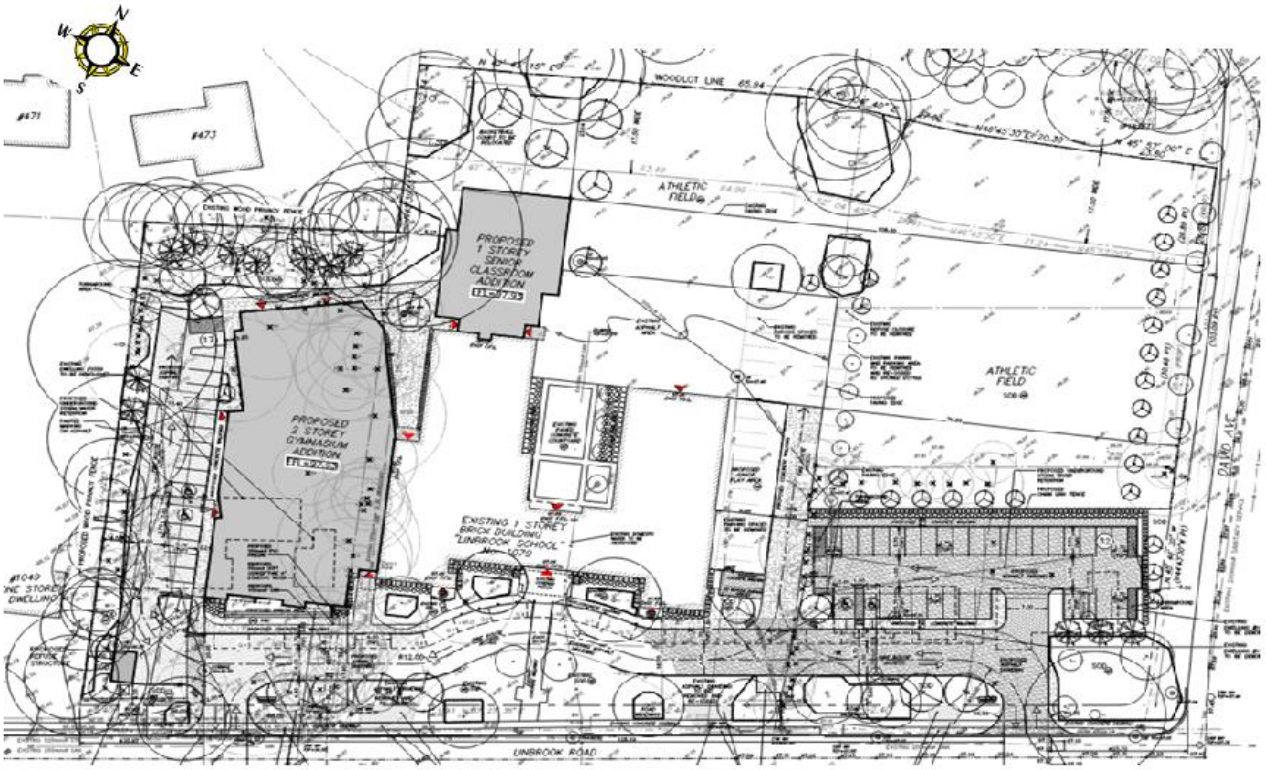
Linbrook School

Proposed Linbrook School Expansion, Town of Oakville

Transportation Impact Study and Parking Study

September 21, 2026



Linbrook School Expansion

Transportation Impact Study and Parking Study

Linbrook School

Project No.: CA0068877.8494
Date: September 21, 2026

FINAL

WSP

150 Commerce Valley Drive West
Thornhill, Ontario
L3T 7Z3 Canada

wsp.com

September 21, 2026

Ms. Amber Way
Linbrook School
1079 Linbrook Road
Oakville, ON
L6J 2L2

Subject: Proposed Linbrook School Expansion, Town of Oakville
Transportation Impact Study

Dear Ms. Way:

WSP Canada Inc. (WSP) is pleased to submit this Transportation Impact Study (TIS) in support of the proposed property rezoning and site optimization for Linbrook School, located at 1079 Linbrook Road in the Town of Oakville.

The primary objective of this application is to rezone three adjacent properties to improve school facilities and on-site traffic operations. Proposed improvements include doubling the current driveway length to increase vehicle queuing capacity and providing additional on-site parking. These measures are intended to accommodate student pick-up and drop-off activities within the school property and reduce impacts on the surrounding neighbourhood.

To provide the Town with a conservative assessment of long-term traffic conditions, this study evaluates traffic impacts based on a theoretical maximum building capacity of 400 students (calculated using the Halton regional middle school average of 25 students across 16 potential classroom spaces). It is important to note that this 400-student figure represents a long-term structural ceiling for the property. The school's actual operational plan is to increase enrollment from the current 180 students to a maximum of 270 students by 2031. By assessing traffic conditions at the theoretical maximum capacity (400 students), this study ensures that the proposed traffic designs will easily and safely accommodate the school's actual 5-year growth target of 270 students.

At the theoretical maximum capacity of 400 students, the study demonstrates the following:

- **Intersection Operations:** All study area intersections and site access driveways are expected to operate at acceptable levels of service and accommodate forecast traffic volumes;
- **Infrastructure Impact:** No municipal roadway improvements are required to support the proposed development;
- **Zoning Compliance:** The proposed parking supply, consisting of 49 vehicle parking spaces and 10 bicycle parking spaces, complies with the Town's Zoning By-law requirements;

- **On-Site Queuing:** The enhanced pick-up and drop-off facilities, including 21 on-site queuing spaces and a dedicated Kindergarten pick-up/drop-off area, provide sufficient capacity to accommodate future demand; and
- **Traffic Management:** The implementation of Transportation Demand Management (TDM) measures and staggered scheduling will support efficient site operations and help minimize peak-period impacts on the surrounding neighbourhood.

Please do not hesitate to contact us if you have any questions.

Sincerely,

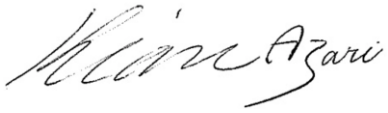


Josie Li, BES, MCIP, RPP
Senior Project Manager
Transportation Planning and Science

WSP ref.:CA0068877.8494

SIGNATURE

Prepared by



Kian Azari, P.Eng
Transportation Engineer
Transportation Planning and Science

Approved[1] by



Josie Li, BES, MCIP, RPP
Senior Project Manager
Transportation Planning and Science

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CONTRIBUTORS

Technical Analysis & Study Preparation	Kian Azari, Jocelyn Brooks
Site Plan Review Support	Nima Farid
Technical Review & Quality Control	Josie Li

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1 Introduction

WSP Canada Inc. (WSP) was retained by Linbrook School to prepare a Transportation Impact Study (TIS) and Parking Study in support of a Zoning By-law Amendment (ZBA) application for the proposed expansion of Linbrook School located at 1079 Linbrook Road in the Town of Oakville.

By way of background, WSP (formerly MMM Group) previously prepared a Traffic Impact Study Update for Linbrook School in March 2014, as well as a series of traffic monitoring studies in subsequent years.

A Pre-Application Consultation (PAC) meeting was held with the Town of Oakville and the Region of Halton on February 4, 2026, prior to the completion of the Terms of References (ToR). The ToR was completed in accordance with the Town of Oakville's ToR Guide for Transportation Impact Studies and Transportation Function Design Studies and was circulated to the Town of Oakville and Halton Region transportation review staff prior to commencing the TIS. The ToR and feedback received from the Town are provided in **Appendix A**.

The current expansion proposal and our study approach and findings are documented herein.

2 Development Context

This section describes the existing site conditions and the current development proposal.

2.1 Existing Uses and Context

The study site is Linbrook School (Linbrook), located on the north side of Linbrook Road in the Town of Oakville, as described in **Section 1**.

Linbrook is a private elementary school serving students from Kindergarten through Grade 8 and currently accommodates approximately 180 students, supported by 30 staff members. The school operates with 15 classrooms under existing conditions. Vehicular access to the site is provided via a PUDO loop fronting Linbrook Road, with a designated inbound entrance and outbound exit. A surface parking lot is located on the east side of the school building and is accessed via the internal PUDO circulation. The study area, including the analyzed intersections and site access points, is illustrated in **Figure 2-1**.

St. Mildred's-Lightbourn School (SMLS), an independent school serving female students, is situated directly opposite the site along the south side of Linbrook Road. The two schools coordinate certain operational activities, including parent and school bus pick-up/drop-off (PUDO), using a shared location.

