

Our ref: 12674436

25 June 2026

1000989284 Ontario Inc.
c/o Ms. Jennifer Ailey
R.W. Tomlinson Limited
100 CitiGate Drive
Ottawa, ON
K2J 6K7

Traffic Impact Study Addendum – Elmwood Subdivision

Dear Ms. Ailey,

1. Introduction

Following the completion of a Traffic Impact Study (TIS) report dated August 26, 2025 for a proposed residential development – known as the Elmwood Subdivision – in the southeast area of the Town of Gananoque, Ontario, GHD was retained by 1000989284 Ontario Inc. to prepare an addendum to the original TIS report based on a newer proposed unit mix and number.

1.1 Proposed Subdivision Plan Changes

While the previous subdivision plan included 77 single-detached homes with proposed connections to Elmwood Drive and John Street, the latest subdivision plan proposes instead 66 single-detached homes, 23 street townhouse units, and 12-14 cluster townhouse units, with connections to each of Elmwood Drive, John Street and Arthur Street. The new connection to Arthur Street will allow for a continuous link between both disconnected ends of Arthur Street in existing conditions. In addition, the latest subdivision plan includes a minor extension of Street Two towards the northeast, along with an associated re-design of the cul-de-sac located at the end of Street Two.

The revised subdivision plan is attached in **Appendix A**.

2. Updated Trip Generation

As a result of modifications to the proposed subdivision plan, an updated trip generation analysis has been completed and is provided below in this section.

The projected subdivision trips for the AM and PM peak hours were estimated based on trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The fitted curved equations for Single-Family Detached Housing (Land Use Code 210) and Multifamily Housing (Low-Rise) (Land Use Code 220) were used to estimate site-generated trips for the single-detached homes and

cluster townhouse units, while the average rates for Single-Family Attached Housing (Land Use Code 215) were used to estimate trips for the street townhouse units (the fitted curve equations were not used in this case due to yielding a negative number of trips in the AM peak hour).

The results of the trip generation analysis are presented in **Table 1**.

Table 1 Trip Generation Analysis - AM and PM Peak Hour

Land Use	Land Use Code	Total Units	Fitted Curve Equation / Average Rate	%Enter	%Exit	Total	Enter	Exit
AM Peak Hour								
Single-Family Detached Housing	210	66	$T = 0.67(X) + 5.59$	27%	73%	50	13	37
Single-Family Attached Housing	215	23	$T = 0.47(X)$	25%	75%	11	3	8
Multifamily Housing (Low-Rise)	220	14	$T = 0.35(X) + 12.93$	24%	76%	18	4	14
Total Trips						79	20	59
PM Peak Hour								
Single-Family Detached Housing	210	66	$\ln(T) = 0.92 \ln(X) + 0.33$	62%	38%	66	41	25
Single-Family Attached Housing	215	23	$T = 0.51(X)$	57%	43%	12	7	5
Multifamily Housing (Low-Rise)	220	14	$T = 0.48(X) + 7.35$	62%	38%	14	9	5
Total Trips						92	57	35

As shown in **Table 1**, the development is forecasted to generate a total of 79 additional trips in the AM peak hour and 92 trips in the PM peak hour.

3. Trip Distribution and Assignment

The trip distribution and assignment patterns were retained from the original TIS report. Although the updated subdivision plan introduces an additional access point at Arthur Street, all external network trips utilizing this connection would still be required to travel on Elmwood Drive to/from the main east-west road within the study area – King Street East. Therefore, the trip distribution assumptions established in the original TIS report remain applicable. These trip distribution assumptions are presented below again in **Table 2**.

Table 2 Elmwood Subdivision Trip Distribution

Street (Source)	AM IN	AM OUT	PM IN	PM OUT
To/from East	54%	55%	55%	52%
To/from West	46%	45%	45%	48%

Based on the trip distribution from **Table 2**, the subdivision-generated trips were subsequently assigned to the study area intersections as shown in **Figure 1**.

