	5%	1.7%	0%	-	-	14%	1.5%	0%	0%	-	-	4.7%	3.3%	7.1%	0%	-	-		
Bicycles	0	0	1	0	0	-	-	3	14	0	0	-	-	0	1	0	0	-	-	1	17	1	0	-	-		
Bicycle %	0%	0%	100%	0%	0%	-	-	6%	0.7%	0%	0%	-	-	0%	1.5%	0%	0%	-	-	2.3%	0.6%	2.4%	0%	-	-		

Turning Movement
Count

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BAC23S3N



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach SNIDER AVE						E Approach EGLINTON AVE W						S Approach MCROBERTS AVE						W Approach EGLINTON AVE W						Ht. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	0	0	0	0	4	0	2	102	7	0	1	111	12	3	4	0	10	19	3	235	2	0	0	240	370
08:30:00	0	0	0	0	5	0	1	127	9	0	0	137	17	4	2	0	5	23	5	222	3	0	0	230	390
08:45:00	0	0	0	0	5	0	1	113	16	0	0	130	11	6	2	0	3	19	0	202	4	0	2	206	355
09:00:00	0	0	1	0	6	1	2	117	13	0	0	132	10	0	0	0	3	13	1	186	5	0	0	192	335
Grand Total	0	0	1	0	20	1	6	459	45	0	1	510	50	13	8	0	21	71	9	845	14	0	2	868	1450
Approach%	0%	0%	100%	0%	-	1.2%	90%	8.8%	0%	-	70.4%	18.3%	11.3%	0%	-	1%	97.4%	1.6%	0%	-	-	-	-	-	-
Totals %	0%	0%	0.1%	0%	0.1%	0.4%	31.7%	3.1%	0%	35.2%	3.4%	0.9%	0.6%	0%	4.9%	0.6%	58.3%	1%	0%	59.9%	-	-	-	-	-
PHF	0	0	0.25	0	0.25	0.75	0.9	0.7	0	0.93	0.74	0.54	0.5	0	0.77	0.45	0.9	0.7	0	0.9	-	-	-	-	-
Heavy	0	0	0	0	0	0	0	33	2	0	35	2	1	0	0	3	1	24	2	0	27	-	-	-	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	7.2%	4.4%	0%	6.9%	4%	7.7%	0%	0%	4.2%	11.1%	2.8%	14.3%	0%	3.1%	-	-	-	-
Lights	0	0	1	0	1	6	426	43	0	475	48	12	6	0	66	82	12	0	841	-	-	-	-	-	-
Lights %	0%	0%	100%	0%	100%	100%	92.8%	95.6%	0%	93.1%	96%	92.3%	100%	0%	95.8%	88.9%	97.2%	85.7%	0%	96.9%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	3	0	0	3	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.6%	4%	0%	0%	0%	2.8%	0%	0.4%	0%	0%	0.3%	-	-	-	-
Buses	0	0	0	0	0	0	0	29	2	0	31	0	1	0	0	1	1	20	2	0	23	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0%	6.3%	4.4%	0%	6.1%	0%	7.7%	0%	0%	1.4%	11.1%	2.4%	14.3%	0%	2.6%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	-	-	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	1	-	-	-	-	21	-	-	-	-	2	-	-	-	-	-
Pedestrians %	-	-	-	-	45.5%	-	-	-	-	2.3%	-	-	-	-	47.7%	-	-	-	-	4.5%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	-	1	3	0	0	0	-	0	0	0	0	-	0	1	0	0	0	-	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach SNIDER AVE						E Approach EGLINTON AVE W						S Approach MCROBERTS AVE						W Approach EGLINTON AVE W						Ht. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:30:00	0	0	0	0	12	0	5	152	22	0	1	179	27	9	1	0	10	37	5	179	0	0	0	184	400
16:45:00	0	0	0	0	2	0	5	162	25	0	0	192	10	3	0	0	22	13	2	183	1	0	0	186	391
17:00:00	0	0	0	0	3	0	6	143	16	0	0	165	20	6	0	0	5	26	4	175	2	0	1	181	372
17:15:00	1	0	0	0	1	1	1	138	16	0	0	155	11	1	1	0	14	13	4	193	6	0	2	203	372
Grand Total	1	0	0	0	18	1	17	595	79	0	1	691	68	19	2	0	51	89	15	730	9	0	3	754	1535
Approach%	100%	0%	0%	0%	-	2.5%	86.1%	11.4%	0%	-	76.4%	21.3%	2.2%	0%	-	2%	96.8%	1.2%	0%	-	-	-	-	-	-
Totals %	0.1%	0%	0%	0%	0.1%	1.1%	38.8%	5.1%	0%	45%	4.4%	1.2%	0.1%	0%	5.8%	1%	47.6%	0.6%	0%	49.1%	-	-	-	-	-
PHF	0.25	0	0	0	0.25	0.71	0.92	0.79	0	0.9	0.63	0.53	0.5	0	0.6	0.75	0.95	0.38	0	0.93	-	-	-	-	-
Heavy	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	20	0	0	20	-	-	-	-	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	3.7%	0%	0%	3.2%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.7%	-	-	-	-	-
Lights	1	0	0	0	1	17	573	79	0	669	68	19	2	0	89	15	710	9	0	734	-	-	-	-	-
Lights %	100%	0%	0%	0%	100%	100%	96.3%	100%	0%	96.8%	100%	100%	100%	0%	100%	100%	97.3%	100%	0%	97.3%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	2	-	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	-	-	-	-	-
Buses	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	18	0	0	18	-	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0%	3.2%	0%	0%	2.7%	0%	0%	0%	0%	0%	2.5%	0%	0%	2.4%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Pedestrians	-	-	-	-	16	-	-	-	-	1	-	-	-	-	45	-	-	-	-	2	-	-	-	-	-
Pedestrians %	-	-	-	-	21.9%	-	-	-	-	1.4%	-	-	-	-	61.8%	-	-	-	-	2.7%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	6	-	-	-	-	1	-	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	2.7%	-	-	-	-	0%	-	-	-	-	8.2%	-	-	-	-	1.4%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	-	0	6	0	0	0	-	0	0	0	0	0	-	1	8	0	0	0	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (19.01 °C)





Turning Movement Count (3 . EGLINTON AVE W & SANDERSTEAD AVE / NORTH SITE ACCESS)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	UTurn N/N	Peds N:	Approach Total	Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds E:	Approach Total	Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds S:	Approach Total	Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds W:	Approach Total			
07:30:00	0	0	0	0	0	0	1	117	0	0	0	118	0	0	0	0	2	0	4	234	0	0	0	238	356		
07:45:00	0	0	0	0	0	0	4	135	0	0	0	139	0	0	0	0	5	0	5	220	3	0	0	228	367		
08:00:00	0	0	0	0	0	0	1	159	0	0	0	160	0	0	0	0	3	0	2	219	4	0	0	225	385		
08:15:00	0	0	0	0	1	0	0	162	0	0	0	162	0	0	0	0	6	0	1	247	3	0	0	251	413	1521	
08:30:00	0	0	0	0	0	0	2	207	1	0	0	210	1	0	1	0	3	2	3	266	3	0	0	272	484	1649	
08:45:00	0	0	0	0	0	0	5	174	0	0	0	179	1	0	0	0	3	1	7	243	3	0	0	253	433	1715	
09:00:00	0	0	0	0	0	0	2	156	0	0	0	158	2	0	0	0	8	2	7	228	4	0	0	239	399	1729	
09:15:00	1	0	1	0	0	2	3	133	0	0	0	136	1	0	0	0	6	1	5	242	4	0	0	251	390	1706	
BREAK																											
16:00:00	1	0	0	0	3	1	4	248	0	0	0	252	2	0	0	0	9	2	12	224	3	0	0	229	494		
16:15:00	1	0	0	0	7	1	2	254	1	0	0	257	1	0	1	0	0	2	6	209	2	0	0	217	477		
16:30:00	2	0	0	0	3	2	1	240	0	0	0	241	3	0	1	0	0	4	7	238	3	0	0	248	495		
16:45:00	0	0	0	0	2	0	1	269	1	0	0	271	1	0	0	0	0	1	9	248	5	0	0	262	534	2000	
17:00:00	1	0	0	0	4	1	2	254	2	0	0	258	1	0	1	0	0	2	10	245	3	0	0	258	519	2025	
17:15:00	1	0	0	0	6	1	4	251	1	0	0	256	0	0	0	0	0	0	7	236	1	0	0	244	501	2049	
17:30:00	1	0	0	0	5	1	2	242	1	0	0	245	2	0	0	0	0	2	8	239	2	0	0	249	497	2051	
17:45:00	0	0	0	0	0	0	4	232	2	0	0	238	5	0	2	0	0	7	6	232	2	0	0	240	485	2002	
Grand Total	8	0	1	0	31	9	38	3233	9	0	0	3280	20	0	6	0	45	26	89	3770	45	0	0	3914	7229	-	
Approach%	88.9%	0%	11.1%	0%	-	-	-	1.2%	98.6%	0.3%	0%	-	76.9%	0%	23.1%	0%	-	-	2.5%	96.3%	1.1%	0%	-	-	-	-	
Totals %	0.1%	0%	0%	0%	0%	0.1%	0.5%	44.7%	0.1%	0%	-	45.4%	0.3%	0%	0.1%	0%	-	0.4%	1.4%	52.2%	0.5%	0%	-	54.1%	-	-	
Heavy	0	0	0	0	0	-	0	115	0	0	0	-	0	0	0	0	0	-	0	122	2	0	0	-	-	-	
Heavy %	0%	0%	0%	0%	0%	-	-	0%	3.6%	0%	0%	-	0%	0%	0%	0%	-	-	0%	3.2%	4.4%	0%	-	-	-	-	
Bicycles	1	0	0	0	0	-	2	8	0	0	0	-	0	0	0	0	0	-	0	7	0	0	0	-	-	-	
Bicycle %	12.5%	0%	0%	0%	0%	-	-	5.3%	0.2%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	-	-	-	-	

Turning Movement
Count

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BAC23S3N



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	0	0	0	0	1	0	0	162	0	0	0	162	0	0	0	0	6	0	1	247	3	0	0	251	413
08:30:00	0	0	0	0	0	0	2	207	1	0	0	210	1	0	1	0	3	2	3	266	3	0	0	272	484
08:45:00	0	0	0	0	0	0	5	174	0	0	0	179	1	0	0	0	3	1	7	243	3	0	0	253	433
09:00:00	0	0	0	0	0	0	2	156	0	0	0	158	2	0	0	0	8	2	7	228	4	0	0	239	399
Grand Total	0	0	0	0	1	0	9	699	1	0	0	709	4	0	1	0	20	5	18	984	13	0	0	1015	1729
Approach%	0%	0%	0%	0%	-	-	1.3%	98.6%	0.1%	0%	-	-	80%	0%	20%	0%	-	-	1.8%	96.9%	1.3%	0%	-	-	-
Totals %	0%	0%	0%	0%	-	0%	0.5%	40.4%	0.1%	0%	-	41%	0.2%	0%	0.1%	0%	-	0.3%	1%	56.9%	0.8%	0%	-	58.7%	-
PHF	0	0	0	0	-	0	0.45	0.84	0.25	0	0.84	0.5	0	0.25	0	0.63	0.64	0.92	0.81	0	-	-	-	0.93	-
Heavy	0	0	0	0	-	0	0	36	0	0	0	36	0	0	0	0	0	0	0	38	1	0	0	39	-
Heavy %	0%	0%	0%	0%	-	0%	0%	5.2%	0%	0%	-	5.1%	0%	0%	0%	0%	-	0%	0%	3.9%	7.7%	0%	-	3.8%	-
Lights	0	0	0	0	-	0	9	663	1	0	0	673	4	0	1	0	5	5	18	946	12	0	0	976	-
Lights %	0%	0%	0%	0%	-	0%	100%	94.8%	100%	0%	-	94.9%	100%	0%	100%	0%	-	100%	100%	96.1%	92.3%	0%	-	96.2%	-
Single-Unit Trucks	0	0	0	0	-	0	0	8	0	0	0	8	0	0	0	0	0	0	0	19	1	0	0	20	-
Single-Unit Trucks %	0%	0%	0%	0%	-	0%	0%	1.1%	0%	0%	-	1.1%	0%	0%	0%	0%	-	0%	0%	1.9%	7.7%	0%	-	2%	-
Buses	0	0	0	0	-	0	0	28	0	0	0	28	0	0	0	0	0	0	0	19	0	0	0	19	-
Buses %	0%	0%	0%	0%	-	0%	0%	4%	0%	0%	-	3.9%	0%	0%	0%	0%	-	0%	0%	1.9%	0%	0%	-	1.9%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	4.8%	-	-	-	-	-	0%	-	-	-	-	-	90.5%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	4.8%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Turning Movement
Count

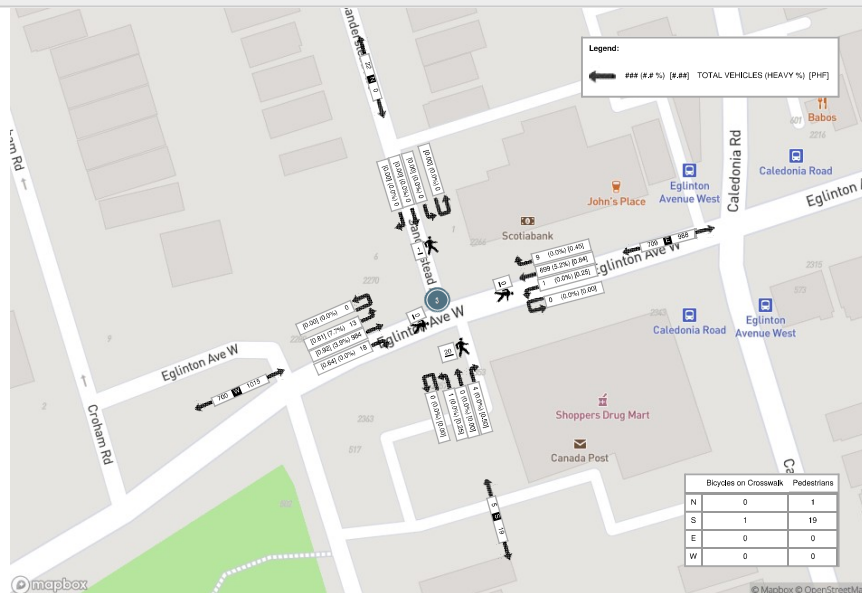
Page 2 of 5

BAC23S3N

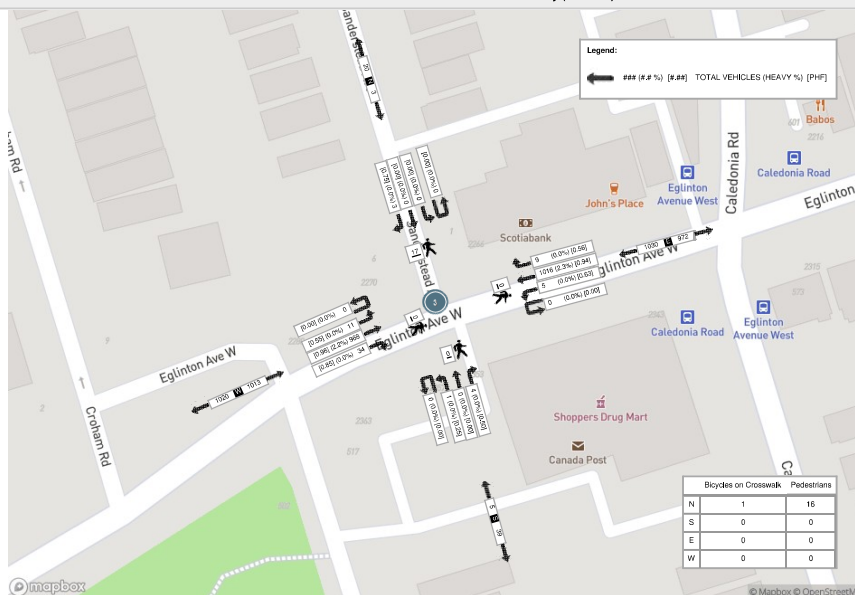
Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	0	0	0	0	2	0	1	269	1	0	0	271	1	0	0	0	0	1	9	248	5	0	0	262	534
17:00:00	1	0	0	0	4	1	2	254	2	0	0	258	1	0	1	0	0	2	10	245	3	0	0	258	519
17:15:00	1	0	0	0	6	1	4	251	1	0	0	256	0	0	0	0	0	0	7	236	1	0	0	244	501
17:30:00	1	0	0	0	5	1	2	242	1	0	0	245	2	0	0	0	0	2	8	239	2	0	0	249	497
Grand Total	3	0	0	0	17	3	9	1016	5	0	0	1030	4	0	1	0	0	5	34	968	11	0	0	1013	2051
Approach%	100%	0%	0%	0%	-	-	0.9%	86.6%	0.5%	0%	-	-	80%	0%	20%	0%	-	-	3.4%	95.6%	1.1%	0%	-	-	-
Totals %	0.1%	0%	0%	0%	0.1%	0.1%	0.4%	49.5%	0.2%	0%	50.2%	0.2%	0%	0%	0%	0%	0.2%	1.7%	47.2%	0.5%	0%	0%	49.4%	-	-
PHF	0.75	0	0	0	0	0.75	0.56	0.94	0.63	0	0.35	0.95	0.5	0	0.25	0	0.63	0.85	0.38	0.55	0	0	0.97	-	-
Heavy	0	0	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	0	0	21	0	0	0	21	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	2.3%	0%	0%	2.2%	0%	0%	0%	0%	0%	0%	0%	2.2%	0%	0%	0%	2.1%	-	-
Lights	3	0	0	0	3	3	9	963	5	0	0	1007	4	0	1	0	5	34	947	11	0	0	992	-	-
Lights %	100%	0%	0%	0%	100%	100%	100%	97.7%	100%	0%	97.8%	100%	0%	100%	0%	100%	100%	97.8%	100%	0%	0%	0%	97.9%	-	-
Single-Unit Trucks	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	6	0	0	0	6	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0%	0.6%	-	-
Buses	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	15	0	0	0	15	-
Buses %	0%	0%	0%	0%	0%	0%	0%	1.4%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	0%	1.5%	0%	0%	0%	1.5%	-	-
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
Pedestrians%	-	-	-	-	94.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
Bicycles on Crosswalk%	-	-	-	-	5.9%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-
Bicycles on Road	1	0	0	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)