School operations are characterized by morning arrival and afternoon dismissal periods, during which the majority of site-generated vehicular activity occurs. Student travel is primarily supported through a combination of parent/guardian PUDO and limited school bus activity coordinated with SMLS. Outside of the arrival and dismissal periods, on-site vehicular activity is minimal and generally limited to staff arrivals and departures and occasional visitors. No significant evening or weekend programming has been assumed for the purpose of this TIS.

Based on information provided by Linbrook School, the school operates with staggered arrival and dismissal times by grade in effort to spread out PUDO activity over an extended peak period, as summarized in **Table 2-1**. During the morning arrival period, Kindergarten students are dropped off and guided to the kindergarten area, which is accessed via the main parking lot, while older students enter through the front doors. Families with students attending both Linbrook and SMLS are instructed to conduct PUDO at SMLS rather than stopping at both schools. A small number of Linbrook students are dropped off at SMLS and escorted by staff to Linbrook as required. During dismissal, Linbrook students exit through the main school entrance, with coordinated pick-up arrangements in place for families and supervised extensively by Linbrook staff.

Table 2-1 Arrival and Dismissal Times by Grade for Linbrook

Grade	Time
Arrival	
JK/SK to Grade 3	8:05 to 8:20 a.m.
Grades 4 to 8	8:30 to 8:45 a.m.
Dismissal	
JK/SK	3:10 to 3:20 p.m.
Grades 1 and 2	3:20 to 3:30 p.m.
Grades 3 and 4	3:30 to 3:40 p.m.
Grades 5 and 6	3:40 to 3:50 p.m.
Grades 7 and 8	3:50 to 4:00 p.m.

2.2 Proposed Development

Based on the site plan prepared by Gren Weis Design Studio dated June 10, 2026, the proposed development involves the reconfiguration and expansion of the existing school facilities, increasing the number of classrooms from 15 to 26 and with a maximum theoretical cap of 400 students. It should be noted that the enrolment is only expected to increase to approximately 270 students, however, this study uses 400 students as the maximum ceiling to predict traffic demand based on classroom capacity on the already school-zoned property. **Therefore, this report represents the worst-case scenario in terms of overall school traffic demand**. The expansion includes new facilities such as a gymnasium and cafeteria, as well as updates to on-site circulation and parking. **Table 2-2** summarizes the current and future site statistics for Linbrook.

As demonstrated in **Table 2-2** below, the school currently contains 10 student classrooms with an enrolment of 18 students per classroom, as well as 5 specialty classrooms.

The proposed Phase 2 expansion includes a one-storey addition that will accommodate four new student classrooms, each designed for an enrolment of 20 students, as well as a new senior lounge/social hub. In addition, the existing Grade 4 to 8 classrooms are proposed to increase from an enrolment of 18 to 20 students per classroom, resulting in an increase of 10 students across the existing classrooms. This will bring the total enrolment of the existing classrooms from 180 to 190 students, while the proposed new classrooms will accommodate an additional 80 students, for a total enrolment of 270 students. The expansion also includes 7 new specialty classrooms as part of the western addition.

The proposed Phase 3 western addition will provide new specialty classrooms, including dedicated art and music rooms, a senior lounge/social hub, and other student amenity spaces. Upon completion of this phase, the existing art/music room and library could be repurposed as student classrooms, increasing the total number of student classrooms from 14 to 16. Assuming a maximum enrolment of 25 students per classroom, this would result in a theoretical maximum school enrolment of approximately 400 students.

Table 2-2 Linbrook – Current and Future Statistics

Site Statistic	Current	Future
Grades Served	JK–Grade 8	JK–Grade 8
Number of Classrooms	15 (10 student classrooms + 5 specialty classrooms)	26 (16 student classrooms + 10 specialty classrooms)
Student Capacity	180	400 (maximum theoretical cap used for this analysis, expected enrolment is approximately 270 students)
Full-Time Staff	29	34
Part-Time Staff	1 (2 days/week)	1
Total Staff	**30**	**35**
Parking Supply	32 spaces	49 spaces
Staff Parking Demand	30 spaces	35 spaces
Lay-by Spaces	15 spaces	21 spaces

The proposed expansion will be phased over several years. The first phase of development intends to increase available queuing and parking spaces on the eastern lots (1-2 years), the second phase will include the rear school addition with 4 new classrooms (2-5 years), and the third phase will include the western addition for the new gymnasium and specialty classrooms (3-10 years).

The proposed phasing plan can be seen in **Figure 2-2**.

Under existing conditions, the site provides 32 parking spaces which accommodate parking for 30 staff. As part of the proposed development, the on-site parking supply will increase to 49 spaces, providing adequate capacity to accommodate 35 staff while allowing flexibility to support short-term PUDO activity during peak periods. The existing PUDO loop accommodating 15 vehicles is also proposed to be expanded to accommodate 21 vehicles.

The proposed site plan is shown in **Figure 2-3**.



Legend

- Study Intersection
- Linbrook All Boys School (LABS) Site Access
- St.Mildred's-Lightbourn School (SMLS) Site Access