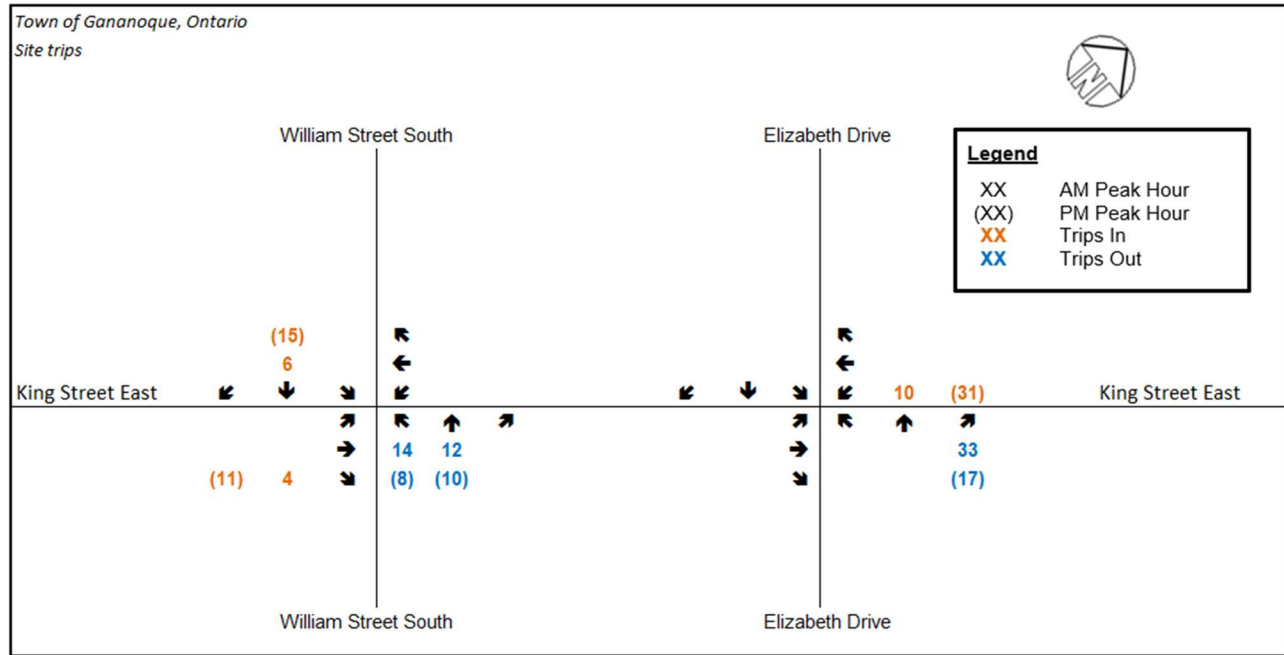


Figure 1 Elmwood Subdivision – Subdivision Generated Trips

4. 2030 Future Traffic Conditions

The 2030 future traffic volumes were adjusted in this addendum from the original TIS report due to the change in subdivision-generated traffic volumes. The resulting volume numbers are as illustrated in **Figure 2**.