Turning Movement Count (1 . EGLINTON AVE W & BLACKTHORN AVE)

Start Time	E Approach EGLINTON AVE W					S Approach BLACKTHORN AVE					W Approach EGLINTON AVE W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:30:00	122	7	1	1	130	16	7	0	5	23	5	219	0	0	224	377	
07:45:00	122	11	0	0	133	16	11	0	8	27	0	226	0	0	226	386	
08:00:00	154	7	0		162	38	8	0	7	46	4	243	0	0	247	455	
08:15:00	138	10	0	0	148	40	11	0	11	51	3	200	0	0	203	402	1620
08:30:00	200	10	0	0	210	34	7	0	4	41	5	243	0	0	248	499	1742
08:45:00	154	15	0	2	169	26	6	0	4	32	4	219	0	0	223	424	1780
09:00:00	153	15	0	0	168	36	13	0	5	49	4	258	0	0	262	479	1804
09:15:00	127	8	0	0	135	45	0	0	9	45	6	199	0	0	205	385	1787
BREAK																	
16:00:00	249	26	0	3	275	14	5	0	12	19	8	231	0	1	239	533	
16:15:00	259	20	0	2	279	19	5	0	26	24	6	231	0	0	237	540	
16:30:00	238	19	0	10	257	18	7	0	11	25	7	226	0	0	233	515	
16:45:00	267	23	0	3	290	19	8	0	22	27	4	261	0	0	265	582	2170
17:00:00	252	23	0	0	275	18	13	0	22	31	5	236	0	1	241	547	2184
17:15:00	241	18	0	3	259	22	5	0	25	27	8	240	0	0	248	534	2178
17:30:00	247	17	0	4	264	24	10	0	18	34	3	241	0	0	244	542	2205
17:45:00	208	31	0	10	239	48	7	0	16	55	12	217	0	0	229	523	2146
Grand Total	3131	260	1	39	3393	433	123	0	205	556	84	3690	0	2	3774	7723	-
Approach%	92.3%	7.7%	0%		-	77.9%	22.1%	0%		-	2.2%	97.8%	0%		-	-	-
Totals %	40.5%	3.4%	0%		43.9%	5.6%	1.6%	0%		7.2%	1.1%	47.8%	0%		48.9%	-	-
Heavy	198	6	0		-	10	2	0		-	3	179	0		-	-	-
Heavy %	6.3%	2.3%	0%		-	2.3%	1.6%	0%		-	3.6%	4.9%	0%		-	-	-
Bicycles	7	2	0		-	1	0	0		-	1	3	0		-	-	-
Bicycle %	0.2%	0.8%	0%		-	0.2%	0%	0%		-	1.2%	0.1%	0%		-	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

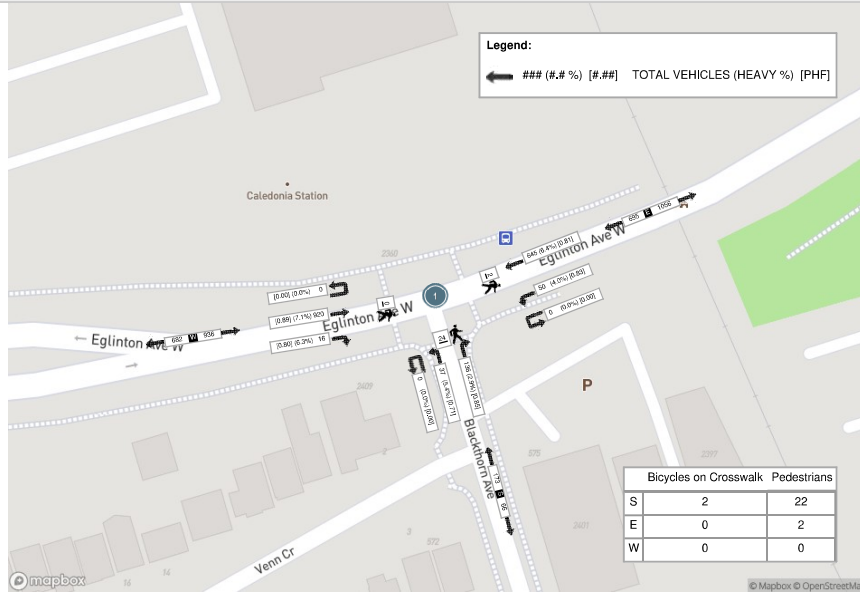
Start Time	E Approach EGLINTON AVE W					S Approach BLACKTHORN AVE					W Approach EGLINTON AVE W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
08:15:00	138	10	0	0	148	40	11	0	11	51	3	200	0	0	203	402
08:30:00	200	10	0	0	210	34	7	0	4	41	5	243	0	0	248	499
08:45:00	154	15	0	2	169	26	6	0	4	32	4	219	0	0	223	424
09:00:00	153	15	0	0	168	36	13	0	5	49	4	258	0	0	262	479
Grand Total	645	50	0	2	695	136	37	0	24	173	16	920	0	0	936	1804
Approach%	92.8%	7.2%	0%		-	78.6%	21.4%	0%		-	1.7%	98.3%	0%		-	-
Totals %	35.8%	2.8%	0%		38.5%	7.5%	2.1%	0%		9.6%	0.9%	51%	0%		51.9%	-
PHF	0.81	0.83	0		0.83	0.85	0.71	0		0.85	0.8	0.89	0		0.89	-
Heavy	41	2	0		43	4	2	0		6	1	65	0		66	-
Heavy %	6.4%	4%	0%		6.2%	2.9%	5.4%	0%		3.5%	6.3%	7.1%	0%		7.1%	-
Lights	604	48	0		652	132	35	0		167	15	855	0		870	-
Lights %	93.6%	96%	0%		93.8%	97.1%	94.6%	0%		96.5%	93.8%	92.9%	0%		92.9%	-
Single-Unit Trucks	11	2	0		13	3	1	0		4	1	38	0		39	-
Single-Unit Trucks %	1.7%	4%	0%		1.9%	2.2%	2.7%	0%		2.3%	6.3%	4.1%	0%		4.2%	-
Buses	30	0	0		30	1	1	0		2	0	26	0		26	-
Buses %	4.7%	0%	0%		4.3%	0.7%	2.7%	0%		1.2%	0%	2.8%	0%		2.8%	-
Articulated Trucks	0	0	0		0	0	0	0		0	0	1	0		1	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0.1%	0%		0.1%	-
Pedestrians	-	-	-	2	-	-	-	-	22	-	-	-	-	0	-	-
Pedestrians%	-	-	-	7.7%	-	-	-	-	84.6%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	7.7%	-	-	-	-	0%	-	-
Bicycles on Road	2	0	0	0	-	0	0	0	0	-	0	1	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



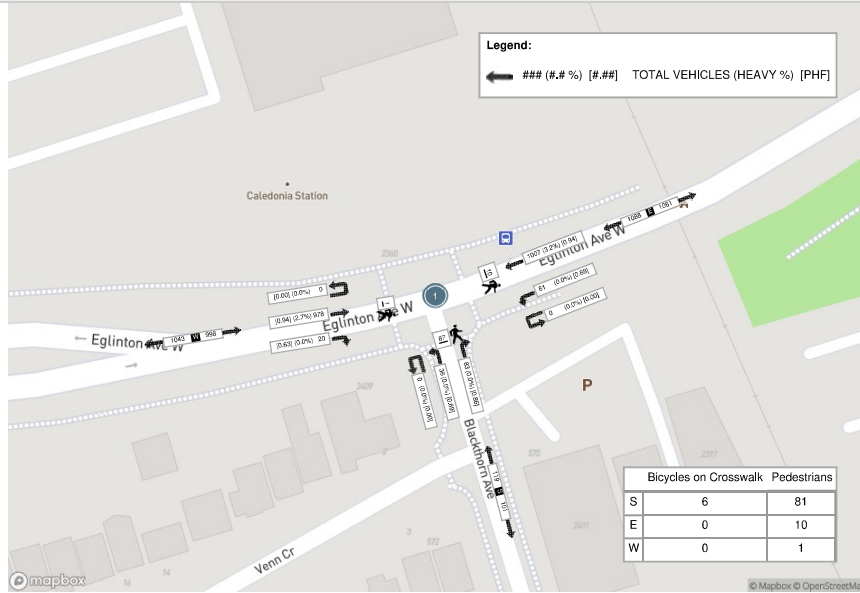
Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	E Approach EGLINTON AVE W					S Approach BLACKTHORN AVE					W Approach EGLINTON AVE W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
16:45:00	267	23	0	3	290	19	8	0	22	27	4	261	0	0	265	582
17:00:00	252	23	0	0	275	18	13	0	22	31	5	236	0	1	241	547
17:15:00	241	18	0	3	259	22	5	0	25	27	8	240	0	0	248	534
17:30:00	247	17	0	4	264	24	10	0	18	34	3	241	0	0	244	542
Grand Total	1007	81	0	10	1088	83	36	0	87	119	20	978	0	1	998	2205
Approach%	92.6%	7.4%	0%		-	69.7%	30.3%	0%		-	2%	98%	0%		-	-
Totals %	45.7%	3.7%	0%		49.3%	3.8%	1.6%	0%		5.4%	0.9%	44.4%	0%		45.3%	-
PHF	0.94	0.88	0		0.94	0.86	0.69	0		0.88	0.63	0.94	0		0.94	-
Heavy	32	0	0		32	0	0	0		0	0	26	0		26	-
Heavy %	3.2%	0%	0%		2.9%	0%	0%	0%		0%	0%	2.7%	0%		2.6%	-
Lights	975	81	0		1056	83	36	0		119	20	952	0		972	-
Lights %	96.8%	100%	0%		97.1%	100%	100%	0%		100%	100%	97.3%	0%		97.4%	-
Single-Unit Trucks	12	0	0		12	0	0	0		0	0	9	0		9	-
Single-Unit Trucks %	1.2%	0%	0%		1.1%	0%	0%	0%		0%	0%	0.9%	0%		0.9%	-
Buses	20	0	0		20	0	0	0		0	0	17	0		17	-
Buses %	2%	0%	0%		1.8%	0%	0%	0%		0%	0%	1.7%	0%		1.7%	-
Articulated Trucks	0	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	10	-	-	-	-	81	-	-	-	-	1	-	-
Pedestrians%	-	-	-	10.2%	-	-	-	-	82.7%	-	-	-	-	1%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	6	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	6.1%	-	-	-	-	0%	-	-
Bicycles on Road	2	1	0	0	-	1	0	0	0	-	1	2	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

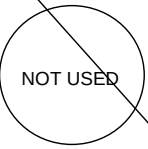
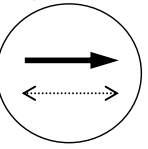
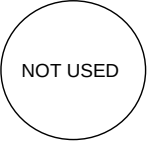
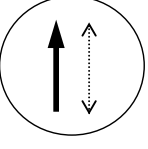
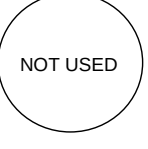
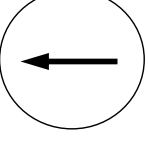
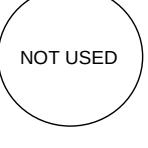
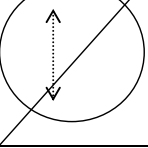


Appendix D: Signal Timing Plans

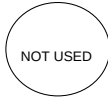
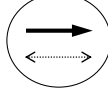
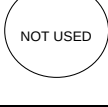
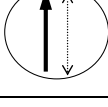
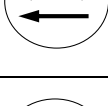
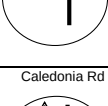
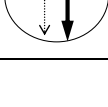


LOCATION:	Eglinton Ave W & Blackthorn Ave	DISTRICT:	Etobicoke - York
MODE/COMMENT:	SAP with PR	COMPUTER SYSTEM:	TransSuite
TCS:	880	CONTROLLER/CABINET TYPE:	PEEK ATC-1000 / TS2T1
PREPARED/CHECKED BY:	LLC / DS	CONFLICT FLASH:	Red & Red
PREPARATION DATE:	July 31, 2014	DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing @ 1.2 m/s)
IMPLEMENTATION DATE:	March 19, 2015	CHANNEL/DROP:	4035/30
		FIRMWARE VERSION	3.014.2511

SIGNAL HANDED OVER TO Metrolinx AS OF January 25, 2017 - Eglinton Crosstown

NEMA Phase		OFF All Other Times	AM 06:45-09:30 M-F	PM 15:30-18:30 M-F	Phase Mode (Fixed/Demanded/Callable)	Remarks
		Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3		
1		WLK FDW MIN MAX AMB ALR SPLIT				Pedestrian Minimums: EWWK = 7 sec, EWFD = 10 sec NSWK = 7 sec, NSFD = 15 sec T-intersection, no north leg. South leg only. NB phase is callable by vehicle or pedestrian actuation. If a vehicle and/or pedestrian call is received, the maximum NBG is served. The NSWK & NSFD are displayed on the pedestrian signal heads if a vehicle and/or pedestrian call is received.
2	Eglinton Ave W 	WLK 7 FDW 10 MIN 17 MAX 37 AMB 4 ALR 2 SPLIT	42	52	62	Fixed
3		WLK FDW MIN MAX AMB ALR SPLIT				
4	Blackthorn Ave 	WLK 7 FDW 15 MIN 22 MAX 22 AMB 3 ALR 2 SPLIT	28	28	28	Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.
5		WLK FDW MIN MAX AMB ALR SPLIT				
6	Eglinton Ave W 	WLK 7 FDW 10 MIN 17 MAX 37 AMB 4 ALR 2 SPLIT	42	52	62	Fixed
7		WLK FDW MIN MAX AMB ALR SPLIT				
8	Blackthorn Ave 	WLK 7 FDW 15 MIN 22 MAX 22 AMB 3 ALR 2 SPLIT	28	28	28	Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.
		CL OF	70 39	80 15	90 76	

Notes: Picked up under TransSuite on April 21, 2015 at 11:03 AM.

LOCATION: Eglinton Ave W & Caledonia Rd MODE/COMMENT: SA1 TCS: 465 PREPARED BY / DATE: HDR / November 05, 2018 CHECKED BY / DATE: Ahmed Habib / Ihtesham Ahmad / November 07, 2018 IMPLEMENTATION DATE: November 16, 2018		ATO / DISTRICT / WARD: Area 2 / North York / Ward 8 & 9 COMPUTER SYSTEM: TransSuite CONTROLLER/CABINET TYPE: PEEK ATC-1000 / TS2T1 CONFLICT FLASH: Red & Red DESIGN WALK SPEED: 1.0 m/s (FDW based on full crossing at 1.2 m/s) CHANNEL/DROP: 4014/I27 CONTROLLER FIRMWARE: 3.018.1.2976						
NEMA Phase		OFF	AM	PM	NGHT	WKND	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	06:30-09:30 M-F	15:00-18:30 M-F	22:00-06:30 Daily	10:00-19:00 Sat & Sun		
		Local Plan Split Table	Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3	Pattern 4 Split 4	Pattern 5 Split 5	
1		WLK FDW MIN MAX1 AMB ALLR SPLIT						Pedestrian Minimums: EWWK = 7 sec., EWFD = 20 sec. NSWK = 7 sec., NSFD = 13 sec. Left-Turn passage = 2 sec.
2	Eglinton Ave W 	WLK 7 FDW 20 MIN 27 MAX1 28 AMB 4 ALLR 4 SPLIT	36	47	47	38	38	Fixed
3		WLK FDW MIN MAX1 AMB ALLR SPLIT						
4	Caledonia Rd 	WLK 7 FDW 13 MIN 20 MAX1 33 AMB 4 ALLR 3 SPLIT	40	63	63	30	42	Fixed
5		WLK FDW MIN 6 MAX1 6 AMB 3 ALLR 1 SPLIT		11	11			Callable by Setback Loop.
6	Eglinton Ave W 	WLK 7 FDW 20 MIN 27 MAX1 28 AMB 4 ALLR 4 SPLIT	36	36	36	38	38	Fixed
7		WLK FDW MIN 6 MAX1 7 AMB 3 ALLR 1 SPLIT	11	11	11		11	Callable by Stopbar Loop
8	Caledonia Rd 	WLK 7 FDW 13 MIN 20 MAX1 22 AMB 4 ALLR 3 SPLIT	29	52	52	30	31	Fixed
	CL OF		76 75	110 99	110 109	68 65	80 14	

Appendix E: Synchro Worksheets



1: Blackthorn Ave & Eglinton Ave West



Activated Cycle length: 90
Offset: 22.5 (25%), Referenced to phase 2EBT and 6MBTL, Start of Green
Natural Cycle: 55
Control Type: Activated-Coordinated
35th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Blackthorn Ave & Eglington Ave West



1: Blackthorn Ave & Eglinton Ave West

Intersection Summary		
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.46	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization (%)	54.3%	ICU Level of Service A
Analysis Period (min)	15	
Critical Lane Group		