Figure 2-1

Study Area and Intersections

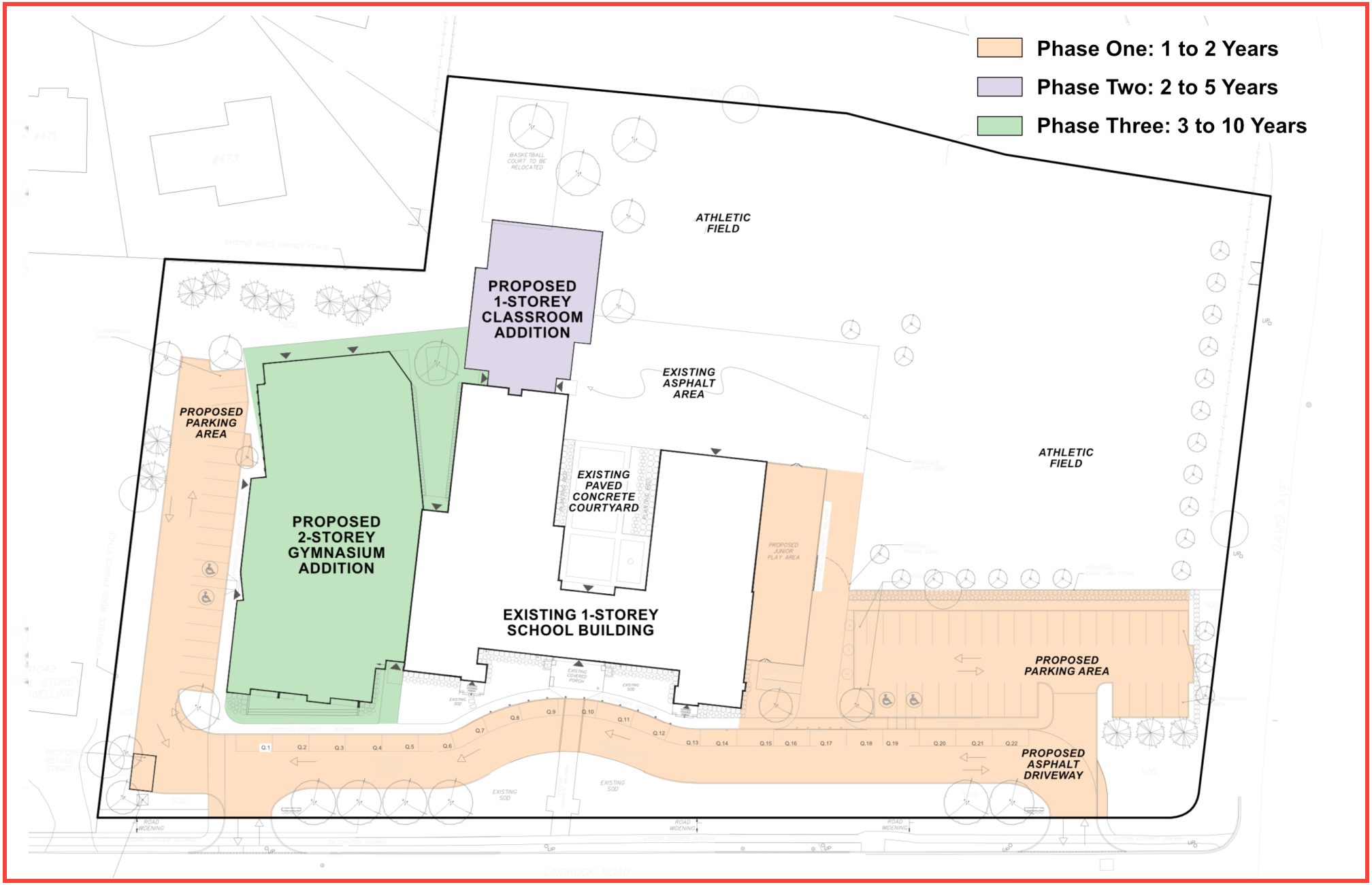
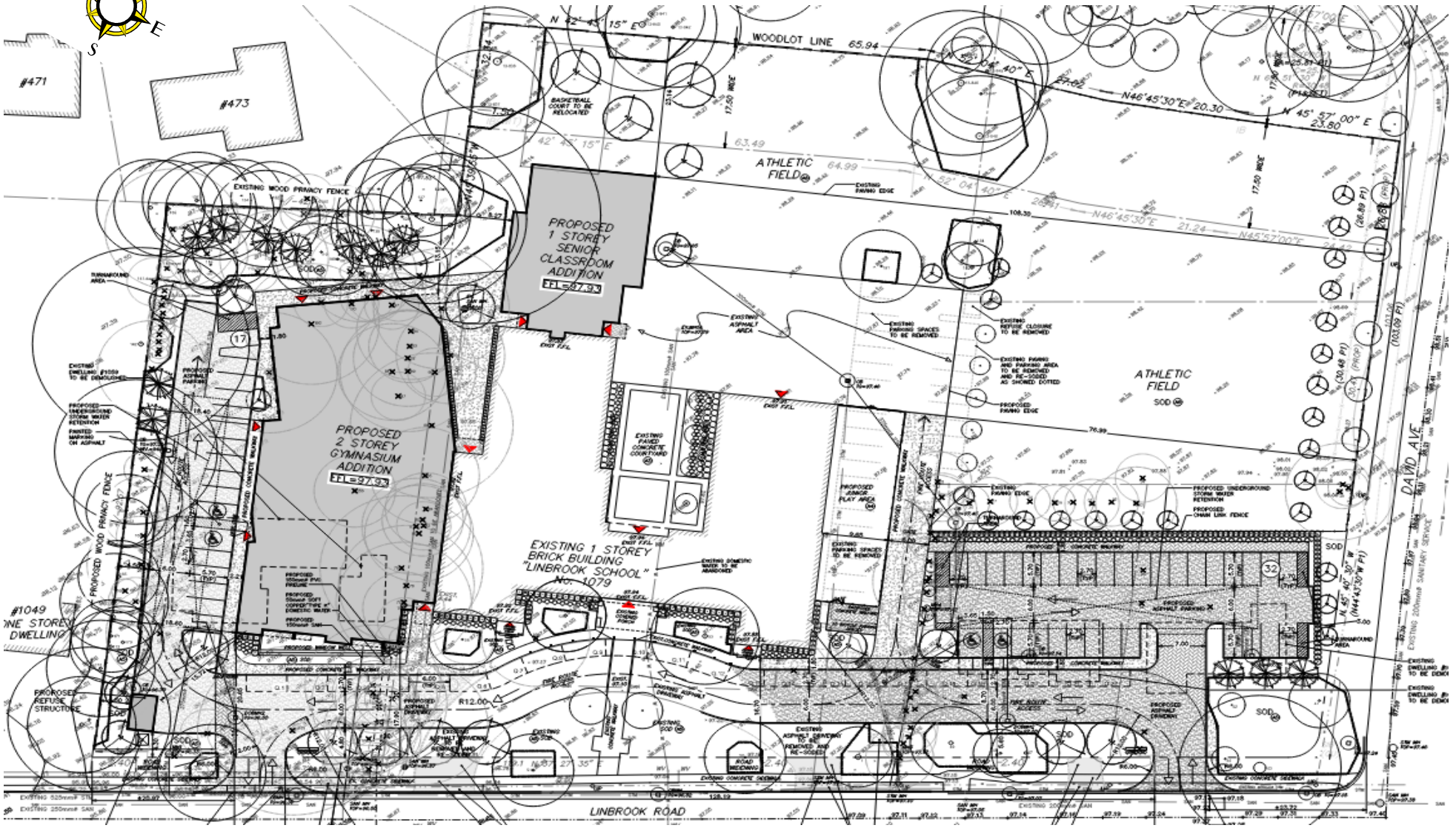


Figure 2-2

Proposed Phasing Plan



wsp

Figure 2-3

Proposed Site Plan

3 Transportation Network and Traffic Volumes

This section describes the existing and future road network and transportation context and documents the existing traffic counts and forecasted future traffic volumes.

3.1 Existing Conditions

3.1.1 Boundary Roadways

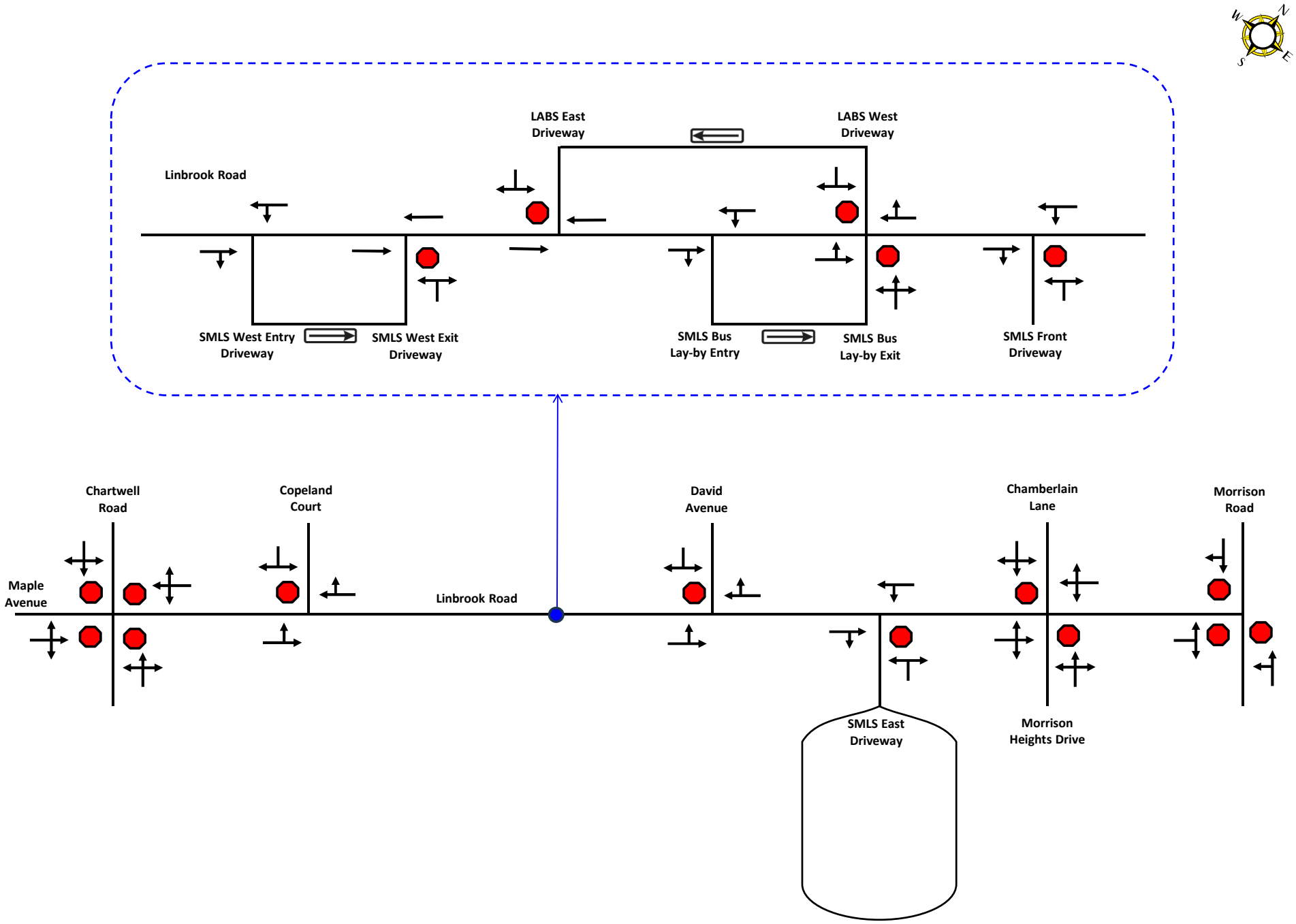
The following roadways make up the boundary road network that surrounds the subject site:

- **Linbrook Road** is an east-west minor collector road, with the school located on the north side and fronting onto the roadway. It has a two-lane cross-section with one through lane in each direction. Stopping is not allowed on both sides of the roadway in the vicinity of the Linbrook and SMLS. This roadway has a posted speed limit of 40 km/h with sidewalks on both sides and is designated as a signed bicycle route.
- **Chartwell Road** is a north-south minor collector road west of the site. It has a two-lane cross-section with one through lane in each direction. This roadway has a posted speed limit of 50 km/h with sidewalks on the east side and is designated as a signed bicycle route.
- **Maple Avenue** is an east-west minor collector road west of the site. It has a two-lane cross-section with one through lane in each direction. This roadway has a posted speed limit of 50 km/h with sidewalks on both sides and is designated as a signed bicycle route.
- **Chamberlain Lane/Morrison Heights Drive** is a north-south local road east of the site. It has a two-lane cross-section with one through lane in each direction, with no posted speed sign; thus, a default speed limit of 50 km/h applies. Sidewalks are not provided, and on-street parking is restricted between 8:00 a.m. and 5:00 p.m., Monday to Friday, on both sides of the roadway.
- **Morrison Road** is a north-south local road dead-end roadway. It has a two-lane cross-section with one through lane in each direction. This roadway has a posted speed limit of 40km/h, with sidewalks on the west side and is designated as a signed bicycle route.
- **Copeland Court/David Avenue** is a north-south local road east of the site. It has a two-lane cross-section with one through lane in each direction, with no posted speed sign; thus, a default speed limit of 50 km/h applies. Sidewalks are not provided, and on-street parking is restricted between 8:00 a.m. and 5:00 p.m., Monday to Friday, on both sides of the roadway.