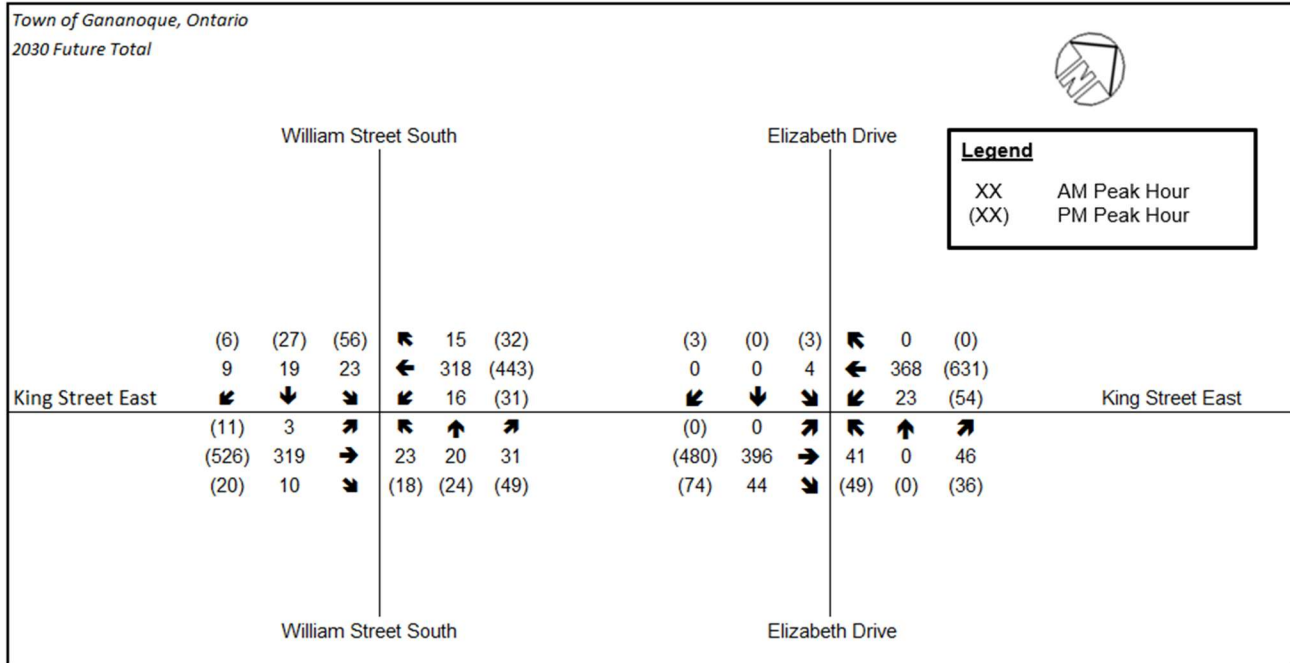


Figure 2 2030 Future Traffic Volumes

The traffic operations for the estimated 2030 future traffic volumes were analyzed using the traffic engineering software, Synchro Version 12, as well as the methodologies published in the Highway Capacity Manual (HCM). The preferred HCM 7th Edition manual was used for the intersection of King Street East and William Street South. However, since the intersection of King Street East and Elizabeth Drive could not be processed using this HCM 7th Edition manual due to the clustered nature of this intersection with the adjacent King Street East and Herbert Street intersection, the HCM 2000 manual was used instead for this intersection. For both intersections, measure of effectiveness Synchro outputs included levels of service (LOS) and volume-to-capacity (v/c) ratios.

The 2030 future traffic operation results are as presented in **Table 3**. As per this table, the study area intersections are forecasted to operate with acceptable levels of service and v/c ratios in both the AM and PM peak hours. The detailed Synchro analysis output reports are provided in **Appendix B**.

Table 3 2030 Future Conditions Traffic Operations

Intersection	Peak Hour Period	Level of Service	Delay (s)	Volume-to-capacity (v/c) Ratio
King Street East and Elizabeth Drive	AM	B	17.8	0.43
	PM	B	18.5	0.52
King Street East and William Street South ¹	AM	B	13.1	0.37
	PM	B	13.9	0.51

¹ HCM 7th Edition does not provide the overall intersection v/c ratio. Thus, the maximum individual movement v/c ratio has been selected to represent the whole intersection for the King Street East and William Street South intersection.

5. Conclusion

The proposed Elmwood Subdivision located in the southeast area of the Town of Gananoque is planned to include 66 single-detached homes, 23 street townhouse units, and 12-14 cluster townhouse units. The subdivision is expected to generate a total of 79 vehicles during the AM peak hour and 92 vehicles during the PM peak hour.

During the 2030 future traffic conditions, it was found that critical conditions are not expected at the study area intersections of King Street East and Elizabeth Drive and King Street East and William Street South. These two intersections are expected to operate well below capacity in both AM and PM peak hours during the 2030 horizon year. It is therefore determined that the existing roadway network can accommodate as-is the anticipated subdivision-generated traffic, and the proposed Elmwood Subdivision can proceed from a traffic planning perspective.

Should you have any questions with regards to the contents of this report, please do not hesitate to contact us.

Regards,



Jason Endrawis, P.Eng.
Senior Traffic Engineer

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Appendices

Appendix A

Subdivision Plan

LEGAL DESCRIPTION
PART OF LOT 16, CONCESSION 1,
GEOGRAPHIC TOWNSHIP OF LEEDS
TOWN OF GANANOQUE
COUNTY OF LEEDS

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED
TO SUBMIT THIS PLAN FOR APPROVAL.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

KEY PLAN

Map of the subject lands in the City of Orange, California. The map shows Highway 401, Orange Road, Orange Road E, Orange Road S, and Orange Road N. The subject lands are highlighted in yellow. A north arrow and a scale of 1:45,000 are also shown.

Required Under Section 51 (17) of the Planning Act, R.S.O., 1990, c.P.13 as Amended

(a) As Shown	(e) As Shown	(j) As Shown
(b) As Shown	(f) As Shown	(k) Services As Required
(c) As Shown	(g) As Shown	(l) As Shown
(d) Residential, Park, Open Space, Servicing	(h) Municipal Water Supply	
	(i) Unknown	

DESCRIPTION	LOTS/BLOCKS	UNITS	AREA
Low Density Residential - Singles	1-66	66	4.597 ha
Low Density Residential - Townhouses	67-70	23	0.614 ha
Multiple Residential	71	12-14	0.440 ha
Residential Lot Addition	72		0.955 ha
Parks	73-74		0.516 ha
Open Space	75-77		2.184 ha
Servicing	78-79		0.243 ha
Servicing/Trail Connection	80		0.039 ha
Future Development	81-82		0.012 ha
Roads			1.986 ha
Total	82	101-103	11.586 ha

1. All dimensions are in metres unless otherwise shown.
2. Environmental features provided by WSP, 2025-05-23, & FFE, August 2025
3. Boundary information has been compiled from Plan 28R-15673 and Confirmed by field Survey by J.D. Barnes Ltd. May 13, 2025
4. Contains information licensed under the Open Government Licence - Ontario.