HCM Unsignalized Intersection Capacity Analysis

2: Eglington Ave West & Croham Rd

Existing AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	←		←	←
Traffic Volume (veh/h)	20	1045	705	5	0	0
Future Volume (veh/h)	20	1045	705	5	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	22	1148	775	5	0	0
Pedestrians			5		10	
Lane Width (m)			3.6		3.6	
Walking Speed (m/s)			1.2		1.2	
Percent Blockage			0		1	
Right turn flare (veh)						
Median storage (veh)		None	None			
Upstream signal (m)		123	159			
PX, platoon unblocked	0.90			0.79	0.90	
VC, conflicting volume		790		1410	400	
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		532		395	96	
IC, single (s)		4.1		6.8	6.9	
IC, 2 stage (s)						
IF (s)		2.2		3.5	3.3	
p0 queue free %		98		100	100	
CM capacity (veh/h)		929		448	842	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	405	765	517	263	0	
Volume Left	22	0	0	0	0	
Volume Right	0	0	0	5	0	
CSH	929	1700	1700	1700	1700	
Volume to Capacity	0.02	0.45	0.30	0.15	0.00	
Queue Length 95th (m)	0.6	0.0	0.0	0.0	0.0	
Control Delay (s)	0.7	0.0	0.0	0.0	0.0	
Lane LOS	A				A	
Approach Delay (s)	0.3		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		46.5%		ICU Level of Service		A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Existing AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←	←		←	←	←
Traffic Volume (veh/h)	1040	5	0	700	10	10
Future Volume (veh/h)	1040	5	0	700	10	10
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1118	5	0	753	11	11
Pedestrians					55	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median storage (veh)		None	None			
Upstream signal (m)		175		107		
PX, platoon unblocked		0.75		0.80	0.75	
VC, conflicting volume		1178		1552	616	
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		559		572	0	
IC, single (s)		4.1		6.8	7.2	
IC, 2 stage (s)						
IF (s)		2.2		3.5	3.4	
p0 queue free %		100		97	99	
CM capacity (veh/h)		728		348	747	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	745	378	251	502	22	
Volume Left	0	0	0	0	11	
Volume Right	0	5	0	0	11	
CSH	1700	1700	728	1700	475	
Volume to Capacity	0.44	0.22	0.00	0.30	0.05	
Queue Length 95th (m)	0.0	0.0	0.0	0.0	1.2	
Control Delay (s)	0.0	0.0	0.0	0.0	12.9	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.9	
Approach LOS					B	
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		38.9%		ICU Level of Service		A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

4: North Site Access/Sanderstead Ave & Eglington Ave West

Existing AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4T			4T			4T				
Traffic Volume (veh/h)	15	1015	20	0	700	10	0	0	5	0	0	0
Future Volume (Veh/h)	15	1015	20	0	700	10	0	0	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	1140	22	0	767	11	0	0	6	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)		216			67							
Upstream signal (m)		0.88		0.75		0.81	0.81	0.75	0.81	0.81	0.81	0.88
pX, platoon unblocked												
vC, conflicting volume		798		1182		1598	2003	601	1402	2008	399	
WC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol		504		575		610	1110	0	368	1117	51	
IC, single (s)		4.3		4.1		7.5	6.5	6.9	7.5	6.5	6.9	
IC, 2 stage (s)												
IF (s)		2.3		2.2		3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %		98		100		100	100	99	100	100	100	
CM capacity (veh/h)		896		743		296	165	804	444	163	893	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1							
Volume Total	587	592	525	273	6							
Volume Left	17	0	0	0	0							
Volume Right	0	22	0	11	6							
CSH	896	1700	1700	1700	804							
Volume to Capacity	0.02	0.35	0.31	0.16	0.01							
Queue Length 95th (m)	0.5	0.0	0.0	0.0	0.2							
Control Delay (s)	0.5	0.0	0.0	0.0	9.5							
Lane LOS	A				A							
Approach Delay (s)	0.3				9.5							
Approach LOS					A							
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			49.4%			ICU Level of Service				A		
Analysis Period (min)			15									

2343 Eglington Ave W

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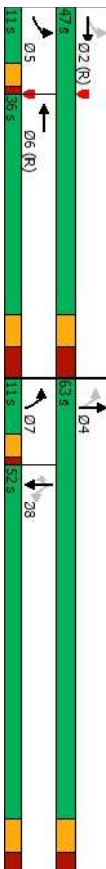
Queues

5: Caledonia Road & Eglington Ave West

Existing AM Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4T	4T		4T		4T	
Traffic Volume (vph)	105	780	450	155	475	35	415	105
Future Volume (vph)	105	780	450	155	475	35	415	105
Lane Group How (vph)	114	995	516	168	565	38	451	114
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4		8	
Permitted Phases	2			4		8		8
Detector Phase	5	2	6	7	4	8	8	8
Switch Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.29	0.68	0.48	0.61	0.72	0.20	0.82	0.22
Control Delay	20.2	28.3	33.4	27.8	31.1	28.7	47.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	28.3	33.4	27.8	31.1	28.7	47.3	4.2
Queue Length 50th (m)	14.9	95.5	51.3	21.1	97.2	6.4	94.3	0.0
Queue Length 95th (m)	28.1	127.5	72.1	32.7	129.8	13.7	117.9	9.2
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	391	1468	1068	277	934	254	754	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.68	0.48	0.61	0.60	0.15	0.60	0.18
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 22.5 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green								
Natural Cycle: 85								
Control Type: Actuated-Coordinated								

Splits and Phases: 5: Caledonia Road & Eglington Ave West



2343 Eglington Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

Existing AM Peak Hour

5: Caledonia Road & Eglington Ave West

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↰	↰	↰		↰	↰	↰	↰	↰	↰	↰	↰	
Traffic Volume (vph)	105	780	135	0	450	25	155	475	45	35	415	105	
Future Volume (vph)	105	780	135	0	450	25	155	475	45	35	415	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00	
Flpb. ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	1.00	
Frb. ped/bikes	0.99	1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Frt	1.00	0.98			0.99		1.00	1.00		1.00	1.00	1.00	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1727	3329			3342		1719	1830		1726	1845	1399	
Flt Permitted	0.35	1.00			1.00		0.19	1.00		0.34	1.00	1.00	
Satd. Flow (perm)	638	3329			3342		350	1830		623	1845	1399	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	114	848	147	0	489	27	168	516	49	38	451	114	
RTOR Reduction (vph)	0	11	0	0	3	0	0	3	0	0	0	80	
Lane Group Flow (vph)	114	984	0	0	513	0	168	562	0	38	451	34	
Confl. Peds. (#/hr)	20		55	55	55	20	70		25	25	70		
Heavy Vehicles (%)	4%	4%	4%	0%	6%	22%	5%	2%	2%	3%	3%	1%	
Turn Type	pm+pt	NA	NA	NA	NA	pm+pt	NA	NA	NA	NA	NA	pm	
Protected Phases	5	2			6		7	4		8		8	
Permitted Phases	2					4				8		8	
Actuated Green, G (s)	48.1	48.1			35.0	46.9	46.9		33.0	33.0	33.0	33.0	
Effective Green, g (s)	48.1	48.1			35.0	46.9	46.9		33.0	33.0	33.0	33.0	
Actuated g/C Ratio	0.44	0.44			0.32	0.43	0.43		0.30	0.30	0.30	0.30	
Clearance Time (s)	4.0	8.0			8.0	4.0	7.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	369	1455			1063	272	780		186	553	419	553	
v/s Ratio Prot	0.03	c0.30			0.15	0.06	c0.31		0.06	c0.24		0.02	
v/s Ratio Perm	0.11				0.48	0.21			0.56			0.82	
v/c Ratio	0.31	0.68			0.48	0.72			0.20	0.82		0.08	
Uniform Delay, d1	19.1	24.7			30.2	22.9	26.1		28.7	35.7		27.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	2.5			1.6	4.1	3.2		0.5	9.0		0.1	
Delay (s)	19.6	27.3			31.8	27.1	29.3		29.3	44.7		27.7	
Level of Service	B	C			C	C	C		C	D		C	
Approach Delay (s)													
Approach LOS	C				C		C		C	D		D	
Intersection Summary													
HCM 2000 Control Delay	30.8			HCM 2000 Level of Service									C
HCM 2000 Volume to Capacity ratio	0.78												
Actuated Cycle Length (s)	110.0			Sum of lost time (s)									23.0
Intersection Capacity Utilization	82.1%			ICU Level of Service									E
Analysis Period (min)	15												
Critical Lane Group													

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

Existing AM Peak Hour

6: McRoberts Ave/Snyder Ave & Eglington Ave West

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)	15	835	10	45	465	5	10	15	50	0	0	0
Future Volume (veh/h)	15	835	10	45	465	5	10	15	50	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	898	11	48	500	5	11	16	54	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median storage (veh)	None	None	None	None	None	None	None	None	None	None	None	None
Upstream signal (m)	104	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
pX, platoon unblocked	525	929	1302	1576	474	1162	1580	272	272	272	272	272
vC1, stage 1 conf vol	525	331	811	1165	0	631	1169	272	272	272	272	272
vC2, stage 2 conf vol	525	331	811	1165	0	631	1169	272	272	272	272	272
vC3, single (s)	4.4	4.2	7.5	6.7	7.0	7.5	6.5	6.9	6.9	6.9	6.9	6.9
IC, 2 stage (s)	2.3	2.2	3.5	4.1	3.3	3.5	4.0	3.3	3.3	3.3	3.3	3.3
IF (s)	98	95	94	88	93	100	100	100	100	100	100	100
p0 queue free %	959	924	1302	1576	474	1162	1580	272	272	272	272	272
CM capacity (veh/h)	959	924	1302	1576	474	1162	1580	272	272	272	272	272
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	NB 5	NB 6	NB 7	NB 8
Volume Total	465	460	298	255	81	81	81	81	81	81	81	81
Volume Left	16	0	48	0	11	11	11	11	11	11	11	11
Volume Right	0	11	0	5	54	54	54	54	54	54	54	54
CSH	959	1700	924	1700	332	332	332	332	332	332	332	332
Volume to Capacity	0.02	0.27	0.05	0.15	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Queue Length 95th (m)	0.4	0.0	1.3	0.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Control Delay (s)	0.5	0.0	1.9	0.0	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
Lane LOS	A	A	A	A	C	C	C	C	C	C	C	C
Approach Delay (s)	0.2	1.0	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C
Intersection Summary												
Average Delay	1.5	ICU Level of Service										
Intersection Capacity Utilization	52.6%	A										
Analysis Period (min)	15											

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

7: Gilbert Ave & West Site Access

Existing AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	5	15	5	0	5
Future Volume (veh/h)	0	5	15	5	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	7	20	7	0	7
Pedestrians	5		5			
Lane Width (m)	3.6		3.6			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	40	28	32			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	40	28	32			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cm capacity (veh/h)	968	1048	1587			
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	7	27	7			
Volume Left	0	0	0			
Volume Right	7	7	0			
CSH	1048	1700	1587			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (m)	0.2	0.0	0.0			
Control Delay (s)	8.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	1.4					
Intersection Capacity Utilization	14.9%					
Analysis Period (min)	15					
ICU Level of Service						
A						

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Existing AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations												
Traffic Volume (veh/h)	5	25	10	670	540	10						
Future Volume (veh/h)	5	25	10	670	540	10						
Sign Control	Stop	Free	Free	Free	Free	Free						
Grade	0%	0%	0%	0%	0%	0%						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Hourly flow rate (vph)	5	26	10	698	562	10						
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None		None		None							
Upstream signal (m)	48											
pX, platoon unblocked	0.77	0.77	0.77									
VC, conflicting volume	1285	567	572									
VC1, stage 1 conf vol												
VC2, stage 2 conf vol	1222	293	300									
VCu, unblocked vol	6.4	6.2	4.1									
IC, 2 stage (s)												
IF (s)	3.5	3.3	2.2									
p0 queue free %	97	96	99									
CM capacity (veh/h)	153	573	984									
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	31	708	572									
Volume Left	5	10	0									
Volume Right	26	0	10									
CSH	397	984	1700									
Volume to Capacity	0.08	0.01	0.34									
Queue Length 95th (m)	2.0	0.2	0.0									
Control Delay (s)	14.8	0.3	0.0									
Lane LOS	B	A										
Approach Delay (s)	14.8	0.3	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	53.3%											
Analysis Period (min)	15											
	ICU Level of Service											
	A											

2343 Eglington Ave W

Synchro 11 Report
EX.syn

Queues

5: Caledonia Road & Eglington Ave West

Existing PM Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	100	730	565	190	335	20	300	275
Future Volume (vph)	100	730	565	190	335	20	300	275
Lane Group Flow (vph)	104	948	605	198	391	21	313	286
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4	8	8	8
Detector Phase	5	2	6	7	4	8	8	8
Switch Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Real Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.25	0.58	0.46	0.60	0.59	0.10	0.75	0.57
Control Delay	15.7	21.5	28.4	31.3	30.8	31.9	50.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	21.5	28.4	31.3	30.8	31.9	50.9	11.0
Queue Length 50th (m)	11.9	79.2	55.8	28.4	65.6	3.8	66.7	6.6
Queue Length 95th (m)	21.8	101.7	77.0	#46.5	95.5	9.8	88.5	28.9
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	414	1634	1313	331	921	381	762	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.58	0.46	0.60	0.42	0.06	0.41	0.40

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

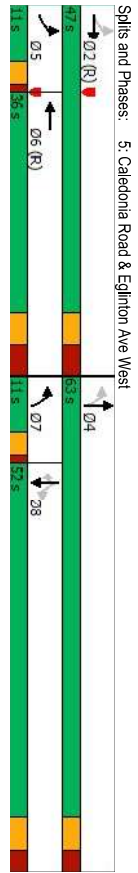
Offset: 22.5 (20%), Referenced to phase 2/EBTL and 6/WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.



2343 Eglington Ave W

Synchro 11 Report
EX.syn

HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Existing PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	100	730	180	0	565	15	190	335	40	20	300	275
Future Volume (vph)	100	730	180	0	565	15	190	335	40	20	300	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0	8.0	8.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb. ped/bikes	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.98	1.00	1.00	0.87	1.00
Frb. ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.92	1.00	1.00
Frb. ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.85	1.00
Flt/Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1773	3256	3256	3445	3445	1784	1803	1667	1683	1386	1386	1386
Flt/Permitted	0.33	1.00	1.00	1.00	1.00	0.27	1.00	0.33	1.00	1.00	1.00	1.00
Satd. Flow (perm)	606	3256	3256	3445	3445	510	1803	931	1863	1386	1386	1386
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	104	760	188	0	569	16	198	349	42	21	312	286
RTOR Reduction (vph)	0	16	0	0	1	0	0	5	0	0	194	194
Lane Group Flow (vph)	104	932	0	0	604	0	198	386	0	21	313	92
Confl. Peds. (#/hr)	40		105	105		40	75		80	80		75
Confl. Bikes (#/hr)			5									
Heavy Vehicles (%)	1%	3%	1%	0%	4%	8%	0%	2%	3%	0%	2%	1%
Turn Type	pm+pt	NA	5	2	NA	6	7	4	NA	Perm	NA	Perm
Protected Phases	5	2										
Permitted Phases	2											
Actuated Green, G (s)	54.7	54.7			41.9	40.3	40.3		24.6	24.6	24.6	
Effective Green, g (s)	54.7	54.7			41.9	40.3	40.3		24.6	24.6	24.6	
Actuated g/C Ratio	0.50	0.50			0.38	0.37	0.37		0.22	0.22	0.22	
Clearance Time (s)	4.0	8.0			8.0	4.0	7.0		7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0	3.0	3.0	
Lane Gap Cap (vph)	394	1619			1312	322	660		208	416	309	
v/s Ratio Prot	0.02	c0.29			0.18	0.07	c0.21		0.02	c0.17	0.07	
v/s Ratio Perm	0.11				0.16				0.02		0.07	
v/c Ratio	0.26	0.58			0.46	0.61	0.58		0.10	0.75	0.30	
Uniform Delay, d1	15.4	19.5			25.6	26.1	28.1		33.9	39.9	35.5	
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.4	1.5			1.2	3.5	1.3		0.2	7.5	0.5	
Delay (s)	15.7	21.0			26.7	29.6	29.4		34.1	47.4	36.1	
Level of Service	B	C			C	C	C		C	D	D	
Approach LOS	C				C		C		D			

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Capacity ratio

Actuated Cycle Length (s)

Intersection Capacity Utilization

Analysis Period (min)

c Critical Lane Group

2343 Eglington Ave W

Synchro 11 Report
EX.syn

Queues

1: Blackthorn Ave & Eglinton Ave West

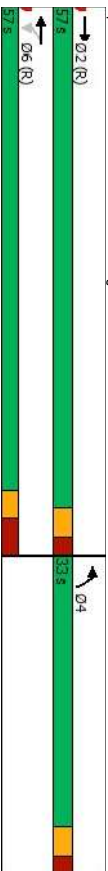
Existing AM Peak Hour - Future



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	1 2		4 4	4 4
Traffic Volume (vph)	530	50	555	35
Future Volume (vph)	530	50	555	35
Lane Group Flow (vph)	606	0	673	189
Turn Type	NA	Perm	NA	Prot
Permitted Phases	2	6	6	4
Detector Phase	2	6	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.0	29.0	23.0
Total Split (s)	57.0	57.0	57.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	36.7%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		7.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	Max
v/c Ratio	0.78	0.70	0.23	0.23
Control Delay	28.3	25.0	6.4	6.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.3	25.0	6.4	6.4
Queue Length 50th (m)	90.2	51.3	3.9	3.9
Queue Length 95th (m)	104.0	56.3	19.7	19.7
Internal Link Dist (m)	133.4	99.2	137.8	
Turn Bay Length (m)				
Base Capacity (vph)	1021	1266	814	
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	0.59	0.52	0.23	
Intersection Summary				