The following intersections are included in this study, as confirmed through the ToR:

- Linbrook Road / Maple Avenue at Chartwell Road (unsignalized);
- Linbrook Road at Copeland Court (unsignalized);
- Linbrook Road at David Avenue (unsignalized);
- Linbrook Road / Chamberlain Lane at Morrison Heights Drive (unsignalized);
- Linbrook Road at Morrison Road (unsignalized); and
- All existing school accesses (PUDO loop, parking lot access, St. Mildred's accesses)

The lane configurations of the existing study road network are illustrated in **Figure 3-1**.



Legend

Unsignalized Intersection

Existing Lane Configuration

Figure 3-1

Existing Lane Configurations

3.1.2 Transit Service

The study site is served by Oakville Transit, which provides public transit service within the surrounding area. All Oakville Transit buses are fully accessible and equipped with front-mounted bicycle racks, supporting multi-modal travel. Nearby transit services within the study area are illustrated in **Figure 3-2**.

Oakville Transit

- **Route 11 – Linbrook** operates all day on weekdays, providing service between Oakville GO Station and Clarkson GO Station in a generally east–west direction. The nearest westbound stop is located approximately 25 metres south of the school entrance door, while the nearest eastbound stop is located approximately 65 metres west of the site on the south side of Linbrook Road. The route operates at an approximate 60-minute headway during the weekday morning and afternoon peak hours.



Figure 3-2 Study Area Existing Transit Service

Source: Oakville Transit System Map

3.1.3 Active Transportation Network

The area surrounding the site is supported by an established active transportation network. Linbrook Road provides sidewalks on both sides and is a signed bicycle route. Maple Avenue, which serves as a continuation of Linbrook Road, is similarly equipped with sidewalks on both sides and is a signed bicycle route.

Chartwell Road and Morrison Road also form part of the local cycling network in the vicinity of the site and are designated signed bicycle routes, with sidewalks provided on one side of each roadway. The existing cycling network within the study area is illustrated in **Figure 3-3**.

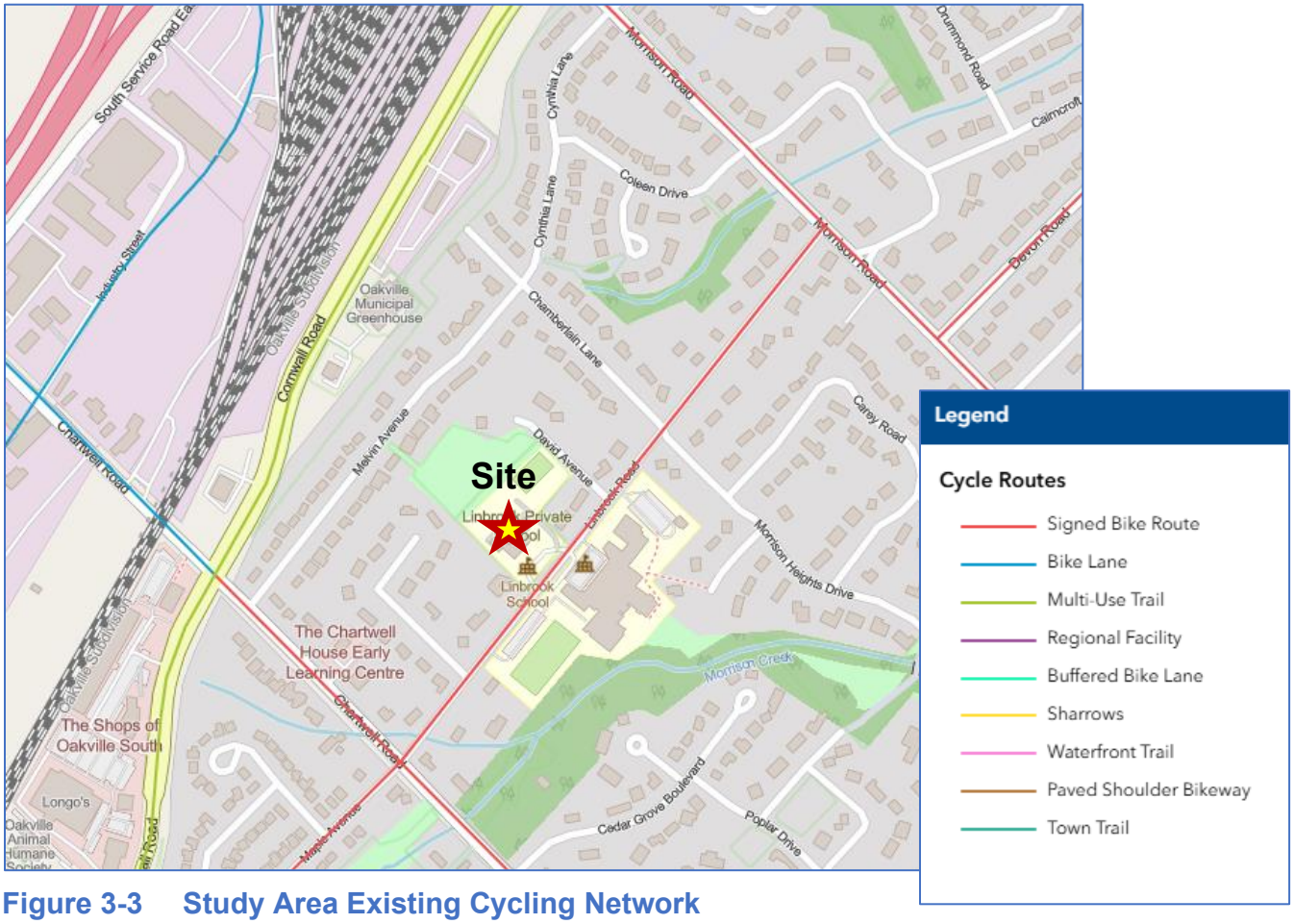


Figure 3-3 Study Area Existing Cycling Network

Source: Oakville Trails and Cycleways

3.1.4 Traffic Volumes

WSP commissioned a third-party traffic collection firm, Horizon Data Services Ltd., to collect existing turning movement counts (TMCs) at the study intersections during the weekday a.m. (7:00 to 9:30 a.m.) and p.m. (2:00 to 6:00 p.m.) peak periods. The surveys were conducted on Tuesday, May 27, 2025, and Wednesday, April 15, 2026, to capture both typical weekday traffic conditions as well as peak school-related traffic activity.

As summarized in **Table 3-1**, TMCs at the majority of the Linbrook Road intersections and school access driveways were collected on May 27, 2025, while counts at Linbrook Road at Copeland Court and Linbrook Road at David Avenue were collected on April 15, 2026, as requested by the Town during the ToR consultation process. Detailed turning movement volumes are provided in **Appendix B**.