Stamp	Date	May 28, 2026
	File No.	9137BK
	Plan Scale	1:1000 (Arch D)
	Drawn By	JB
	Checked By	EE

Scale Bar 0 10 25 50 100m

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Appendix B

Synchro Results

HCM Signalized Intersection Capacity Analysis

6: Elizabeth St/Hotel Entrance & King Street East

Future Traffic Conditions 2030
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	396	44	23	368	0	41	0	46	4	0	0
Future Volume (vph)	0	396	44	23	368	0	41	0	46	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00		1.00	
Flpb, ped/bikes		1.00		1.00	1.00		0.98		1.00		1.00	
Frt		0.98		1.00	1.00		1.00		0.85		1.00	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.95	
Satd. Flow (prot)		1799		1342	1724		1626		1597		1785	
Flt Permitted		1.00		0.38	1.00		0.75		1.00		0.95	
Satd. Flow (perm)		1799		542	1724		1284		1597		1785	
Peak-hour factor, PHF	0.25	0.83	0.73	0.50	0.82	0.25	0.70	0.25	0.60	0.38	0.25	0.25
Adj. Flow (vph)	0	477	60	46	449	0	59	0	77	11	0	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	65	0	0	0
Lane Group Flow (vph)	0	534	0	46	449	0	59	0	12	0	11	0
Confl. Peds. (#/hr)	5					5	3					3
Heavy Vehicles (%)	0%	3%	0%	33%	9%	0%	8%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		2			6							4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)		60.0		60.0	60.0		15.2		15.2		3.8	
Effective Green, g (s)		61.0		61.0	61.0		16.2		16.2		4.8	
Actuated g/C Ratio		0.61		0.61	0.61		0.16		0.16		0.05	
Clearance Time (s)		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	
Lane Grp Cap (vph)		1097		330	1051		208		258		85	
v/s Ratio Prot		c0.30			0.26							
v/s Ratio Perm				0.08			c0.05		0.01		0.01	
v/c Ratio		0.49		0.14	0.43		0.28		0.05		0.13	
Uniform Delay, d1		10.8		8.3	10.3		36.8		35.4		45.6	
Progression Factor		1.58		1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2		1.5		0.9	1.3		0.8		0.1		0.7	
Delay (s)		18.5		9.2	11.6		37.6		35.5		46.3	
Level of Service		B		A	B		D		D		D	
Approach Delay (s/veh)		18.5			11.3			36.4			46.3	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.8			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			19.0			
Intersection Capacity Utilization			70.2%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary
1: William St S/William St N & King Street East

Future Traffic Conditions 2030
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	319	10	16	318	15	23	20	31	23	19	9
Future Volume (veh/h)	3	319	10	16	318	15	23	20	31	23	19	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1841	1900	1796	1870	1900	1900	1900	1693	1900	1900	1900
Adj Flow Rate, veh/h	6	371	26	17	442	17	34	57	47	31	35	13
Peak Hour Factor	0.50	0.86	0.38	0.94	0.72	0.88	0.67	0.35	0.66	0.75	0.55	0.67
Percent Heavy Veh, %	0	4	0	7	2	0	0	0	14	0	0	0
Cap, veh/h	591	1122	79	607	1181	45	117	191	136	182	196	65
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	946	1699	119	946	1789	69	302	795	567	550	818	269
Grp Volume(v), veh/h	6	0	397	17	0	459	138	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	946	0	1818	946	0	1857	1664	0	0	1637	0	0
Q Serve(g_s), s	0.3	0.0	9.5	0.8	0.0	11.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	0.0	9.5	10.3	0.0	11.2	6.4	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.25		0.34	0.39		0.16
Lane Grp Cap(c), veh/h	591	0	1200	607	0	1226	444	0	0	443	0	0
V/C Ratio(X)	0.01	0.00	0.33	0.03	0.00	0.37	0.31	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	591	0	1200	607	0	1226	444	0	0	443	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	7.4	9.6	0.0	7.7	31.3	0.0	0.0	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.0	0.9	1.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.2	0.0	5.3	3.2	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	8.1	9.7	0.0	8.6	33.1	0.0	0.0	31.1	0.0	0.0
LnGrp LOS	B		A	A		A	C			C		
Approach Vol, veh/h	403			476			138			79		
Approach Delay, s/veh	8.2			8.6			33.1			31.1		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.0			71.0			29.0			71.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	24.0			66.0			24.0			66.0		
Max Q Clear Time (g_c+l1), s	8.4			13.4			5.4			13.2		
Green Ext Time (p_c), s	0.7			3.5			0.4			4.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	13.1											
HCM 7th LOS	B											