Control Type: Actuated-Coordinated

Splits and Phases: 1: Blackthorn Ave & Eglinton Ave West



HCM Signalized Intersection Capacity Analysis

1: Blackthorn Ave & Eglinton Ave West

Existing AM Peak Hour - Future



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1 2			4 5	3 4	
Traffic Volume (vph)	530	15	50	555	35	135
Future Volume (vph)	530	15	50	555	35	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			7.0	5.0	
Lane UTL Factor	1.00			0.95	1.00	
Frbp, ped/bikes	1.00			1.00	1.00	
Ftpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	0.89	
Flt Protected	1.00			1.00	0.89	
Satd. Flow (prot)	1765			3397	1624	
Flt Permitted	1.00			0.68	0.99	
Satd. Flow (perm)	1765			2320	1624	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	589	17	56	617	39	150
RTOR Reduction (vph)	2	0	0	0	82	0
Lane Group Flow (vph)	604	0	0	673	107	0
Confl. Peds. (#/hr)		25	25			
Heavy Vehicles (%)	7%	6%	4%	6%	5%	3%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2		6	6	4	
Permitted Phases						
Actuated Green, G (s)	39.4			37.4	40.6	
Effective Green, g (s)	39.4			37.4	40.6	
Actuated g/C Ratio	0.44			0.42	0.45	
Clearance Time (s)	5.0			7.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	772			964	732	
v/s Ratio Prot	c0.34			c0.07		
v/s Ratio Perm				0.29		
v/c Ratio	0.78			0.70	0.15	
Uniform Delay, d1	21.6			21.7	14.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	7.8			4.2	0.4	
Delay (s)	29.4			25.8	14.9	
Level of Service	C			C	B	
Approach Delay (s)	29.4			25.8	14.9	
Approach LOS	C			C	B	

Intersection Summary

HCM 2000 Volume to Capacity ratio	0.47	HCM 2000 Level of Service	C
HCM 2000 Control Policy	2.0		

Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
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Intersection Capacity Utilization	70.1%	ICU Level of Service	C
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Analysis Period (min)	15
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c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

2: Eglington Ave West & Croham Rd

Existing AM Peak Hour - Future



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	←	←	←	←
Traffic Volume (veh/h)	20	645	605	5	0	0
Future Volume (veh/h)	20	645	605	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	22	709	665	5	0	0
Pedestrians		5			10	
Lane Width (m)		3.6			3.6	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		0			1	
Right turn flare (veh)						
Median storage (veh)		None		None		
Upstream signal (m)		123		159		
PX, platoon unblocked					0.70	
VC, conflicting volume		680			1436	345
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol		680			1408	345
IC, single (s)		4.1			6.8	6.9
IC, 2 stage (s)						
IF (s)		2.2			3.5	3.3
p0 queue free %		98			100	100
CM capacity (veh/h)		914			90	651
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	731	443	227	0		
Volume Left	22	0	0	0		
Volume Right	0	0	5	0		
CSH	914	1700	1700	1700		
Volume to Capacity	0.02	0.26	0.13	0.00		
Queue Length 95th (m)	0.6	0.0	0.0	0.0		
Control Delay (s)	0.6	0.0	0.0	0.0		
Lane LOS	A	A		A		
Approach Delay (s)	0.6	0.0		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		53.4%				A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Existing AM Peak Hour - Future



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←	←	←	←	←	←
Traffic Volume (veh/h)	640	5	0	600	10	10
Future Volume (veh/h)	640	5	0	600	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	688	5	0	645	11	11
Pedestrians					55	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median storage (veh)		None		None		
Upstream signal (m)		175		107		
PX, platoon unblocked			0.71		0.71	0.71
VC, conflicting volume			748		1068	746
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol						
IC, single (s)			4.1		6.8	7.2
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.4
p0 queue free %			100		94	97
CM capacity (veh/h)			766		193	364
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	693	215	430	22		
Volume Left	0	0	0	11		
Volume Right	5	0	0	11		
CSH	1700	766	1700	253		
Volume to Capacity	0.41	0.00	0.25	0.09		
Queue Length 95th (m)	0.0	0.0	0.0	2.3		
Control Delay (s)	0.0	0.0	0.0	20.6		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		20.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			44.0%			A
Analysis Period (min)			15			

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

4: Eglington Ave West & Sandersstead Ave

Existing AM Peak Hour - Future

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	→		←	→		←	→		←	→
Traffic Volume (veh/h)	15	615	20	0	600	10	0	0	0	0	0	0
Future Volume (Veh/h)	15	615	20	0	600	10	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	691	22	0	674	11	0	0	0	0	0	0
Pedestrians							20					
Lane Width (m)							3.6					
Walking Speed (m/s)							1.2					
Percent Blockage							2					
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)		216			67							
Px, platoon unblocked	0.74			0.71		0.84	0.84	0.71	0.84	0.84	0.84	0.74
Vc, conflicting volume	685			733		1436	1441	722	1416	1446	680	
WC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	404			426		739	745	411	715	752	397	
IC, single (s)	4.2			4.1		7.1	6.5	6.2	7.1	6.5	6.2	
IC, 2 stage (s)												
IF (s)	2.3			2.2		3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	98			100		100	100	100	100	100	100	
CM capacity (veh/h)	835			803		270	280	453	265	277	489	
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	730	685	0									
Volume Left	17	0	0									
Volume Right	22	11	0									
CSH	835	1700	1700									
Volume to Capacity	0.02	0.40	0.00									
Queue Length 95th (m)	0.5	0.0	0.0									
Control Delay (s)	0.5	0.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	0.5	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay		0.3								A		
Intersection Capacity Utilization		49.1%										
Analysis Period (min)		15										

2343 Eglington Ave W

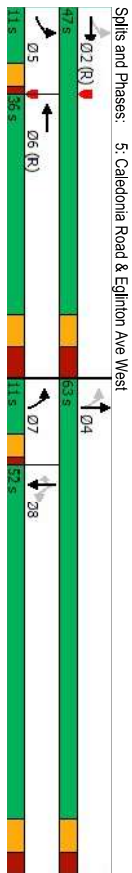
Synchro 11 Report
EX (Future Network).syn

Queues

5: Caledonia Road & Eglington Ave West

Existing AM Peak Hour - Future

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		←	→		←	→	←	→
Traffic Volume (vph)	105	375	360	155	475	35	415	105
Future Volume (vph)	105	375	360	155	475	35	415	105
Lane Group How (vph)	114	555	407	168	565	38	451	114
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4		8	
Permitted Phases	2			4		8		8
Detector Phase	5	2	6	7	4	8	8	8
Switching Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.31	0.71	0.69	0.68	0.75	0.23	0.82	0.24
Control Delay	19.5	31.4	40.8	33.5	33.7	29.8	47.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	31.4	40.8	33.5	33.7	29.8	47.3	4.4
Queue Length 50th (m)	13.3	93.8	77.5	23.6	107.8	6.4	94.3	0.0
Queue Length 95th (m)	28.1	#172.8	#147.7	#33.3	130.0	14.0	117.9	9.3
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	363	777	589	248	932	226	754	593
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.71	0.69	0.68	0.61	0.17	0.60	0.19
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 22.5 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green								
Natural Cycle: 85								
Control Type: Actuated-Coordinated								
# 95th percentile volume exceeds capacity, queue may be longer.								
Queue shown is maximum after two cycles.								

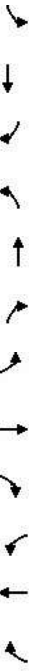


2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Signalized Intersection Capacity Analysis

Existing AM Peak Hour - Future



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	1	2	3	1	2	3	1	2	3	1	2
Traffic Volume (vph)	105	375	135	0	350	25	155	475	45	35	415	105
Future Volume (vph)	105	375	135	0	350	25	155	475	45	35	415	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0		7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fltb. ped/bikes	1.00	0.97	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00	0.79	
Flt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00
Flt/Protected	0.95	1.00	0.96	1.00	0.99	1.00	0.99	1.00	0.85	1.00	1.00	0.85
Satd. Flow (prot)	1728	1694	1752	1752	1719	1825	1712	1845	1265	1712	1845	1265
Flt/Permitted	0.30	1.00	0.19	1.00	0.19	1.00	0.31	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)	548	1694	353	1825	555	1845	555	1845	1265	555	1845	1265
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	408	147	0	380	27	168	516	49	38	451	114
RTOR Reduction (vph)	0	10	0	0	2	0	0	4	0	0	0	80
Lane Group Flow (vph)	114	545	0	0	405	0	168	561	0	38	451	34
Confl. Peds. (#/h)	20	55	55	55	20	70	25	25	25	25	70	20
Heavy Vehicles (%)	4%	4%	4%	0%	6%	22%	5%	2%	2%	3%	3%	1%
Turn Type	pm+pt	NA	NA	NA	pm+pt	NA	NA	NA	NA	NA	NA	pm
Protected Phases	5	2			6	7	4			8		8
Permitted Phases	2				4					8		8
Actuated Green, G (s)	49.8	49.8			36.9	45.2	45.2	33.1	33.1	33.1		33.1
Effective Green, g (s)	49.8	49.8			36.9	45.2	45.2	33.1	33.1	33.1		33.1
Actuated g/C Ratio	0.45	0.45			0.34	0.41	0.41	0.30	0.30	0.30		0.30
Clearance Time (s)	4.0	8.0			8.0	7.0	7.0	7.0	7.0	7.0		7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	343	766			587	245	749	167	555	380		380
v/s Ratio Prot	0.03	0.32			0.23	0.05	0.31			0.24		0.03
v/s Ratio Perm	0.12	0.71			0.69	0.75	0.75	0.23	0.81	0.09		0.09
v/c Ratio	0.33	0.71			0.69	0.75	0.75	0.23	0.81	0.09		0.09
Uniform Delay, d1	19.2	24.3			31.6	24.0	27.6	28.9	35.6	27.6		27.6
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.6	5.6			6.5	7.7	4.1	0.7	8.9	0.1		0.1
Delay (s)	19.8	29.9			38.1	31.7	31.7	29.6	44.4	27.7		27.7
Level of Service	B	C			D	C	C	C	D	C		C
Approach Delay (s)	28.1				38.1		31.7			40.3		D
Approach LOS	C				D		C			D		D

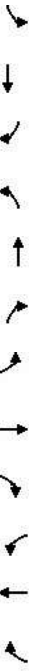
Intersection Summary												
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service										C
HCM 2000 Volume to Capacity ratio	0.80											
Actuated Cycle Length (s)	110.0	Sum of lost time (s)										23.0
Intersection Capacity Utilization	82.1%	ICU Level of Service										E
Analysis Period (min)	15											

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

Existing AM Peak Hour - Future



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	1	2	3	1	2	3	1	2	3	1	2
Traffic Volume (veh/h)	15	430	10	45	365	5	10	15	50	0	0	0
Future Volume (veh/h)	15	430	10	45	365	5	10	15	50	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	462	11	48	392	5	11	16	54	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median storage (veh)		None			None							
Upstream signal (m)		104										
pX, platoon unblocked				0.76		0.76	0.76	0.76	0.76			0.76
vC, conflicting volume	417			493			812	1032	488	1072	1036	218
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	417			180			598	887	173	939	891	218
vCU, unblocked vol												
IC, single (s)	4.4			4.2			7.5	6.7	7.0	7.5	6.5	6.9
IC, 2 stage (s)												
IF (s)	2.3			2.2			3.5	4.1	3.3	3.5	4.0	3.3
p0 queue free %	98			95			96	92	91	100	100	100
CM capacity (veh/h)	1057			1034			276	191	626	136	200	792

Direction, Lane #												
Volume Total	EB 1	WB 1	WB 2	NB 1								
Volume Left	16	48	0	11								
Volume Right	11	0	5	54								
CSH	1057	1034	1700	386								
Volume to Capacity	0.02	0.05	0.12	0.21								
Queue Length 95th (m)	0.4	1.2	0.0	6.2								
Control Delay (s)	0.4	2.1	0.0	16.8								
Lane LOS	A	A		C								
Approach Delay (s)	0.4	1.1		16.8								
Approach LOS				C								

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

7: Gilbert Ave & West Site Access

Existing AM Peak Hour - Future

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	5	15	5	0	5
Future Volume (veh/h)	0	5	15	5	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	7	20	7	0	7
Pedestrians	5		5			
Lane Width (m)	3.6		3.6			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type	None		None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	40	28			32	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	40	28			32	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cm capacity (veh/h)	968	1048			1587	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	7	27	7			
Volume Left	0	0	0			
Volume Right	7	7	0			
CSH	1048	1700	1587			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (m)	0.2	0.0	0.0			
Control Delay (s)	8.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	1.4		ICU Level of Service		A	
Intersection Capacity Utilization	14.9%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Existing AM Peak Hour - Future

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	25	10	670	540	10
Future Volume (veh/h)	5	25	10	670	540	10
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	5	26	10	698	562	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None		None	
Median storage (veh)						
Upstream signal (m)					48	
pX, platoon unblocked	0.77	0.77	0.77			
VC, conflicting volume	1285	567	572			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	1222	294	300			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	99			
cm capacity (veh/h)	153	573	984			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	31	708	572			
Volume Left	5	10	0			
Volume Right	26	0	10			
CSH	397	984	1700			
Volume to Capacity	0.08	0.01	0.34			
Queue Length 95th (m)	2.0	0.2	0.0			
Control Delay (s)	14.8	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.8	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.5		ICU Level of Service		A	
Intersection Capacity Utilization	53.3%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

Queues

1: Blackthorn Ave & Eglington Ave West

Existing PM Peak Hour - Future

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	575	80	870	35
Future Volume (vph)	575	80	870	35
Lane Group Flow (vph)	626	0	1000	126
Turn Type	NA	Perm	NA	Prot
Protected Phases	2	6	6	4
Permitted Phases	2	6	6	4
Detector Phase	2	6	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.0	29.0	23.0
Total Split (s)	57.0	57.0	57.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	36.7%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		7.0	5.0
Lead/Lag				
Lead-Lag Optimizer?				
Recall Mode	C-Min	C-Min	C-Min	Max
v/c Ratio	0.68	0.88	0.88	0.18
Control Delay	20.5	30.6	30.6	8.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.5	30.6	30.6	8.8
Queue Length 50th (m)	79.5	80.5	8.8	4.2
Queue Length 95th (m)	100.5	96.4	17.6	
Internal Link Dist (m)	133.4	99.2	137.8	
Turn Bay Length (m)				
Base Capacity (vph)	1053	1311	687	
Starvation Cap Reductn	0	0	0	
Spillback Cap Reductn	0	0	0	
Storage Cap Reductn	0	0	0	
Reduced v/c Ratio	0.59	0.76	0.18	

Intersection Summary

Cycle Length: 90

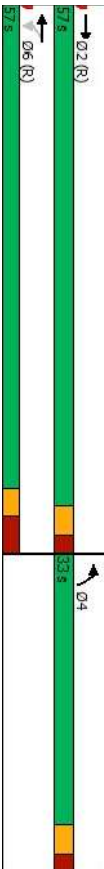
Actuated Cycle Length: 90

Offset: 22.5 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Blackthorn Ave & Eglington Ave West



2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Signalized Intersection Capacity Analysis

1: Blackthorn Ave & Eglington Ave West

Existing PM Peak Hour - Future

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	575	20	80	870	35	85
Future Volume (vph)	575	20	80	870	35	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			7.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00
Frbp. ped/bikes	0.99	1.00	1.00	0.97	1.00	1.00
Frbp. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frbp. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frbp. Protected	1.00	1.00	1.00	0.99	1.00	1.00
Satd. Flow (prot)	1823			3499	1639	
Flt Permitted	1.00			0.67	0.99	
Satd. Flow (perm)	1823			2371	1639	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	605	21	84	916	37	89
RTOR Reduction (vph)	1	0	0	0	55	0
Lane Group Flow (vph)	625	0	0	1000	71	0
Confl. Peds. (#/hr)	85	85	85		10	
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases						
Actuated Green, G (s)	45.3			43.3	34.7	
Effective Green, g (s)	45.3			43.3	34.7	
Actuated g/C Ratio	0.50			0.48	0.39	
Clearance Time (s)	5.0			7.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	917			1140	631	
v/s Ratio Prot	0.34			c0.04		
v/s Ratio Perm				c0.42		
v/c Ratio	0.68			0.88	0.11	
Uniform Delay, d1	16.9			21.0	17.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	4.1			9.6	0.4	
Delay (s)	21.0			30.6	18.1	
Level of Service	C			C	B	
Approach Delay (s)	21.0			30.6	18.1	
Approach LOS	C			C	B	

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Capacity ratio

Actuated Cycle Length (s)

Intersection Capacity Utilization

Analysis Period (min)

c Critical Lane Group

26.2	HCM 2000 Level of Service	C
0.54		
90.0	Sum of lost time (s)	12.0
86.4%	ICU Level of Service	E
15		

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Unsignalized Intersection Capacity Analysis

2: Eglington Ave West & Croham Rd

Existing PM Peak Hour - Future



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	640	935	10	0	15
Future Volume (veh/h)	20	640	935	10	0	15
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	660	964	10	0	15
Pedestrians						
Lane Width (m)			3.6			3.6
Walking Speed (m/s)			1.2			1.2
Percent Blockage			0			2
Right turn flare (veh)						
Median storage (veh)		None	None			
Upstream signal (m)		123	159			
PX, platoon unblocked					0.74	
VC, conflicting volume		994			1696	507
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol		994			1767	507
IC, single (s)		4.1			6.8	7.0
IC, 2 stage (s)						
IF (s)		2.2			3.5	3.4
p0 queue free %		97			100	97
CM capacity (veh/h)		692			53	490
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	681	643	331	15		
Volume Left	21	0	0	0		
Volume Right	0	0	10	15		
CSH	692	1700	1700	490		
Volume to Capacity	0.03	0.38	0.19	0.03		
Queue Length 95th (m)	0.8	0.0	0.0	0.8		
Control Delay (s)	0.8	0.0	0.0	12.6		
Lane LOS	A			B		
Approach Delay (s)	0.8	0.0		12.6		
Approach LOS				B		
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		59.8%				B
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Existing PM Peak Hour - Future