Table 3-1 Existing Traffic Data Information

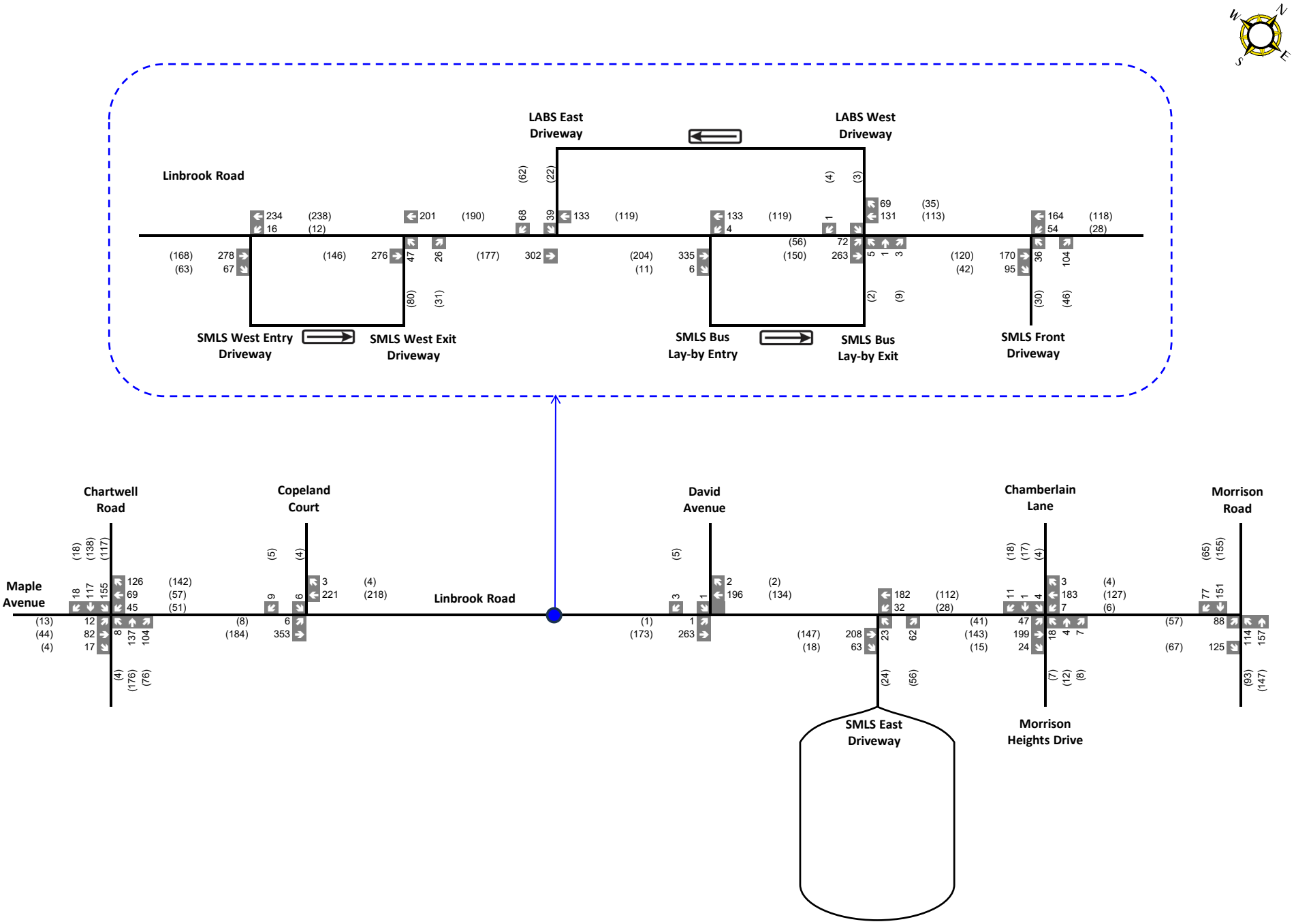
Intersection	Data of the Count	Surveyor
Linbrook Road / Maple Avenue at Chartwell Road	Tuesday, May 27, 2025	Horizon Data Services Ltd
Linbrook Road / Chamberlain Lane at Morrison Heights Drive		
Linbrook Road at Morrison Road		
Linbrook Road at SMLS West Entry Driveway		
Linbrook Road at SMLS West Exit Driveway		
Linbrook Road at Linbrook West Driveway		
Linbrook Road at SMLS Bus Lay-by Entry		
Linbrook Road at SMLS Bus Lay-by Exit / Linbrook East Driveway		
Linbrook Road at SMLS Front Driveway		
Linbrook Road at SMLS East Driveway		
Linbrook Road at Copeland Court	Wednesday, April 15, 2026	
Linbrook Road at David Avenue		

To represent existing 2026 traffic conditions, appropriate adjustments were applied to intersections where traffic data were collected in 2025. A review of link volumes within the study area indicates that traffic volumes along Linbrook Road in 2025 were generally higher than the 2026 counts collected at the intersections of Linbrook Road at Copeland Court and David Avenue. Accordingly, no additional growth rate was applied to the 2025 traffic volumes along Linbrook Road at the study intersections.

Based on correspondence with the Town, a 2% annual growth rate was applied for future traffic projections in the area. Traffic volumes along Chartwell Road and Morrison Road, which were collected in 2025, were grown using this approved growth rate (as discussed in Section 3.3) to represent existing 2026 traffic conditions.

The adjusted existing weekday a.m. and p.m. peak hour volumes at the study intersections are illustrated in **Figure 3-4**.

It should be noted that left-turn movements are restricted at the SMLS site driveways during the periods of 7:45–8:45 a.m. and 3:00–4:00 p.m., which fall within the study a.m. and p.m. peak hours. During these periods, the driveways are intended to operate as right-out only, with left-turn movements prohibited. However, a review of the observed traffic counts indicates that this restriction is not consistently followed in practice, with a notable number of left-turn movements observed at the SMLS driveways during the restricted periods. To accurately represent existing operating conditions, these observed left-turn movements were retained in the analysis and not reassigned or removed, thereby reflecting actual driver behaviour.



Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-4

Existing Traffic Volumes

3.2 Future Background Conditions

3.2.1 Time Frame

The proposed school expansion is anticipated to be built in two phases. The first phase is anticipated to be completed within the 5-year horizon (2031), and includes the addition of 4 student classrooms, and the expansion of parking and PUDO facilities. The 4 additional classrooms are expected to serve and additional 90 students, bringing to total future enrolment to 270 students.

As the expanded facilities will be operational and capable of accommodating increased enrolment by 2031, this transportation study conservatively assumes the maximum theoretical capacity of 400 students, despite the intended number of 270 students by 2031.

The remainder of the development proposal includes specialty classrooms that will be constructed beyond 2031. No increase to the school capacity will result from the addition of specialty classrooms.

Given the mature and built-out nature of the surrounding neighbourhood, with limited redevelopment potential and minimal background traffic growth, the difference between a five-year and a longer-term horizon is expected to be negligible. Therefore, the horizon year of 2031 has been evaluated for future traffic assessments and was confirmed with the Town through the ToR.

3.2.2 Planned Transportation Network Improvements

The Midtown Oakville Transportation Plan (March 2026) identifies longer-term improvements along Chartwell Road, including a potential rail grade separation, road widening previously identified in the 2014 Midtown Class EA, protection of a 26-metre collector road right-of-way to support future multimodal functions, and the provision of dedicated active transportation facilities such as cycle tracks or other protected cycling infrastructure. These improvements are generally associated with the segment of Chartwell Road south of the rail corridor between South Service Road and Cornwall Road and are intended to support long-term connectivity and safety within the Midtown area. As these improvements are located outside the limits of the current study area and are planned as part of broader, Town-led infrastructure initiatives, they have not been included in the operational analysis for this study.

3.2.3 General Corridor Traffic Growth

General corridor traffic growth rates along Linbrook Road were evaluated by comparing link volumes derived from available historical TMCs collected in 2017 and 2025 at the Linbrook West Driveway intersection. A review of the link volumes indicates that traffic volumes along Linbrook Road in 2017 were generally higher than those observed in 2025, reflecting an overall negative growth trend between 2017 and 2025. As a result, no additional general growth rate was applied to traffic volumes along Linbrook Road at the study intersections. Detailed calculations supporting this assessment are provided in **Appendix C**.

Based on discussions with the Town through the ToR process, a 2% annual growth rate was identified as appropriate for future traffic projections within the study area. Accordingly, a growth rate of 2% per annum was applied to the through movements along Chartwell Road and Morrison Road within the five-year horizon. This assumption is considered conservative, as these roadways function as local and collector roads and are not expected to experience significant non-local traffic growth.

The applied corridor growth rates are summarized in **Table 3-2**.

Table 3-2 Applied Corridor Growth Rates

Road	Direction	Assumed Annual Growth Rates	
		A.M. Peak Hour	P.M. Peak Hour
Chartwell Road	North-South	2%	2%
Morrison Road	North-South	2%	2%

The remaining study roadways are classified as local roads and are not expected to experience general background traffic growth beyond that associated with identified background developments, which are discussed in the subsequent section. Therefore, no general traffic growth was applied to these roadways.

3.2.4 Background Development Traffic

Based on WSP's review of the Town's Development Applications website and mapping, the majority of background developments identified are located more than 1 km from the subject site and are therefore not expected to have a traffic impact on study area operations. As such, one background development located within the vicinity of the study area has been included in the future analysis and is assumed to be fully built out by 2031.