HCM Signalized Intersection Capacity Analysis

6: Elizabeth St/Hotel Entrance & King Street East

Future Traffic Conditions 2030
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	480	74	54	631	0	49	0	36	3	0	3
Future Volume (vph)	0	480	74	54	631	0	49	0	36	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00		1.00		0.99	
Flpb, ped/bikes		1.00		1.00	1.00		0.98		1.00		1.00	
Frt		0.98		1.00	1.00		1.00		0.85		0.93	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)		1833		1778	1860		1756		1507		1695	
Flt Permitted		1.00		0.32	1.00		0.75		1.00		0.98	
Satd. Flow (perm)		1833		606	1860		1386		1507		1695	
Peak-hour factor, PHF	0.25	0.90	0.80	0.53	0.90	0.25	0.82	0.25	0.90	0.50	0.25	0.50
Adj. Flow (vph)	0	533	92	102	701	0	60	0	40	6	0	6
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	34	0	11	0
Lane Group Flow (vph)	0	622	0	102	701	0	60	0	6	0	1	0
Confl. Peds. (#/hr)	3		6	6		3	3					3
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	6%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm		NA
Protected Phases		2			6							4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)		60.0		60.0	60.0		15.2		15.2		3.8	
Effective Green, g (s)		61.0		61.0	61.0		16.2		16.2		4.8	
Actuated g/C Ratio		0.61		0.61	0.61		0.16		0.16		0.05	
Clearance Time (s)		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	
Lane Grp Cap (vph)		1118		369	1134		224		244		81	
v/s Ratio Prot		0.34			c0.38							
v/s Ratio Perm				0.17			c0.04		0.00		0.00	
v/c Ratio		0.56		0.28	0.62		0.27		0.03		0.01	
Uniform Delay, d1		11.5		9.1	12.2		36.7		35.3		45.3	
Progression Factor		1.63		1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2		1.8		1.9	2.5		0.6		0.0		0.0	
Delay (s)		20.5		11.0	14.7		37.4		35.3		45.4	
Level of Service		C		B	B		D		D		D	
Approach Delay (s/veh)		20.5			14.3			36.5			45.4	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			18.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			19.0			
Intersection Capacity Utilization			76.5%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary
1: William St S/William St N & King Street East

Future Traffic Conditions 2030
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	526	20	31	443	32	18	24	49	56	27	6
Future Volume (veh/h)	11	526	20	31	443	32	18	24	49	56	27	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1856	1900	1737	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	598	40	38	457	47	24	48	64	59	49	10
Peak Hour Factor	0.63	0.88	0.50	0.81	0.97	0.68	0.75	0.50	0.77	0.95	0.55	0.63
Percent Heavy Veh, %	0	0	0	0	3	0	11	0	0	0	0	0
Cap, veh/h	553	1162	78	461	1091	112	87	167	188	225	176	32
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	907	1760	118	802	1654	170	186	695	783	711	733	134
Grp Volume(v), veh/h	17	0	638	38	0	504	136	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	907	0	1878	802	0	1824	1665	0	0	1577	0	0
Q Serve(g_s), s	0.9	0.0	17.5	2.6	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	17.5	20.1	0.0	13.0	6.5	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.09	0.18		0.47	0.50		0.08
Lane Grp Cap(c), veh/h	553	0	1239	461	0	1204	442	0	0	433	0	0
V/C Ratio(X)	0.03	0.00	0.51	0.08	0.00	0.42	0.31	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	553	0	1239	461	0	1204	442	0	0	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.2	0.0	8.8	13.9	0.0	8.0	31.3	0.0	0.0	30.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.4	0.0	1.1	1.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	8.5	0.6	0.0	6.1	3.2	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	10.3	14.3	0.0	9.1	33.1	0.0	0.0	32.5	0.0	0.0
LnGrp LOS	B		B	B		A	C			C		
Approach Vol, veh/h	655			542			136			118		
Approach Delay, s/veh	10.3			9.4			33.1			32.5		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.0			71.0			29.0			71.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	24.0			66.0			24.0			66.0		
Max Q Clear Time (g_c+l1), s	8.5			19.5			7.4			22.1		
Green Ext Time (p_c), s	0.7			6.5			0.6			5.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	13.9											
HCM 7th LOS	B											