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	640	0	0	910	35	10
Future Volume (veh/h)	640	0	0	910	35	10
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	653	0	0	929	36	10
Pedestrians						
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median storage (veh)		None		None		
Upstream signal (m)		175		107		
PX, platoon unblocked			0.74		0.74	0.74
VC, conflicting volume			718		1182	718
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol						
IC, single (s)			4.1		6.8	6.9
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.3
p0 queue free %			100		76	97
CM capacity (veh/h)			789		152	397
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	653	310	619	46		
Volume Left	0	0	0	36		
Volume Right	0	0	0	10		
CSH	1700	789	1700	176		
Volume to Capacity	0.38	0.00	0.36	0.26		
Queue Length 95th (m)	0.0	0.0	0.0	8.0		
Control Delay (s)	0.0	0.0	0.0	32.6		
Lane LOS				D		
Approach Delay (s)	0.0	0.0		32.6		
Approach LOS				D		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			43.7%			A
Analysis Period (min)			15			

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Unsignalized Intersection Capacity Analysis

4: Eglington Ave West & Sandersstead Ave

Existing PM Peak Hour - Future

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	→		←	→		←	→		←	→
Traffic Volume (veh/h)	10	605	35	5	910	10	0	0	0	0	0	0
Future Volume (Veh/h)	10	605	35	5	910	10	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	630	36	5	948	10	0	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (Veh)												
Median type	None	None	None	None	None	None	None	None	None	None	None	None
Upstream signal (m)	0.70	216		0.74	67		0.83	0.83	0.74	0.83	0.83	0.70
pk, platoon unblocked	973			666			1631	1651	648	1646	1664	968
vc, conflicting volume												
vc1, stage 1 conf vol												
vc2, stage 2 conf vol												
vcu, unblocked vol	752			374			958	982	350	976	997	745
tc, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tc, 2 stage (s)												
ff (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
pd queue free %	98			99			100	100	100	100	100	100
cm capacity (veh/h)	611			886			196	205	517	191	201	294
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	676	963	0									
Volume Left	10	5	0									
Volume Right	36	10	0									
CSH	611	886	1700									
Volume to Capacity	0.02	0.01	0.00									
Queue Length 95th (m)	0.4	0.1	0.0									
Control Delay (s)	0.5	0.2	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.5	0.2	0.0									
Approach LOS	A	A	A									
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				54.6%								
Analysis Period (min)				15								
										A		

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

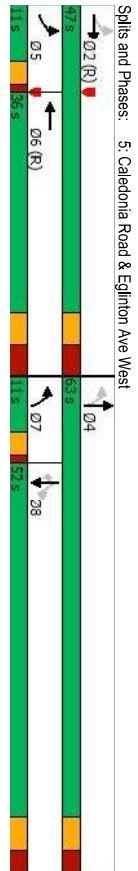
Queues

5: Caledonia Road & Eglington Ave West

Existing PM Peak Hour - Future

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		←	→	←	→	←	→	→
Traffic Volume (vph)	100	325	365	285	335	20	300	275
Future Volume (vph)	100	325	365	285	335	20	300	275
Lane Group How (vph)	104	527	396	297	391	21	313	286
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4		8	
Permitted Phases	2			4		8		8
Detector Phase	5	2	6	7	4	8	8	8
Switch Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.23	0.64	0.56	0.95	0.61	0.11	0.75	0.59
Control Delay	14.4	23.7	31.1	71.7	32.5	32.1	50.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	23.7	31.1	71.7	32.5	32.1	50.9	10.1
Queue Length 50th (m)	10.8	78.9	68.1	48.9	70.5	3.8	66.7	2.9
Queue Length 95th (m)	21.8	128.6	112.4	#104.8	96.0	9.8	88.5	25.2
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	447	827	705	311	912	360	762	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.64	0.56	0.95	0.43	0.06	0.41	0.43

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 22.5 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Existing PM Peak Hour - Future

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	100	325	180	0	365	15	285	335	40	20	300	275
Future Volume (vph)	100	325	180	0	365	15	285	335	40	20	300	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb. ped/bikes	1.00	0.92			1.00		1.00	0.97	1.00	1.00	0.87	1.00
Flt. ped/bikes	0.99	1.00			1.00		0.98	1.00	1.00	1.00	0.87	1.00
Flt	1.00	0.95			0.99		1.00	0.98	1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	1612			1807		1770	1784	1863	1574	1863	1574
Flt Permitted	0.36	1.00			1.00		0.27	1.00	0.27	0.53	1.00	1.00
Satd. Flow (perm)	670	1612			1807		506	1784	880	1863	1244	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	104	339	188	0	380	16	297	349	42	21	312	286
RTOR Reduction (vph)	0	14	0	0	1	0	0	5	0	0	0	210
Lane Group Flow (vph)	104	513	0	0	395	0	297	386	0	21	313	76
Confl. Peds. (#/hr)	40	105	105	105	40	75	80	80	80	80	75	75
Confl. Bikes (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Heavy Vehicles (%)	1%	3%	1%	0%	4%	8%	0%	2%	3%	0%	2%	1%
Turn Type	pm+pt	NA	NA	NA	NA	pm+pt	NA	NA	NA	NA	pm+pt	NA
Protected Phases	5	2			6		7	4		8		8
Permitted Phases	2						4					
Actuated Green, G (s)	55.6	55.6			42.9		39.4	39.4		24.6		24.6
Effective Green, g (s)	55.6	55.6			42.9		39.4	39.4		24.6		24.6
Actuated g/C Ratio	0.51	0.51			0.39		0.36	0.36		0.22		0.22
Clearance Time (s)	4.0	8.0			8.0		4.0	7.0		7.0		7.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Lane Gap Cap (vph)	425	814			704		305	638		196		416
W/S Ratio Prot	0.02	60.32			0.22		60.10	0.22		0.17		0.17
W/S Ratio Perm	0.10											
v/c Ratio	0.24	0.63			0.56		0.97	0.60		0.11		0.11
Uniform Delay, d1	15.4	19.7			26.2		32.1	28.9		34.0		39.9
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2	0.3	3.7			3.2		44.1	1.6		0.2		7.5
Delay (s)	15.7	23.4			29.4		76.2	30.5		34.2		47.4
Level of Service	B	C			C		E	C		C		D
Approach Delay (s)	22.2				29.4		50.2			41.6		41.6
Approach LOS	C				C		D			D		D
Intersection Summary												
HCM 2000 Control Delay	36.8			HCM 2000 Level of Service								
HCM 2000 Volume to Capacity ratio	0.83			D								
Actuated Cycle Length (s)	110.0			Sum of lost time (s)								
Intersection Capacity Utilization	79.6%			ICU Level of Service								
Analysis Period (min)	15			D								
Critical Lane Group												

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

6: McRoberts Ave/Snyder Ave & Eglington Ave West

Existing PM Peak Hour - Future

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	360	15	80	380	15	0	20	70	0	0	0
Traffic Volume (veh/h)	10	360	15	80	380	15	0	20	70	0	0	0
Future Volume (veh/h)	10	360	15	80	380	15	0	20	70	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	375	16	83	396	16	0	21	73	0	0	0
Pedestrians	5	3.6	50	3.6	50	3.6	0.0	2.0	7.0	0.0	0.0	0.0
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	0	0	0	0	0	0	0	0	0	0	0	0
Right turn flare (veh)	0	0	0	0	0	0	0	0	0	0	0	0
Median storage (veh)	None	None	None	None	None	None	None	None	None	None	None	None
Upstream signal (m)	104	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PK, platoon unblocked	432	441	441	441	441	441	441	441	441	441	441	441
VC, conflicting volume	432	822	1051	433	1076	1051	231	231	231	231	231	231
WC1, stage 1 conf vol	432	822	1051	433	1076	1051	231	231	231	231	231	231
VC2, stage 2 conf vol	432	822	1051	433	1076	1051	231	231	231	231	231	231
WCu, unblocked vol	432	822	1051	433	1076	1051	231	231	231	231	231	231
IC, single (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
IC, 2 stage (s)	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
IF (s)	99	99	99	99	99	99	99	99	99	99	99	99
p0 queue free %	1138	1079	1700	414	414	414	414	414	414	414	414	414
CM capacity (veh/h)	1138	1079	1700	414	414	414	414	414	414	414	414	414
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 1	NB 1	NB 1	NB 1	NB 1	NB 1	NB 1	NB 1
Volume Total	401	281	214	94	94	94	94	94	94	94	94	94
Volume Left	16	83	0	0	0	0	0	0	0	0	0	0
Volume Right	16	16	16	73	73	73	73	73	73	73	73	73
CSH	1138	1079	1700	414	414	414	414	414	414	414	414	414
Volume to Capacity	0.01	0.08	0.13	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Queue Length 95th (m)	0.2	2.0	0.0	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Control Delay (s)	0.3	3.1	0.0	16.2	16.2	16.2	16.2	16.2	16.2	16.2	16.2	16.2
Lane LOS	A	A	A	C	C	C	C	C	C	C	C	C
Approach Delay (s)	0.3	1.7	16.2	16.2	16.2	16.2	16.2	16.2	16.2	16.2	16.2	16.2
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C
Intersection Summary												
Average Delay	2.5	ICU Level of Service										
Intersection Capacity Utilization	49.3%	A										
Analysis Period (min)	15											

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network),syn

HCM Unsignalized Intersection Capacity Analysis

7: Gilbert Ave & West Site Access

Existing PM Peak Hour - Future

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	40	10	0	0
Future Volume (veh/h)	5	5	40	10	0	0
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	7	7	58	14	0	0
Pedestrians	10		5			
Lane Width (m)	3.6		3.6			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	1		0			
Right turn flare (veh)						
Median storage (veh)			None			None
Upstream signal (m)						
PX, platoon unblocked						
VC, conflicting volume	80	75			82	
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	80	75			82	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
CM capacity (veh/h)	916	984			1515	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	14	72	0			
Volume Left	7	0	0			
Volume Right	7	14	0			
CSH	949	1700	1700			
Volume to Capacity	0.01	0.04	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	8.9	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.9	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		16.2%			ICU Level of Service	A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Existing PM Peak Hour - Future

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	30	15	640	465	15
Future Volume (veh/h)	20	30	15	640	465	15
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	31	16	667	484	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median storage (veh)			None		None	
Upstream signal (m)					48	
PX, platoon unblocked	0.84	0.84	0.84			
VC, conflicting volume	1191	492	500			
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	1133	304	313			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	89	95	98			
CM capacity (veh/h)	188	624	1060			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	52	683	500			
Volume Left	21	16	0			
Volume Right	31	0	16			
CSH	322	1060	1700			
Volume to Capacity	0.16	0.02	0.29			
Queue Length 95th (m)	4.5	0.4	0.0			
Control Delay (s)	18.3	0.4	0.0			
Lane LOS	C	A				
Approach Delay (s)	18.3	0.4	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			55.7%		ICU Level of Service	B
Analysis Period (min)			15			

2343 Eglington Ave W

Synchro 11 Report
EX (Future Network).syn

1: Blackthorn Ave & Eglinton Ave West

Future Background AM Peak Hour



Lane Group	EBT	WBL	NBL
Lane Configurations	1 2 3	4 5 6	7 8 9
Traffic Volume (vph)	570	50	585
Future Volume (vph)	570	50	585
Lane Group Flow (vph)	655	0	706
Lane Type	NA	Perm	NA
Protected Phases	2	6	4
Permitted Phases	2	6	4
Detector Phase	2	6	4
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	29.0	27.0
Total Split (s)	57.0	57.0	33.0
Total Split (%)	63.3%	63.3%	36.7%
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	2.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	C-Min
v/c Ratio	0.80	0.69	0.24
Control Delay	27.4	23.0	6.9
Queue Delay	0.0	0.2	0.0
Total Delay	27.4	23.1	6.9
Queue Length 50th (m)	96.3	51.4	4.2
Queue Length 95th (m)	112.2	57.4	20.3
Internal Link Dist (m)	133.4	99.2	137.8
Turn Bay Length (m)			
Base Capacity (vph)	1019	1287	773
Starvation Cap Reductn	0	105	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.60	0.24

Intersection Summary

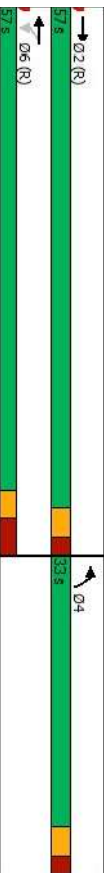
Actuated Cycle Length: 90

Offset: 22.5 (25%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: **Blackthorn Ave & Eglington Ave West**



1: Blackthorn Ave & Eglington Ave West

Future Background AM Peak Hou



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1 2			4 1	4 1	
Traffic Volume (vph)	570	20	50	585	35	135
Future Volume (vph)	570	20	50	585	35	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			7.0	5.0	
Lane UTL Factor	1.00			0.95	1.00	
Lane UTL, Factor	1.00			1.00	1.00	
Frbp, pedbikes	1.00			1.00	1.00	
Frbp, pedbikes	1.00			1.00	1.00	
Frt	1.00			1.00	0.89	
Fit Protected	1.00			1.00	0.99	
Satd. Flow (prot)	1763			3997	1624	
Fit Permitted	1.00			0.88	0.99	
Satd. Flow (perm)	1763			2320	1624	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	633	22	56	650	39	150
RTOR Reduction (vph)	2	0	0	0	87	0
Lane Group Flow (vph)	653	0	0	706	103	0
Confl. Peds. (#/hr)	25	25				
Heavy Vehicles (%)	7%	6%	4%	6%	5%	3%
Turn Type	NA		Perm	NA		Prot
Protected Phases	2		6	6		4
Permitted Phases						
Actuated Green, G (s)	41.9			39.9	38.1	
Effective Green, g (s)	41.9			39.9	38.1	
Actuated g/C Ratio	0.47			0.44	0.42	
Clearance Time (s)	5.0			7.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	820			1028	687	
v/s Ratio Prot	c0.37				c0.06	
v/s Ratio Perm				0.30		
w/c Ratio	0.80			0.69	0.15	
Uniform Delay, d1	20.4			20.0	16.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	7.9			3.7	0.5	
Delay (s)	28.4			23.8	16.4	
Level of Service	C			C	B	
Approach Delay (s)	28.4			23.8	16.4	
Approach LOS	C			C	B	

Intersection Summary

HCM 2000 Control Delay	24.8	HCM
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HCM 2000 Volume to

Activated Cycle Length

Intersection Capacity

Critical Lane Group

c Critical Lane Group

c Critical Lane Group

2: Eglinton Ave West & Croham Rd

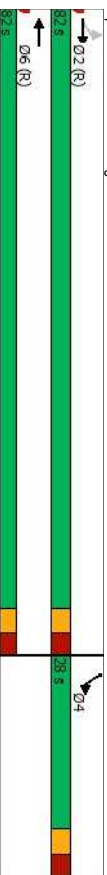
Future Background AM Peak Hour



Lane Group	EBL	EBT	WBT	Ø4
Lane Configurations	👉	👈	👈👉	
Traffic Volume (vph)	20	685	635	
Future Volume (vph)	20	685	635	
Lane Group Flow (vph)	22	753	703	
Turn Type	Perm	NA	NA	
Protected Phases	2	2	6	4
Permitted Phases	2			
Detector Phase	2	2	6	
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	28.0
Total Split (s)	82.0	82.0	82.0	28.0
Total Split (%)	74.5%	74.5%	74.5%	25%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	Max
v/c Ratio	0.06	0.74	0.36	
Control Delay	7.7	21.3	6.4	
Queue Delay	0.0	3.6	0.0	
Total Delay	7.7	25.0	6.4	
Queue Length 50th (m)	2.0	115.2	15.1	
Queue Length 95th (m)	4.0	115.2	13.0	
Internal Link Dist (m)		99.2	28.2	
Turn Bay Length (m)	20.0			
Base Capacity (vph)	449	1238	2350	
Starvation Cap Reductn	0	383	0	
Spillback Cap Reductn	0	79	0	
Storage Cap Reductn	0	0	0	
Reduced v/c Ratio	0.05	0.88	0.30	
Intersection Summary				

Control Type: Actuated-Coordinated

Splits and Phases: 2: Eglington Ave West & Croham Rd



2: Eglinton Ave West & Croham Rd

Future Background AM Peak Hou



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	685	635	5	0	0
Future Volume (vph)	20	685	635	5	0	0
Real Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00	0.95			
Fphb, ped/bikes	1.00	1.00	1.00			
Fphb, ped/bikes	0.99	1.00	1.00			
Ft	1.00	1.00	1.00			
Ft Protected	0.95	1.00	1.00			
Satd. Flow (prot)	1787	1792	3402			
Flt Permitted	0.35	1.00	1.00			
Satd. Flow (perm)	651	1792	3402			
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	753	698	5	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	22	753	703	0	0	0
Confl. Peds. (#/hr)	10			10	5	
Heavy Vehicles (%)	0%	6%	6%	6%	0%	0%
Turn Type	Perm	NA	NA	Prot		
Protected Phases		2	6	4		
Permitted Phases	2					
Actuated Green, G (s)	62.8	62.8	62.8			
Effective Green, g (s)	62.8	62.8	62.8			
Actuated g/C Ratio	0.57	0.57	0.57			
Clearance Time (s)	6.0	6.0	6.0			
Vehicle Extension (s)	3.0	3.0				
Lane Grp Cap (vph)	371	1023	1942			
W/S Ratio Prot		0.042	0.21			
W/S Ratio Perm	0.03					
v/c Ratio	0.06	0.74	0.36			
Uniform Delay, d1	10.5	17.5	12.8			
Progression Factor	1.00	1.00	0.49			
Incremental Delay, d2	0.3	4.7	0.4			
Delay (s)	10.8	22.2	6.7			
Level of Service	B	C	A			
Approach Delay (s)	21.9	6.7	0.0			
Approach LOS	C	A	A			