Details of this background development are summarized in **Table 3-3**.

Table 3-3 Background Development Information

No.	Development	Statistics	Source
1	420 - 468 South Service Road East	Mixed-use development with 6,945 residential units and 9,118 m^2 of retail space	TIS by BA Consulting Group, October 2025

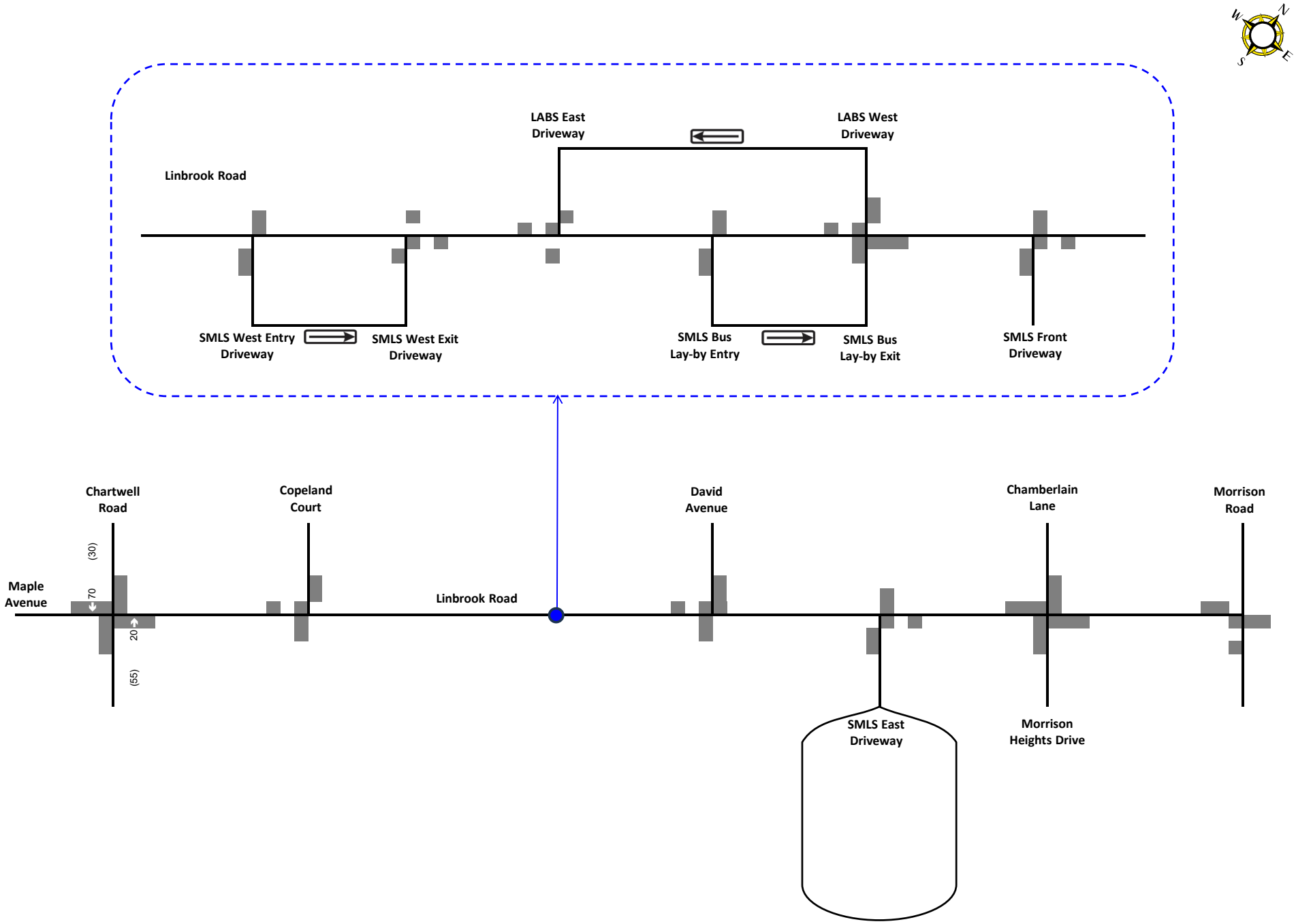
The traffic assignment figure for this background development is available from its associated transportation study, as provided in **Appendix D**.

The background development traffic volumes during the weekday a.m. and p.m. peak hours are illustrated in **Figure 3-5**.

3.2.5 Future Background Traffic Volumes

The 2031 future background traffic forecast corresponding to the weekday a.m. and p.m. peak hours was derived by applying general growth rates and superimposing the traffic generated by

the background developments onto existing traffic volumes. The resulting future background traffic volumes are illustrated in **Figure 3-6**.

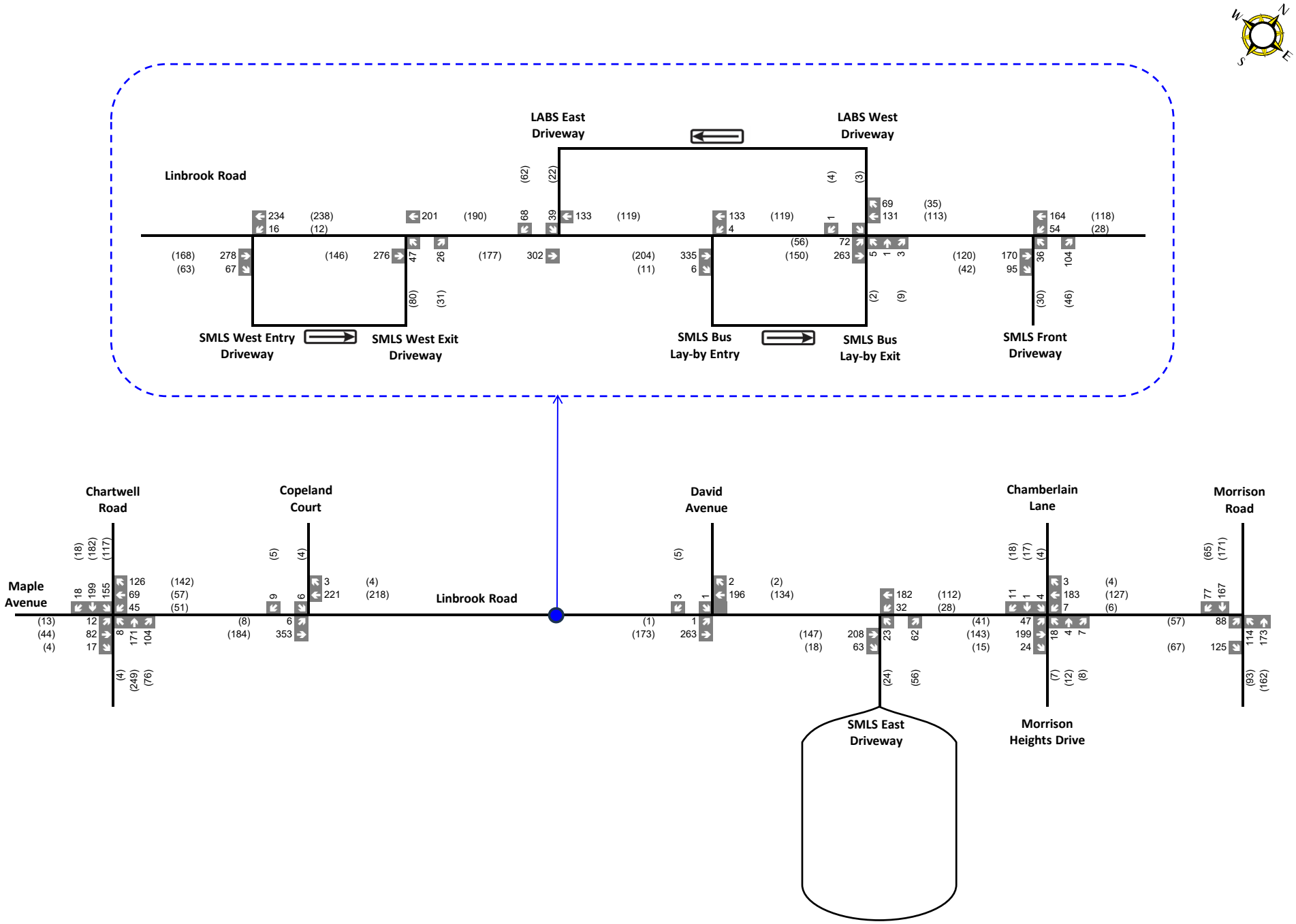


Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-5
Background Development Traffic Volumes



Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-6

Future Background Traffic Volumes

3.3 Future Total Conditions

3.3.1 Road Configurations and Site Access Arrangement

As noted in Section 1, Linbrook School is currently accessed via two driveways along Linbrook Road that connect to an internal PUDO loop. Under existing conditions, the east driveway operates as a full-movement access, while the west driveway functions as an outbound-only exit.