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Ca

Actualized Cycle Length (s)

Analysis Period (min)

c Critical Lane Group

2343 Eglinton Ave W

HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Future Background AM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	675	10	10	630	10	15
Future Volume (veh/h)	675	10	10	630	10	15
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	726	11	11	677	11	16
Pedestrians						
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median storage (veh)	None			None		
Upstream signal (m)	52			107		
pX, platoon unblocked		0.68		0.68	0.68	
VC, conflicting volume		792		1147	786	
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol		463		983	454	
IC, single (s)		4.1		6.8	7.2	
IC, 2 stage (s)						
f (s)		2.2		3.5	3.4	
p0 queue free %		98		93	95	
CM capacity (veh/h)		722		160	341	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	737	237	451	27		
Volume Left	0	11	0	11		
Volume Right	11	0	0	16		
CSH	1700	722	1700	233		
Volume to Capacity	0.43	0.02	0.27	0.12		
Queue Length 95th (m)	0.0	0.4	0.0	3.1		
Control Delay (s)	0.0	0.6	0.0	22.4		
Lane LOS	A	C		C		
Approach Delay (s)	0.0	0.2		22.4		
Approach LOS		C				
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		46.2%		ICU Level of Service		A
Analysis Period (min)		15				

2343 Eglington Ave W

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HCM Unsignalized Intersection Capacity Analysis

4: Eglington Ave West & Sanderstead Ave

Future Background AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	655	20	0	640	15	0	0	0	0	0	0
Future Volume (veh/h)	15	655	20	0	640	15	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	736	22	0	719	17	0	0	0	0	0	0
Pedestrians												
Lane Width (m)										3.6		
Walking Speed (m/s)										1.2		
Percent Blockage										2		
Right turn flare (veh)												
Median storage (veh)	None			None								
Upstream signal (m)		93			67							
pX, platoon unblocked	0.72		0.68		0.82	0.82	0.82	0.68	0.82	0.82	0.82	0.72
VC, conflicting volume	736		778		1528	1537	767	1508	1540	728		
WC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	434		438		759	770	422	735	773	423		
IC, single (s)	4.2		4.1		7.1	6.5	6.2	7.1	6.5	6.2		
IC, 2 stage (s)												
f (s)	2.3		2.2		3.5	4.0	3.3	3.5	4.0	3.3		
p0 queue free %	98		100		100	100	100	100	100	100		
CM capacity (veh/h)	784		757		255	264	425	269	263	456		
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	775	736	0									
Volume Left	17	0	0									
Volume Right	22	17	0									
CSH	784	1700	1700									
Volume to Capacity	0.02	0.43	0.00									
Queue Length 95th (m)	0.5	0.0	0.0									
Control Delay (s)	0.6	0.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	0.6	0.0	0.0									
Approach LOS		A										
Intersection Summary												
Average Delay		0.3										
Intersection Capacity Utilization		51.2%		ICU Level of Service								A
Analysis Period (min)		15										

2343 Eglington Ave W

Synchro 11 Report
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Queues

5: Caledonia Road & Eglington Ave West

Future Background AM Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	110	405	385	160	475	35	415	110
Future Volume (vph)	110	405	385	160	475	35	415	110
Lane Group Flow (vph)	120	592	445	174	565	38	451	120
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4	8	8	8
Detector Phase	2	5	2	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.35	0.75	0.74	0.75	0.77	0.25	0.82	0.26
Control Delay	29.6	45.1	42.6	40.1	35.0	30.5	47.3	4.9
Queue Delay	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	47.1	42.6	40.1	35.0	30.5	47.3	4.9
Queue Length 50th (m)	19.6	107.7	87.6	24.6	107.8	6.5	94.3	0.0
Queue Length 95th (m)	m35.8	#186.9	#188.1	#36.4	130.0	14.2	117.9	10.5
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	343	793	603	233	932	212	754	593
Starvation Cap Reductn	0	91	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.84	0.74	0.75	0.61	0.18	0.60	0.20

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 22.5 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 85

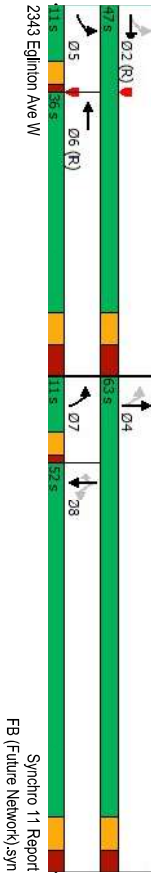
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Caledonia Road & Eglington Ave West



HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Future Background AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	405	140	0	385	25	160	475	45	35	415	110
Future Volume (vph)	110	405	140	0	385	25	160	475	45	35	415	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp. ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00
Frt	1.00	0.96	1.00	0.99	1.00	0.99	1.00	0.99	1.00	1.00	0.99	1.00
Flt/Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1730	1698	1755	1755	1719	1825	1719	1825	1714	1845	1265	1265
Flt/Permitted	0.27	1.00	1.00	1.00	0.19	1.00	1.00	1.00	0.29	1.00	1.00	1.00
Satd. Flow (perm)	484	1698			1755	350	1825		522	1845	1265	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	440	152	0	418	27	174	516	49	38	451	120
RTOR Reduction (vph)	0	10	0	0	2	0	0	4	0	0	0	84
Lane Group Flow (vph)	120	582	0	0	443	0	174	561	0	38	451	36
Confl. Peds. (#/hr)	20		55	55		20	70		25	25		70
Heavy Vehicles (%)	4%	4%	4%	0%	6%	22%	5%	2%	2%	3%	3%	1%
Turn Type	pm+pt	NA	NA	NA	NA	pm+pt	NA	NA	NA	Perm	NA	Perm
Protected Phases	5	2			6		7	4			8	
Permitted Phases	2						4			8		8
Actuated Green, G (s)	50.8	50.8			37.7		44.2	44.2		33.0	33.0	33.0
Effective Green, g (s)	50.8	50.8			37.7		44.2	44.2		33.0	33.0	33.0
Actuated g/C Ratio	0.46	0.46			0.34		0.40	0.40		0.30	0.30	0.30
Clearance Time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	326	784			601		230	733		156	553	379
v/s Ratio Prot	0.03	c0.34			0.25		0.05	c0.31		0.07	0.24	0.03
v/s Ratio Perm	0.14						0.25			0.07	0.82	0.09
v/c Ratio	0.37	0.74			0.74		0.76	0.77		0.24	0.82	0.09
Uniform Delay, d1	19.2	24.2			31.8		25.3	28.4		29.1	35.7	27.7
Progression Factor	1.61	1.57			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	5.3			7.9		13.2	4.8		0.8	9.0	0.1
Delay (s)	31.4	43.4			39.7		38.5	33.2		29.9	44.7	27.9
Level of Service	C	D			D		D	C		C	D	C
Approach Delay (s)												
Approach LOS	D				D			C		D		

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Capacity ratio

Actuated Cycle Length (s)

Intersection Capacity Utilization

Analysis Period (min)

c Critical Lane Group

2343 Eglington Ave W	Synchrono 11 Report
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HCM Unsignalized Intersection Capacity Analysis
6: McRoberts Ave/Snyder Ave & Eglington Ave West

Future Background AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (veh/h)	15	460	10	45	400	5	10	15	50	0	0	0
Future Volume (veh/h)	15	460	10	45	400	5	10	15	50	0	0	0
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	495	11	48	430	5	11	16	54	0	0	0
Pedestrians							20			20		
Lane Width (m)							3.6			0.0		
Walking Speed (m/s)							1.2			1.2		
Percent Blockage							2			0		
Right turn flare (veh)												
Median type	None											
Median storage (veh)	None											
Upstream signal (m)	104											
PX, platoon unblocked				0.74		0.74	0.74	0.74	0.74	0.74		
VC, conflicting volume	455			526		864	1104	520	1143	1106	238	
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol												
IC, single (s)	455			182		639	963	174	1017	967	238	
IC, 2 stage (s)	4.4			4.2		7.5	6.7	7.0	7.5	6.5	6.9	
IF (s)	2.3			2.2		3.5	4.1	3.3	3.5	4.0	3.3	
p0 queue free %	98			96		96	90	91	100	100	100	
cm capacity (veh/h)	1022			1000		249	166	605	114	174	770	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1								
Volume Total	522	263	220	81								
Volume Left	16	48	0	11								
Volume Right	11	0	5	54								
CSH	1022	1000	1700	353								
Volume to Capacity	0.02	0.05	0.13	0.23								
Queue Length 95th (m)	0.4	1.2	0.0	7.0								
Control Delay (s)	0.4	2.0	0.0	18.2								
Lane LOS	A	A		C								
Approach Delay (s)	0.4	1.1		18.2								
Approach LOS				C								
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	48.1%											
Analysis Period (min)	15											
	ICU Level of Service											
	A											

2343 Eglington Ave W

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HCM Unsignalized Intersection Capacity Analysis
7: Gilbert Ave & West Site Access

Future Background AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	5	20	5	0	20
Future Volume (veh/h)	0	5	20	5	0	20
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	7	27	7	0	27
Pedestrians	5		5			
Lane Width (m)	3.6		3.6			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)	None			None		
Upstream signal (m)						
pX, platoon unblocked	68	36			39	
VC, conflicting volume						
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol					39	
IC, single (s)	6.8	3.6			4.1	
IC, 2 stage (s)	6.4	6.2				
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	935	1039			1577	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	7	34	27			
Volume Left	0	0	0			
Volume Right	7	7	0			
CSH	1039	1700	1577			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (m)	0.2	0.0	0.0			
Control Delay (s)	8.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.9					
Intersection Capacity Utilization	14.9%					
Analysis Period (min)	15					
	ICU Level of Service					
	A					

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Future Background AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	25	10	675	545	10
Future Volume (veh/h)	5	25	10	675	545	10
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	5	26	10	703	568	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median storage (veh)				None	None	
Upstream signal (m)	0.77	0.77	0.77		48	
pk, platoon unblocked						
vc, conflicting volume	1296	573	578			
vc1, stage 1 conf vol						
vc2, stage 2 conf vol						
vcu, unblocked vol	1296	301	308			
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	96	99			
cm capacity (veh/h)	150	567	978			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	31	713	578			
Volume Left	5	10	0			
Volume Right	26	0	10			
CSH	392	978	1700			
Volume to Capacity	0.08	0.01	0.34			
Queue Length 95th (m)	2.0	0.2	0.0			
Control Delay (s)	15.0	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	15.0	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.5			ICU Level of Service		
Intersection Capacity Utilization	53.5%			A		
Analysis Period (min)	15					

2343 Eglinton Ave W

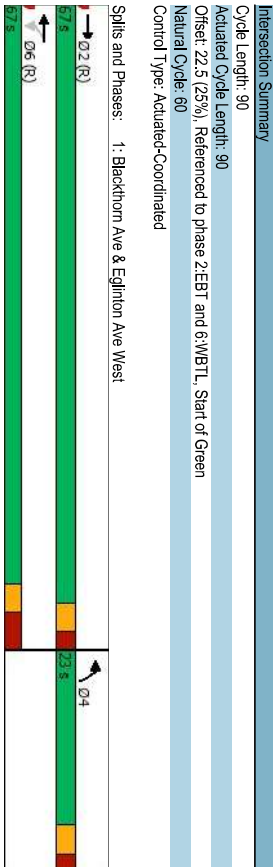
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Queues

1: Blackthorn Ave & Eglinton Ave West

Future Background PM Peak Hour

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	635	80	900	35
Future Volume (vph)	635	80	900	35
Lane Group Flow (vph)	694	0	1031	126
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		6	4
Permitted Phases		2	6	4
Detector Phase	2	6	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.0	29.0	23.0
Total Split (s)	67.0	67.0	67.0	23.0
Total Split (%)	74.4%	74.4%	74.4%	25.6%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		7.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	Max
w/c Ratio	0.70	0.85	0.85	0.20
Control Delay	18.5	18.8	10.7	
Queue Delay	0.1	0.0	0.0	
Total Delay	18.5	18.8	10.7	
Queue Length 50th (m)	86.2	30.5	4.5	
Queue Length 95th (m)	89.4	29.9	20.0	
Internal Link Dist (m)	133.4	99.2	137.8	
Turn Bay Length (m)				
Base Capacity (vph)	1296	1564	626	
Starvation Cap Reductn	0	0	0	
Spillback Cap Reductn	34	0	1	
Storage Cap Reductn	0	0	0	
Reduced w/c Ratio	0.57	0.66	0.20	



2343 Eglinton Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

1: Blackthorn Ave & Eglington Ave West

Future Background PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↰	↰	↰	↰
Traffic Volume (vph)	635	25	80	900	35	85
Future Volume (vph)	635	25	80	900	35	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			7.0	5.0	
Lane Util. Factor	1.00			0.95	1.00	
Frpb, ped/bikes	0.99			1.00	0.97	
Flt	0.99			1.00	0.90	
Flt Protected	1.00			1.00	0.99	
Satd. Flow (prot)	1821			3499	1639	
Flt Permitted	1.00			0.67	0.99	
Satd. Flow (perm)	1821			2358	1639	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	668	26	84	947	37	89
RTOR Reduction (vph)	2	0	0	0	58	0
Lane Group Flow (vph)	692	0	0	1031	68	0
Confl. Peds. (#/hr)		85	85			10
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	48.8			46.8	31.2	
Effective Green, g (s)	48.8			46.8	31.2	
Actuated g/C Ratio	0.34			0.52	0.35	
Clearance Time (s)	5.0			7.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	987			1226	568	
v/s Ratio Prot	0.38			c0.04		
v/s Ratio Perm				c0.44		
v/c Ratio	0.70			0.84	0.12	
Uniform Delay, d1	15.2			18.4	20.0	
Progression Factor	1.00			0.68	1.00	
Incremental Delay, d2	4.1			6.5	0.4	
Delay (s)	19.4			19.0	20.5	
Level of Service	B			B	C	
Approach Delay (s)	19.4			19.0	20.5	
Approach LOS	B			B	C	
Intersection Summary						
HCM 2000 Control Delay	19.2			HCM 2000 Level of Service		
HCM 2000 Volume to Capacity ratio	0.55			B		
Actuated Cycle Length (s)	90.0			Sum of lost time (s)		
Intersection Capacity Utilization	90.7%			12.0		
Analysis Period (min)	15			E		
Critical Lane Group						

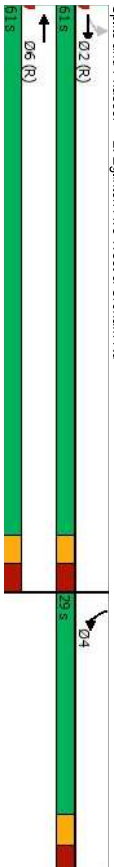
2343 Eglington Ave W

Synchro 11 Report
FB (Future Network).syn

Queues

2: Eglington Ave West & Croham Rd

Future Background PM Peak Hour

	↘	→	←	↗
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↰	↰	↰	↰
Traffic Volume (vph)	30	690	965	0
Future Volume (vph)	30	690	965	0
Lane Group Flow (vph)	31	711	1005	15
Turn Type	Perm	NA	NA	Prot
Protected Phases		2	6	4
Permitted Phases	2			
Detector Phase	2	2	6	4
Switchover Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	28.0
Total Split (s)	61.0	61.0	61.0	29.0
Total Spilt (%)	67.8%	67.8%	67.8%	32.2%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
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 Optimizer?				
Recall Mode				
v/c Ratio	0.17	0.77	0.58	0.02
Control Delay	6.0	11.8	17.0	0.1
Queue Delay	0.0	0.2	0.2	0.0
Total Delay	6.0	12.0	17.2	0.1
Queue Length 50th (m)	0.9	19.8	63.6	0.0
Queue Length 95th (m)	m1.9	28.8	62.2	0.0
Internal Link Dist (m)		99.2	28.2	97.8
Turn Bay Length (m)	20.0			
Base Capacity (vph)	232	1138	2139	646
Starvation Cap Reductn	0	54	411	0
Spillover Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.66	0.58	0.02
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 29 (32%), Referenced to phase 2:EBTL and 6:WBT, Start of Green				
Natural Cycle: 60				
Control Type: Actuated-Coordinated				
m Volume for 95th percentile queue is metered by upstream signal.				
Splits and Phases: 2: Eglington Ave West & Croham Rd				
				

2343 Eglington Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

Future Background PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↵	↵↵		↵	
Traffic Volume (vph)	30	690	965	10	0	15
Future Volume (vph)	30	690	965	10	0	15
Ideal Flow (vphpl)	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	0.95	1.00	1.00	
Frbp. ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	0.99	1.00	1.00		1.00	
Flt Protected	1.00	1.00	1.00		0.86	
Satd. Flow (prot)	1790	1863	3498		1536	
Flt Permitted	0.20	1.00	1.00		1.00	
Satd. Flow (perm)	380	1863	3498		1536	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	31	711	995	10	0	15
RTOR Reduction (vph)	0	0	1	0	9	0
Lane Group Flow (vph)	31	711	1004	0	6	0
Confl. Peds. (#/hr)	20			20	5	
Heavy Vehicles (%)	0%	2%	3%	0%	0%	7%
Turn Type	Perm	NA	NA	NA	Prot	
Protected Phases		2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	44.4	44.4	44.4		33.6	
Effective Green, g (s)	44.4	44.4	44.4		33.6	
Actuated g/C Ratio	0.49	0.49	0.49		0.37	
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)	187	919	1725		573	
v/s Ratio Prot		c0.38	0.29		c0.00	
v/s Ratio Perm	0.08					
v/c Ratio	0.17	0.77	0.58		0.01	
Uniform Delay, d1	12.6	18.7	16.2		17.7	
Progression Factor	0.43	0.35	1.00		1.00	
Incremental Delay, d2	1.7	5.5	1.4		0.0	
Delay (s)	12.1	12.1	17.6		17.8	
Level of Service	A	B	B		B	
Approach Delay (s)	11.8	17.6			17.8	
Approach LOS	B	B	B		B	
Intersection Summary						
HCM 2000 Control Delay	15.2			HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio	0.44					
Actuated Cycle Length (s)	90.0			Sum of lost time (s)		12.0
Intersection Capacity Utilization	50.5%			ICU Level of Service		A
Analysis Period (min)	15					
Critical Lane Group						

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

Future Background PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩	↩	↩	↩↩	↩	↩
Traffic Volume (veh/h)	685	5	10	935	40	20
Future Volume (veh/h)	685	5	10	935	40	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	699	5	10	954	41	20
Pedestrians					65	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median Type	None			None		
Median storage (veh)						
Upstream signal (m)	52			107		
PX, platoon unblocked			0.68		0.68	0.68
VC, conflicting volume			769		1264	766
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol			422		1151	419
IC, single (s)			4.1		6.8	6.9
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.3
p0 queue free %			99		66	95
CM capacity (veh/h)			736		122	378
Direction, Lane #						
Volume Total	EB 1	WB 1	WB 2	NB 1		
Volume Left	0	10	0	41		
Volume Right	5	0	0	20		
CSH	1700	736	1700	157		
Volume to Capacity	0.41	0.01	0.37	0.39		
Queue Length 95th (m)	0.0	0.3	0.0	13.4		
Control Delay (s)	0.0	0.5	0.0	41.9		
Lane LOS		A		E		
Approach Delay (s)	0.0	0.2		41.9		
Approach LOS		E		E		
Intersection Summary						
Average Delay	1.6			ICU Level of Service		A
Intersection Capacity Utilization	46.5%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
FB (Future Network).syn

4: Eglinton Ave West & Sanderstead Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		🔴⬆️			🔴➡️			🔴⬆️				
Traffic Volume (veh/h)	15	655	35	5	945	30	0	0	0	0	0	0
Future Volume (Veh/h)	15	655	35	5	945	30	0	0	0	0	0	0
Sign Control		Free			Free		Stop		0	0	Stop	0%
Grade		0%			0%		0%				0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	682	36	5	984	31	0	0	0	0	0	0
Pedestrians											15	
Lane Width (m)											0.0	
Walking Speed (m/s)											1.2	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)		93			67							
px, platoon unblocked	0.68				0.67	0.84	0.84	0.67	0.84	0.84	0.84	0.68
vc, conflicting volume	1030				718	1742	1772	700	1756	1774	1014	
vc1, stage 1 conf vol												
vc2, stage 2 conf vol												
vcU, unblocked vol	805				338	917	953	312	935	956	782	
IC, single (s)	4.1				4.1	7.1	6.5	6.2	7.1	6.5	6.2	
IC, 2 stage (s)												
IF (s)	2.2				2.2	3.5	4.0	3.3	3.5	4.0	3.3	
pQ queue free %	97				99	100	100	100	100	100	100	
cM capacity (veh/h)	560				829	207	210	494	202	210	269	
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	734	1020	0									
Volume Left	16	5	0									
Volume Right	36	31	0									
cSH	560	829	1700									
Volume to Capacity	0.03	0.01	0.00									
Queue Length 95th (m)	0.7	0.1	0.0									
Control Delay (s)	0.8	0.2	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	0.8	0.2	0.0									
Approach LOS			A									
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			57.4%			ICU Level of Service				B		
Analysis Period (min)			15									

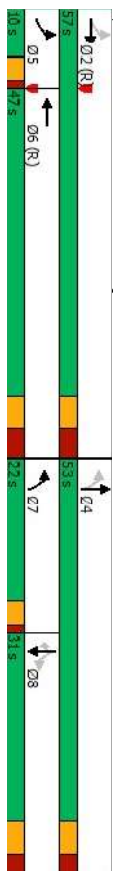
5: Caledonia Road & Eglinton Ave West

[illegible]

Natural Cycle: 85

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

Splits and Phases: 5: Caledonia Road & Eglington Ave West



HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Future Background PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	360	185	0	400	15	295	335	40	20	300	285
Future Volume (vph)	110	360	185	0	400	15	295	335	40	20	300	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flt/bp. ped/bikes	1.00	0.92	1.00	1.00	1.00	0.97	1.00	0.78	1.00	1.00	0.87	1.00
Flt	1.00	0.95			1.00		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	1774	1623			1809		1777	1784	1683	1574	1683	1244
Flt Permitted	0.29	1.00			1.00		0.23	1.00	0.53	1.00	1.00	0.53
Satd. Flow (perm)	539	1623			1809		430	1784	880	1863	1244	1683
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	115	375	193	0	417	16	307	349	42	21	312	297
RTOR Reduction (vph)	0	16	0	0	1	0	0	4	0	0	0	211
Lane Group Flow (vph)	115	552	0	0	432	0	307	387	0	21	313	86
Confl. Peds. (#/hr)	40		105	105		40	75		80	80		75
Confl. Bikes (#/hr)			5									
Heavy Vehicles (%)	1%	3%	1%	0%	4%	8%	0%	2%	3%	0%	2%	1%
Turn Type	pm+pt	NA			NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2			6		7	4		8		8
Actuated Green, G (s)	50.0	50.0			38.7		45.0	45.0		22.0	22.0	22.0
Effective Green, g (s)	50.0	50.0			38.7		45.0	45.0		22.0	22.0	22.0
Actuated g/C Ratio	0.45	0.45			0.35		0.41	0.41		0.20	0.20	0.20
Clearance Time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Gap Cap (vph)	326	737			636		408	729		176	372	248
v/s Ratio Prot	0.02	c0.34			0.24		c0.13	0.22		c0.17		
v/s Ratio Perm	0.14						0.18			0.02		0.07
v/c Ratio	0.35	0.75			0.68		0.75	0.53		0.12	0.84	0.35
Uniform Delay, d1	19.3	24.8			30.4		24.8	24.5		36.1	42.3	37.8
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7	6.9			5.8		7.7	0.7		0.3	15.7	0.8
Delay (s)	19.9	31.7			36.1		32.4	25.3		36.4	58.0	38.7
Level of Service	B	C			D		C	C		D	E	D
Approach Delay (s)		29.7			36.1			28.4			48.2	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay		35.2			HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		110.0			Sum of lost time (s)					23.0		
Intersection Capacity Utilization		81.1%			ICU Level of Service					D		
Analysis Period (min)		15										
Critical Lane Group												

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

6: McRoberts Ave/Snyder Ave & Eglington Ave West

Future Background PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	395	15	80	415	15	0	20	70	0	0	0
Future Volume (veh/h)	10	395	15	80	415	15	0	20	70	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	411	16	83	432	16	0	21	73	0	0	0
Pedestrians			5					50			20	
Lane Width (m)			3.6					3.6			0.0	
Walking Speed (m/s)			1.2					1.2			1.2	
Percent Blockage			0					4			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)		104										
px, platoon unblocked				0.76		0.76	0.76	0.76	0.76	0.76		
vc, conflicting volume	468			477		876	1123	469	1148	1123		249
vc1, stage 1 conf vol												
vc2, stage 2 conf vol												
vcU, unblocked vol												
IC, single (s)	4.1			4.1		7.5	6.5	6.9	7.5	6.5	6.5	6.9
IC, 2 stage (s)												
IF (s)	2.2			2.2		3.5	4.0	3.3	3.5	4.0	3.3	4.0
p0 queue free %	99			92		100	87	89	100	100	100	100
cm Capacity (veh/h)	1104			1047		223	162	641	103	162	754	
Direction, Lane #												
Volume Total	EB 1	WB 1	WB 2	NB 1								
Volume Left	437	299	232	94								
Volume Right	16	83	0	0								
CSH	1104	1047	1700	386								
Volume to Capacity	0.01	0.08	0.14	0.24								
Queue Length 95th (m)	0.2	2.1	0.0	7.5								
Control Delay (s)	0.3	3.0	0.0	17.3								
Lane LOS	A	A		C								
Approach Delay (s)	0.3	1.7		17.3								
Approach LOS				C								
Intersection Summary												
Average Delay		2.5								A		
Intersection Capacity Utilization		52.1%										
Analysis Period (min)		15										

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

7: Gilbert Ave & West Site Access

Future Background PM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	55	10	0	15
Future Volume (veh/h)	5	5	55	10	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	7	7	80	14	0	22
Pedestrians	10					
Lane Width (m)	3.6					3.6
Walking Speed (m/s)	1.2					1.2
Percent Blockage						0
Right turn flare (veh)						
Median storage (veh)			None			None
Upstream signal (m)						
PX, platoon unblocked						
VC, conflicting volume					104	
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol		124	97		104	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)						
IF (s)		3.5	3.3		2.2	
p0 queue free %		99	99		100	
CM capacity (veh/h)		865	957		1488	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	14	94	22			
Volume Left	7	0	0			
Volume Right	7	14	0			
CSH	908	1700	1488			
Volume to Capacity	0.02	0.06	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		16.4%		ICU Level of Service		A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Future Background PM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	30	15	650	470	15
Future Volume (veh/h)	20	30	15	650	470	15
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	31	16	677	490	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median storage (veh)			None		None	
Upstream signal (m)						48
PX, platoon unblocked	0.84	0.84	0.84			
VC, conflicting volume	1207	498	506			
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	1150	304	314			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	88	95	98			
CM capacity (veh/h)	182	620	1054			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	52	693	506			
Volume Left	21	16	0			
Volume Right	31	0	16			
CSH	315	1054	1700			
Volume to Capacity	0.17	0.02	0.30			
Queue Length 95th (m)	4.7	0.4	0.0			
Control Delay (s)	18.7	0.4	0.0			
Lane LOS	C	A				
Approach Delay (s)	18.7	0.4	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			56.3%		ICU Level of Service	B
Analysis Period (min)			15			

2343 Eglington Ave W

Synchro 11 Report
FB (Future Network).syn

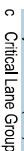
1: Blackthorn Ave & Eglinton Ave West

Control Type: Actuated-Coordinated
$$\rightarrow \sigma_2(B)$$


1: Blackthorn Ave & Eglington Ave West

Intersection Summary

Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
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2: Eglinton Ave West & Croham Rd

↘
↓
↑

Control Type: Actuated-Coordinated

2: Eglinton Ave West & Croham Rd

Intersection Summary

Activated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.3%	IOU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Future Total AM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	660	10	10	645	15	15
Future Volume (veh/h)	660	10	10	645	15	15
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	710	11	11	694	16	16
Pedestrians					55	16
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median Type	None			None		
Median storage (veh)						
Upstream signal (m)	52			107		
PX, platoon unblocked			0.78		0.78	0.78
VC, conflicting volume			776		1140	770
WC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol			570		1037	563
IC, single (s)			4.1		6.8	7.2
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.4
p0 queue free %			99		91	95
CM capacity (veh/h)			752		169	329
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	721	242	463	32		
Volume Left	0	11	0	16		
Volume Right	11	0	0	16		
CSH	1700	752	1700	223		
Volume to Capacity	0.42	0.01	0.27	0.14		
Queue Length 95th (m)	0.0	0.4	0.0	3.9		
Control Delay (s)	0.0	0.6	0.0	23.8		
Lane LOS	A	C		C		
Approach Delay (s)	0.0	0.2		23.8		
Approach LOS		C		C		
Intersection Summary						
Average Delay		0.6				
Intersection Capacity Utilization		45.4%		ICU Level of Service		A
Analysis Period (min)		15				

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

4: Eglington Ave West & Sanderstead Ave

Future Total AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	660	0	0	655	15	0	0	0	0	0	0
Future Volume (veh/h)	15	660	0	0	655	15	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	742	0	0	736	17	0	0	0	0	0	0
Pedestrians							20					
Lane Width (m)							3.6					
Walking Speed (m/s)							1.2					
Percent Blockage							2					
Right turn flare (veh)												
Median Type	None			None								
Median storage (veh)												
Upstream signal (m)		93			67							
PX, platoon unblocked	0.71			0.78		0.82	0.82	0.78	0.82	0.82	0.82	0.71
VC, conflicting volume	753			762		1540	1549	762	1520	1540	744	
WC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	446			549		936	946	549	911	936	434	
IC, single (s)	4.2			4.1		7.1	6.5	6.2	7.1	6.5	6.2	
IC, 2 stage (s)												
IF (s)	2.3			2.2		3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	98			100		100	100	100	100	100	100	
CM capacity (veh/h)	768			787		194	208	412	205	211	444	
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	759	733	0									
Volume Left	17	0	0									
Volume Right	0	17	0									
CSH	768	1700	1700									
Volume to Capacity	0.02	0.44	0.00									
Queue Length 95th (m)	0.5	0.0	0.0									
Control Delay (s)	0.6	0.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	0.6	0.0	0.0									
Approach LOS		A										
Intersection Summary												
Average Delay		0.3										
Intersection Capacity Utilization		50.1%		ICU Level of Service								A
Analysis Period (min)		15										

2343 Eglington Ave W

Synchro 11 Report
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Queues

5: Caledonia Road & Eglington Ave West

Future Total AM Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	110	405	385	175	485	35	425	110
Future Volume (vph)	110	405	385	175	485	35	425	110
Lane Group Flow (vph)	120	588	445	190	588	38	462	120
Turn Type	pm+pt	NA	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	6	7	4	8	8	8
Detector Phase	2	5	2	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	6.0	27.0	5.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	35.0	35.0	10.0	27.0	27.0	27.0	27.0
Total Split (s)	11.0	47.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	10.0%	42.7%	32.7%	10.0%	57.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	4.0	4.0	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	8.0	8.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.36	0.76	0.75	0.83	0.81	0.27	0.82	0.25
Control Delay	27.0	42.2	43.5	48.8	36.9	31.6	47.1	4.8
Queue Delay	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	44.0	43.5	48.8	36.9	31.6	47.1	4.8
Queue Length 50th (m)	17.6	108.2	88.7	26.8	115.8	6.5	96.3	0.0
Queue Length 95th (m)	35.9	#191.6	#168.1	#44.9	139.5	14.4	120.5	10.4
Internal Link Dist (m)		42.7	79.6		24.4		186.8	
Turn Bay Length (m)	75.0			40.0		20.0		
Base Capacity (vph)	337	782	595	230	925	186	754	593
Starvation Cap Reductn	0	78	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.85	0.75	0.83	0.65	0.20	0.61	0.20

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 22.5 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

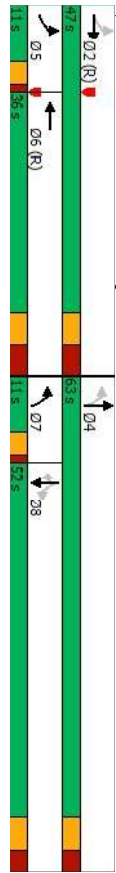
Natural Cycle: 85

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Caledonia Road & Eglington Ave West



2343 Eglington Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Future Total AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	405	145	0	385	25	175	485	65	35	425	110
Future Volume (vph)	110	405	145	0	385	25	175	485	65	35	425	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb. ped/bikes	1.00	0.97	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00	0.79	
Frb. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb. ped/bikes	1.00	0.96	1.00	0.99	1.00	0.98	1.00	0.98	1.00	1.00	0.85	
Flt Protected	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1730	1694	1694	1755	1719	1811	1719	1811	1719	1845	1265	1265
Flt Permitted	0.26	1.00	1.00	1.00	0.19	1.00	0.25	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	475	1694		1755	340	1811	457	1845	1265			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	440	158	0	418	27	190	527	71	38	462	120
RTOR Reduction (vph)	0	10	0	0	2	0	0	5	0	0	0	83
Lane Group Flow (vph)	120	588	0	0	443	0	190	583	0	38	462	37
Confl. Peds. (#/hr)	20		55	55		20	70		25	25		70
Heavy Vehicles (%)	4%	4%	4%	0%	6%	22%	5%	2%	2%	3%	3%	1%
Turn Type	pm+pt	NA	NA	NA	NA	pm+pt	NA	NA	NA	Perm	NA	Perm
Protected Phases	5	2			6		7	4			8	8
Permitted Phases	2						4			8		8
Actuated Green, G (s)	50.2	50.2			37.2		44.8	44.8		33.6	33.6	33.6
Effective Green, g (s)	50.2	50.2			37.2		44.8	44.8		33.6	33.6	33.6
Actuated g/C Ratio	0.46	0.46			0.34		0.41	0.41		0.31	0.31	0.31
Clearance Time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	319	773			593		228	737		139	563	386
v/s Ratio Prot	0.03	c0.35			0.25		c0.33			0.08		0.25
v/s Ratio Perm	0.14						c0.28			0.08		0.03
v/c Ratio	0.38	0.76			0.75		0.83	0.80		0.27	0.82	0.09
Uniform Delay, d1	19.5	24.9			32.2		26.9	28.7		28.9	35.4	27.3
Progression Factor	1.41	1.39			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	5.9			8.4		22.2	6.4		1.1	9.3	0.1
Delay (s)	28.2	40.5			40.6		49.0	35.1		30.0	44.7	27.4
Level of Service	C	D			D		D	D		C	D	C
Approach Delay (s)												
Approach LOS	D				D		D	D		D		D

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Capacity ratio

Actuated Cycle Length (s)

Intersection Capacity Utilization

Analysis Period (min)

c Critical Lane Group

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis6: McRoberts Ave/Snyder Ave & Eglington Ave West