The site layout has been modified and expanded to better accommodate increased PUDO activity and to improve internal vehicle circulation. As shown in Figure 2-2, the proposed development will continue to be served by two vehicular access points along Linbrook Road, both of which will operate as full-movement driveways. As part of the updated site plan, the east and west access points have been shifted further east and west, respectively, to increase available queuing and circulation space within the site and to enhance overall operational efficiency.

The future lane configurations and access arrangement are illustrated in **Figure 3-7**, which reflects the revised site layout and proposed access design.

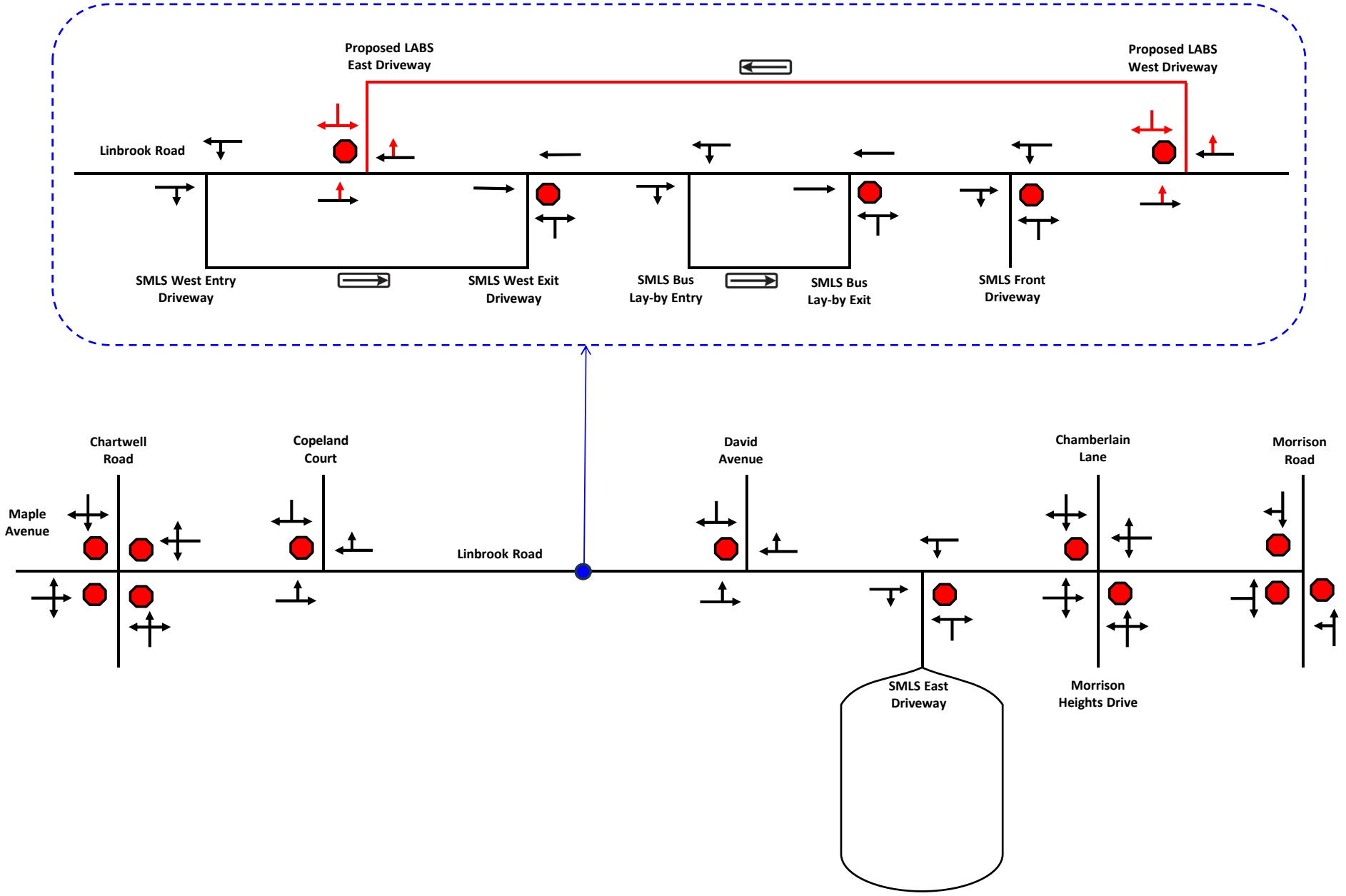
3.3.2 Modal Split

To provide additional insight into the distribution of person trips by travel mode during the combined typical weekday morning and afternoon peak periods, data from the Transportation Tomorrow Survey (TTS) were reviewed for Traffic Analysis Zones 4015, 4017, 4018, and 4020. This broader study area, generally bounded by Trafalgar Road, Lake Ontario, Winston Churchill Boulevard, and Cornwall Road, provides a sufficiently robust sample size and captures overall travel behaviour trends associated with schools in the area, rather than being limited to a single school site.

The TTS query was filtered by trip purpose, including trips identified as school-based and work-based. School-based trips primarily reflect student travel modes, while work-based trips, although not exclusive to school staff, provide useful context regarding general commuter travel behaviour in the area. The resulting mode split distributions are summarized in **Table 3-4** and illustrated in **Figure 3-8**.

Table 3-4 Area Modal Split Percentages

Mode	Purpose of Trip	
	School	Work
Auto Driver	2%	87%
Auto Passenger	66%	5%
Transit	1%	6%
School bus	23%	0%
Cycling	2%	0%
Walk	6%	2%
Total	**100%**	**100%**



Legend

Unsignalized Intersection

Existing Lane Configuration

Future Lane Configuration

Figure 3-7
Future Total
Lane Configurations

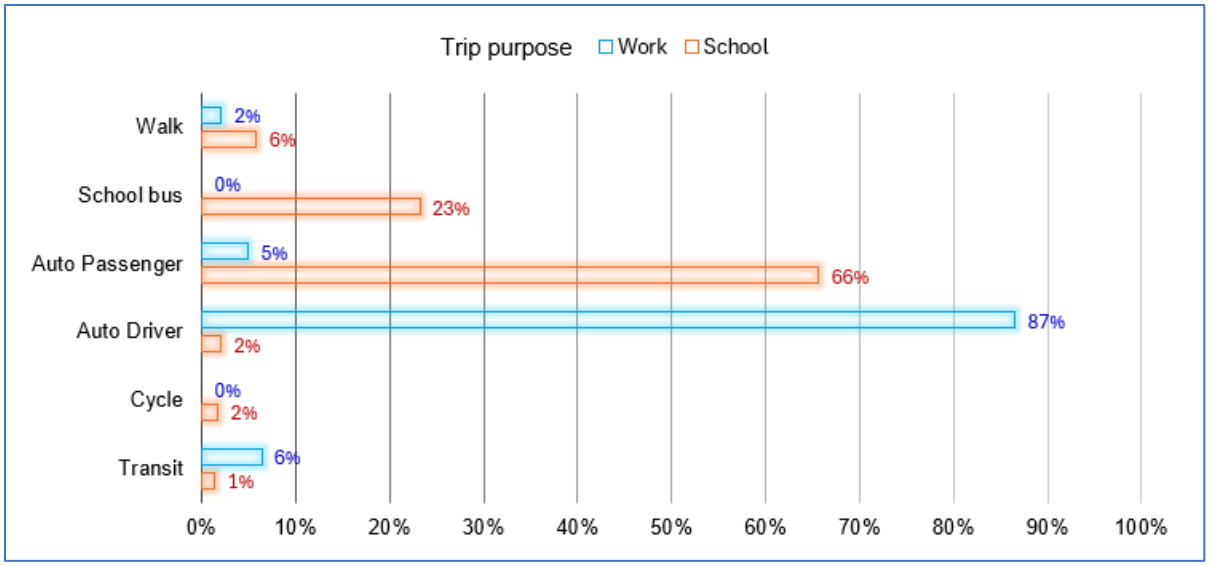


Figure 3-8 Modal Split Percentages (School Vs Work)

Source: 2022 TTS Mode Splits

As shown in **Figure 3-8**, school-related trips are predominantly made as auto passengers (66%), followed by school bus (23%) and walking (6%), with minimal proportions attributed to auto driver, cycling, and transit modes. These results represent an average across all schools within the defined study area and may not fully reflect the specific characteristics of Linbrook, which could reasonably exhibit lower walking and cycling shares due to a broader (or less localized) enrolment catchment.