Future Total AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	15	480	10	45	400	10	10	15	50	0	0	0
Future Volume (Veh/h)	15	480	10	45	400	10	10	15	50	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	516	11	48	430	11	11	16	54	0	0	0
Pedestrians								20			20	
Lane Width (m)								3.6			0.0	
Walking Speed (m/s)								1.2			1.2	
Percent Blockage								2			0	
Right turn flare (veh)												
Median type	None			None			None			None		
Median storage (veh)												
Upstream signal (m)	104			0.73			0.73			0.73		
pK, platoon unblocked				0.73			0.73			0.73		
VC, conflicting volume	461			547			894			1130		
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	461			199			660			995		
IC, single (s)	4.4			4.2			7.5			6.7		
IC, 2 stage (s)												
f (s)	2.3			2.2			3.5			4.1		
p0 queue free %	98			96			95			90		
c/d capacity (veh/h)	1016			977			238			157		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1								
Volume Total	543	263	226	81								
Volume Left	16	48	0	11								
Volume Right	11	0	11	54								
CSH	1016	977	1700	337								
Volume to Capacity	0.02	0.05	0.13	0.24								
Queue Length 95th (m)	0.4	1.2	0.0	7.4								
Control Delay (s)	0.4	2.0	0.0	19.0								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.4	1.1		19.0								
Approach LOS				C								
Intersection Summary												
Average Delay	2.1									A		
Intersection Capacity Utilization	49.1%			ICU Level of Service								
Analysis Period (min)	15											

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis7: Gilbert Ave & West Site Access

Future Total AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←		←		←	←
Traffic Volume (veh/h)	10	10	20	0	0	20
Future Volume (Veh/h)	10	10	20	0	0	20
Sign Control	Stop		Free		Free	Free
Grade	0%		0%		0%	0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	13	27	0	0	27
Pedestrians	5			5		
Lane Width (m)	3.6			3.6		
Walking Speed (m/s)	1.2			1.2		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked	64			32		
VC, conflicting volume				32		
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	64			32	32	
IC, single (s)	6.4			6.2	4.1	
IC, 2 stage (s)						
f (s)	3.5			3.3	2.2	
p0 queue free %	99			99	100	
cM capacity (veh/h)	939			1043	1587	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	26	27	27			
Volume Left	13	0	0			
Volume Right	13	0	0			
CSH	988	1700	1587			
Volume to Capacity	0.03	0.02	0.00			
Queue Length 95th (m)	0.6	0.0	0.0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	2.8			ICU Level of Service		
Intersection Capacity Utilization	14.9%			A		
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Future Total AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	5	10	675	545	25
Future Volume (veh/h)	50	5	10	675	545	25
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	52	5	10	703	568	26
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median Type			None	None		
Median storage (veh)						
Upstream signal (m)	0.77	0.77	0.77		48	
pk, platoon unblocked						
vc, conflicting volume	1304	581	594			
vc1, stage 1 conf vol						
vc2, stage 2 conf vol						
vcu, unblocked vol	1245	303	320			
tc, single (s)	6.4	6.2	4.1			
tc, 2 stage (s)						
tf (s)	3.5	3.3	2.2			
p0 queue free %	65	99	99			
cm capacity (veh/h)	147	562	961			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	713	594			
Volume Left	52	10	0			
Volume Right	5	0	26			
CSH	158	961	1700			
Volume to Capacity	0.36	0.01	0.35			
Queue Length 95th (m)	12.1	0.3	0.0			
Control Delay (s)	40.3	0.3	0.0			
Lane LOS	E	A				
Approach Delay (s)	40.3	0.3	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay	1.8			ICU Level of Service		A
Intersection Capacity Utilization	53.5%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
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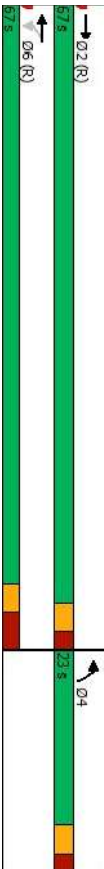
Queues

1: Blackthorn Ave & Eglington Ave West

Future Total PM Peak Hour

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	620	80	910	35
Future Volume (vph)	620	80	910	35
Lane Group Flow (vph)	679	0	1042	126
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		6	4
Permitted Phases		2	6	4
Detector Phase	2	6	6	4
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.0	29.0	23.0
Total Split (s)	67.0	67.0	67.0	23.0
Total Split (%)	74.4%	74.4%	74.4%	25.6%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		7.0	5.0
Lead/Lag				
Lead-Lag Optimizer?				
Recall Mode	C-Min	C-Min	C-Min	Max
w/c Ratio	0.68	0.84	0.20	
Control Delay	17.8	17.8	10.7	
Queue Delay	0.0	0.0	0.0	
Total Delay	17.8	17.8	10.7	
Queue Length 50th (m)	83.1	30.2	4.5	
Queue Length 95th (m)	86.0	28.7	20.0	
Internal Link Dist (m)	133.4	99.2	137.8	
Turn Bay Length (m)				
Base Capacity (vph)	1256	1592	623	
Starvation Cap Reductn	0	0	0	
Spillback Cap Reductn	36	0	1	
Storage Cap Reductn	0	0	0	
Reduced w/c Ratio	0.56	0.65	0.20	
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 22.5 (25%), Referenced to phase 2:EBT and 6:WBT.L, Start of Green				
Natural Cycle: 60				
Control Type: Actuated-Coordinated				

Splits and Phases: 1: Blackthorn Ave & Eglington Ave West



2343 Eglington Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

1: Blackthorn Ave & Eglinton Ave West

Future Total PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	↰
Traffic Volume (vph)	620	25	80	910	35	85
Future Volume (vph)	620	25	80	910	35	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			7.0	5.0	
Lane Util. Factor	1.00			0.95	1.00	
Frpb, ped/bikes	0.99			1.00	0.97	
Flt, ped/bikes	1.00			1.00	1.00	
Flt Protected	1.00			1.00	0.99	
Satd. Flow (prot)	1820			3499	1639	
Flt Permitted	1.00			0.68	0.99	
Satd. Flow (perm)	1820			2399	1639	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	653	26	84	958	37	89
RTOR Reduction (vph)	2	0	0	0	58	0
Lane Group Flow (vph)	677	0	0	1042	68	0
Confl. Peds. (#/hr)	85		85			10
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	49.0			47.0	31.0	
Effective Green, g (s)	49.0			47.0	31.0	
Actuated g/C Ratio	0.34			0.52	0.34	
Clearance Time (s)	5.0			7.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	990			1252	564	
v/s Ratio Prot	0.37			c0.43	c0.04	
v/s Ratio Perm						
v/c Ratio	0.68			0.83	0.12	
Uniform Delay, d1	14.9			18.2	20.2	
Progression Factor	1.00			0.66	1.00	
Incremental Delay, d2	3.8			6.0	0.4	
Delay (s)	18.7			18.1	20.6	
Level of Service	B			B	C	
Approach Delay (s)	18.7			18.1	20.6	
Approach LOS	B			B	C	
Intersection Summary						
HCM 2000 Control Delay	18.5			HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio	0.55					
Actuated Cycle Length (s)	90.0			Sum of lost time (s)		12.0
Intersection Capacity Utilization	90.2%			ICU Level of Service		E
Analysis Period (min)	15					
Critical Lane Group						

2343 Eglinton Ave W

Synchro 11 Report
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Queues

2: Eglinton Ave West & Croham Rd

Future Total PM Peak Hour

	↘	→	←	↙
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↰	↰	↰	↰
Traffic Volume (vph)	30	675	975	0
Future Volume (vph)	30	675	975	0
Lane Group Flow (vph)	31	666	1015	15
Turn Type	Perm	NA	NA	Prot
Protected Phases		2	6	4
Permitted Phases	2			
Detector Phase	2	2	6	4
Switchover Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	28.0
Total Split (s)	61.0	61.0	61.0	29.0
Total Spilt (%)	67.8%	67.8%	67.8%	32.2%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
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 Optimizer?				
Recall Mode				
v/c Ratio	0.18	0.77	0.60	0.02
Control Delay	6.8	12.5	17.7	0.1
Queue Delay	0.0	0.1	0.2	0.0
Total Delay	6.6	12.7	17.9	0.1
Queue Length 50th (m)	0.9	21.0	66.1	0.0
Queue Length 95th (m)	m2.0	29.5	64.1	0.0
Internal Link Dist (m)		99.2	28.2	97.8
Turn Bay Length (m)	20.0			
Base Capacity (vph)	223	1138	2139	656
Starvation Cap Reductn	0	53	389	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.64	0.58	0.02
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 29 (32%), Referenced to phase 2:EBTL and 6:WBT, Start of Green				
Natural Cycle: 60				
Control Type: Actuated-Coordinated				
m Volume for 95th percentile queue is metered by upstream signal.				
Splits and Phases: 2: Eglinton Ave West & Croham Rd				

2343 Eglinton Ave W

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis

2: Eglington Ave West & Croham Rd

Future Total PM Peak Hour

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	675	975	10	0	15
Future Volume (vph)	30	675	975	10	0	15
Ideal Flow (vphpl)	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	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	1.00		0.86	
Frt	1.00	1.00	1.00		1.00	
Flt Protected	0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1791	1863	3498		1536	
Flt Permitted	0.19	1.00	1.00		1.00	
Satd. Flow (perm)	366	1863	3498		1536	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	31	696	1005	10	0	15
RTOR Reduction (vph)	0	0	1	0	9	0
Lane Group Flow (vph)	31	696	1014	0	6	0
Confl. Peds. (#/hr)	20			20	5	
Heavy Vehicles (%)	0%	2%	3%	0%	0%	7%
Turn Type	Perm	NA	NA	NA	Prot	
Protected Phases		2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	43.6	43.6	43.6		34.4	
Effective Green, g (s)	43.6	43.6	43.6		34.4	
Actuated g/C Ratio	0.48	0.48	0.48		0.38	
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)	177	902	1694		587	
v/s Ratio Prot		c0.37	0.29		c0.00	
v/s Ratio Perm	0.08					
v/c Ratio	0.18	0.77	0.60		0.01	
Uniform Delay, d1	13.1	19.1	16.8		17.2	
Progression Factor	0.45	0.38	1.00		1.00	
Incremental Delay, d2	1.9	5.6	1.6		0.0	
Delay (s)	7.7	12.9	18.4		17.3	
Level of Service	A	B	B		B	
Approach Delay (s)	12.7	18.4			17.3	
Approach LOS	B	B			B	
Intersection Summary						
HCM 2000 Control Delay	16.0			HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio	0.44					
Actuated Cycle Length (s)	90.0			Sum of lost time (s)		12.0
Intersection Capacity Utilization	49.7%			ICU Level of Service		A
Analysis Period (min)	15					
Critical Lane Group						

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

3: Gilbert Ave & Eglington Ave West

Future Total PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	670	5	10	945	40	20
Future Volume (veh/h)	670	5	10	945	40	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	684	5	10	964	41	20
Pedestrians					65	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median Type	None			None		
Median storage (veh)						
Upstream signal (m)	52		0.68	107	0.68	0.68
px, platoon unblocked					754	1254
vc, conflicting volume						752
vc1, stage 1 conf vol						
vc2, stage 2 conf vol						
VCu, unblocked vol			410	1140	406	
IC, single (s)			4.1		6.8	6.9
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.3
p0 queue free %			99		67	95
cm capacity (veh/h)			751		125	388
Direction, Lane #						
Volume Total	EB 1	WB 1	WB 2	NB 1		
Volume Left	0	10	0	41		
Volume Right	5	0	0	20		
CSH	1700	751	1700	161		
Volume to Capacity	0.41	0.01	0.38	0.38		
Queue Length 95th (m)	0.0	0.3	0.0	13.0		
Control Delay (s)	0.0	0.5	0.0	40.4		
Lane LOS		A		E		
Approach Delay (s)	0.0	0.2		40.4		
Approach LOS			E			
Intersection Summary						
Average Delay	1.5			ICU Level of Service		A
Intersection Capacity Utilization	45.7%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
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4: Eglinton Ave West & Sanderstead Ave

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5: Caledonia Road & Eglinton Ave West

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HCM Signalized Intersection Capacity Analysis

5: Caledonia Road & Eglington Ave West

Future Total PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	360	205	0	395	15	305	345	35	20	330	285
Future Volume (vph)	110	360	205	0	395	15	305	345	35	20	330	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	8.0			8.0		4.0	7.0		7.0		7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fltb. ped/bikes	1.00	0.92			1.00		1.00	0.98		1.00	1.00	0.78
Fltb. ped/bikes	0.99	1.00			1.00		0.99	1.00		0.87	1.00	1.00
Flt	1.00	0.95			1.00		1.00	0.99		1.00	1.00	0.85
Flt/Protected	0.95	1.00			1.00		0.95	1.00		1.00	1.00	1.00
Satd. Flow (prot)	1774	1608			1808		1788	1796		1576	1683	1244
Flt Permitted	0.29	1.00			1.00		0.19	1.00		0.53	1.00	1.00
Satd. Flow (perm)	537	1608			1808		361	1796		877	1863	1244
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	115	375	214	0	411	16	318	359	36	21	344	297
RTOR Reduction (vph)	0	19	0	0	1	0	0	3	0	0	0	205
Lane Group Flow (vph)	115	570	0	0	426	0	318	392	0	21	344	92
Confl. Peds. (#/hr)	40		105	105		40	75		80	80		75
Confl. Bikes (#/hr)			5									
Heavy Vehicles (%)	1%	3%	1%	0%	4%	8%	0%	2%	3%	0%	2%	1%
Turn Type	pm+pt	NA			NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2			6		7	4		8		8
Actuated Green, G (s)	48.5	48.5			37.9		46.5	46.5		22.9	22.9	22.9
Effective Green, g (s)	48.5	48.5			37.9		46.5	46.5		22.9	22.9	22.9
Actuated G/C Ratio	0.44	0.44			0.34		0.42	0.42		0.21	0.21	0.21
Clearance Time (s)	4.0	8.0			8.0		4.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Gap Cap (vph)	310	708			622		406	759		182	387	258
W/S Ratio Prot	0.02	c0.35			0.24		c0.14	0.22		c0.18		0.07
W/S Ratio Perm	0.14				0.19					0.02		0.07
W/C Ratio	0.37	0.81			0.68		0.78	0.52		0.12	0.89	0.36
Uniform Delay, d1	20.1	26.7			30.9		24.3	23.4		35.3	42.3	37.2
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	9.5			6.0		9.5	0.6		0.3	21.1	0.8
Delay (s)	20.9	36.1			36.9		33.8	24.0		35.6	63.4	38.1
Level of Service	C	D			D		C	C		D	E	D
Approach Delay (s)		33.6			36.9			28.4			51.2	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay		37.3			HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		110.0			Sum of lost time (s)					23.0		
Intersection Capacity Utilization		83.8%			ICU Level of Service					E		
Analysis Period (min)		15										
c Critical Lane Group												

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

6: McRoberts Ave/Snyder Ave & Eglington Ave West

Future Total PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	390	15	80	410	35	0	20	70	0	0	0
Future Volume (veh/h)	10	390	15	80	410	35	0	20	70	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	406	16	83	427	36	0	21	73	0	0	0
Pedestrians			5					50				
Lane Width (m)			3.6					3.6			0.0	
Walking Speed (m/s)			1.2					1.2			1.2	
Percent Blockage			0					4			0	
Right turn flare (veh)												
Median Type		None			None							
Median storage (veh)												
Upstream signal (m)		104										
px, platoon unblocked					0.76		0.76	0.76	0.76	0.76		
vc, conflicting volume	483				472		868	1133	464	1148	1123	256
vc1, stage 1 conf vol												
vc2, stage 2 conf vol	483				144		667	1016	133	1036	1003	256
vcU, unblocked vol												
IC, single (s)	4.1				4.1		7.5	6.5	6.9	7.5	6.5	6.9
IC, 2 stage (s)												
IF (s)	2.2				2.2		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99				92		100	87	89	100	100	100
CM capacity (veh/h)	1090				1054		228	159	652	103	162	746
Direction, Lane #												
Volume Total	EB 1	WB 1	WB 2	NB 1								
Volume Left	10	83	0	0								
Volume Right	16	0	36	73								
CSH	1090	1054	1700	385								
Volume to Capacity	0.01	0.08	0.15	0.24								
Queue Length 95th (m)	0.2	2.0	0.0	7.6								
Control Delay (s)	0.3	3.0	0.0	17.3								
Lane LOS	A	A		C								
Approach Delay (s)	0.3	1.6		17.3								
Approach LOS				C								
Intersection Summary												
Average Delay		2.5								A		
Intersection Capacity Utilization		52.4%										
Analysis Period (min)		15										

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

7: Gilbert Ave & West Site Access

Future Total PM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	55	0	0	15
Future Volume (veh/h)	5	5	55	0	0	15
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	7	7	80	0	0	22
Pedestrians	10		5			
Lane Width (m)	3.6		3.6			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type	None		None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	117	90			90	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	117	90			90	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	873	965			1505	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	14	80	22			
Volume Left	7	0	0			
Volume Right	7	0	0			
cSH	917	1700	1505			
Volume to Capacity	0.02	0.05	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	1.1		ICU Level of Service		A	
Intersection Capacity Utilization	16.2%					
Analysis Period (min)	15					

2343 Eglington Ave W

Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis

8: Caledonia Road & East Site Access

Future Total PM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	5	20	650	470	65
Future Volume (veh/h)	35	5	20	650	470	65
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	36	5	21	677	490	68
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None		None	
Median storage (veh)						
Upstream signal (m)					48	
pX, platoon unblocked	0.82	0.82	0.82			
VC, conflicting volume	1243	524	558			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1186	309	351			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	79	99	98			
cM capacity (veh/h)	169	603	999			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	41	698	558			
Volume Left	36	21	0			
Volume Right	5	0	68			
cSH	185	999	1700			
Volume to Capacity	0.22	0.02	0.33			
Queue Length 95th (m)	6.5	0.5	0.0			
Control Delay (s)	29.9	0.6	0.0			
Lane LOS	D	A				
Approach Delay (s)	29.9	0.6	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay	1.2		ICU Level of Service		B	
Intersection Capacity Utilization	60.3%					
Analysis Period (min)	15					

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Synchro 11 Report
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