For work-related trips, the mode split is strongly oriented toward auto driver travel (87%), with the remaining trips distributed among transit, auto passenger, and walking modes.

The associated TTS queries are provided in **Appendix E**.

3.3.3 Site Trip Generation

The school currently accommodates approximately 180 students, supported by an estimated 30 staff members under existing conditions. As part of the proposed expansion, enrolment is anticipated to increase to approximately 270 students, with a corresponding increase to approximately 35 staff members to support the expanded facilities. This study considers the maximum theoretical student cap of 400 students to provide a conservative analysis of the total traffic demand.

New vehicular trips associated with the proposed school expansion were estimated using site-specific observed trip generation rates. These rates were derived from turning movement counts (TMCs) collected at the existing site access driveways during the weekday a.m. and p.m. peak periods, in conjunction with the current school enrolment. Detailed traffic count data for the site access points are provided in **Appendix B**.

Based on the observed data, the school's peak traffic activity occurs during the weekday a.m. period from 8:00 to 9:00 a.m., generating 142 inbound and 108 outbound vehicle trips (250 total), and during the weekday p.m. period from 3:00 to 4:00 p.m., generating 91 inbound and 89 outbound vehicle trips (180 total). These peak periods were used to establish site-specific trip generation rates by dividing the observed peak-hour trips by the existing student population of 180. Detailed trip peak hours for trip generation calculations are provided in **Appendix F**.

Table 3-5 summarizes the observed traffic volumes at the existing site access points. For comparison purposes, ITE Elementary School trip generation rates (Land Use Code 530 – Private School K–8, average rates) from the ITE Trip Generation Manual, 12th Edition, were also reviewed.

Table 3-5 Trip Rate Determination – Existing School (180 Students)

Basis	Vehicle Trips					
	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Site Accesses Traffic Volumes (180 Students)	142	108	250	91	89	180
Existing Trip Rate (per student)	0.79	0.60	1.39	0.51	0.49	1.00
Directional Distribution	57%	43%	100%	51%	49%	100%
ITE Trip Rate (LUC 530) (per student)	1.01			0.60		
Directional Distribution	56%	44%	100%	47%	53%	100%
ITE Trip Generation (180 Students)	124	98	222	62	70	132

As shown in **Table 3-5**, the observed school trip rates are approximately 1.39 trips per student during the weekday a.m. peak hour and 1.00 trips per student during the weekday p.m. peak

hour. By comparison, application of the ITE rates would result in a forecast of 124 inbound and 98 outbound trips in the a.m. peak hour and 62 inbound and 70 outbound trips in the p.m. peak hour for a school of comparable size. These ITE trips are lower than the observed site-specific rates. Given that the observed data reflect actual local operating conditions, these site-specific trip rates were adopted for forecasting future school traffic.

The observed trip generation rates were applied to the additional future enrolment of 220 students to estimate site-generated traffic under future conditions. The resulting weekday peak-hour trip generation is summarized in **Table 3-6**.

Table 3-6 Trip Generation – Future School

Basis	Vehicle Trips					
	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Existing Site Accesses	142	108	250	91	89	180
Existing Trip Rate (per student)	0.79	0.60	1.39	0.51	0.49	1.00
Net Site Trip Generation - (220 additional students)	**174**	**132**	**306**	**112**	**108**	**220**
Total (maximum student 400)	316	240	556	203	197	400

As shown in **Table 3-6**, the proposed expansion is anticipated to generate an additional 306 vehicle trips during the weekday a.m. peak hour and 220 vehicle trips during the weekday p.m. peak hour. When combined with existing site traffic, the school is expected to generate a total of 556 vehicle trips during the weekday a.m. peak hour (316 inbound and 240 outbound) and 400 vehicle trips during the weekday p.m. peak hour (203 inbound and 197 outbound) under full build-out conditions.

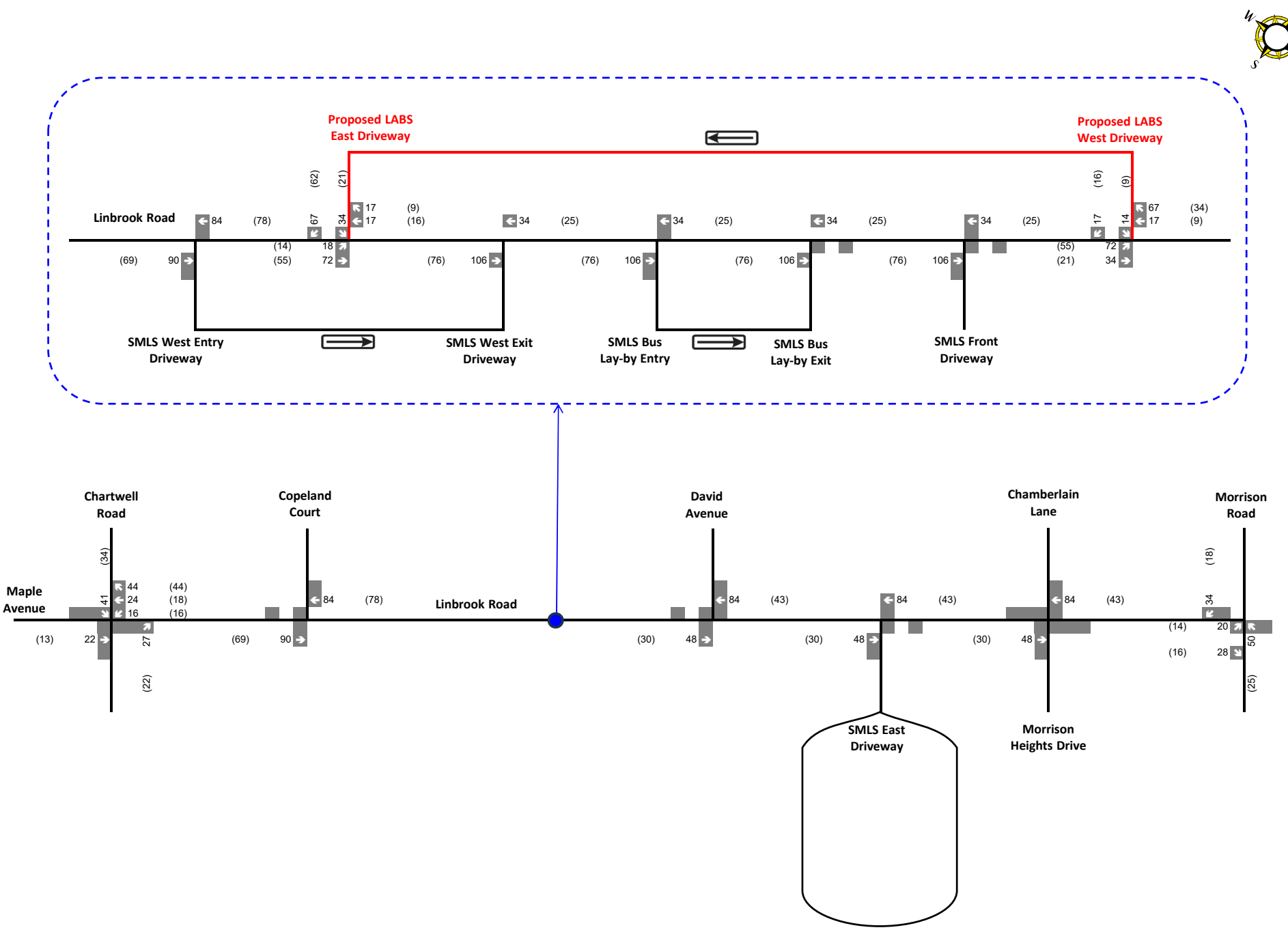
3.3.4 Trip Distribution and Assignment

The site-generated trips were subsequently distributed and assigned to the site driveways and the surrounding roadway network based on the observed travel patterns at the existing school driveways and boundary road network. The resulting site-generated traffic volumes for 220 additional students are illustrated in **Figure 3-9**.

As noted in Section 3.3.1, under the proposed site layout, both access points will operate as full-movement driveways, serving parking areas located to the east and west of the site. The access points have also been shifted further east and west, respectively, to better align with the revised internal circulation. Accordingly, existing site trips were reassigned to the modified access configuration, consistent with the updated site layout. The reassigned traffic volumes are illustrated in **Figure 3-10**.

3.3.5 Future Total Traffic Volumes

The 2031 future total traffic forecast corresponding to the weekday a.m. and p.m. peak hours was derived by superimposing the new trips generated by the proposed development and existing site traffic reassignment onto the future background traffic volumes. The resulting future total traffic volumes are illustrated in **Figure 3-11**.



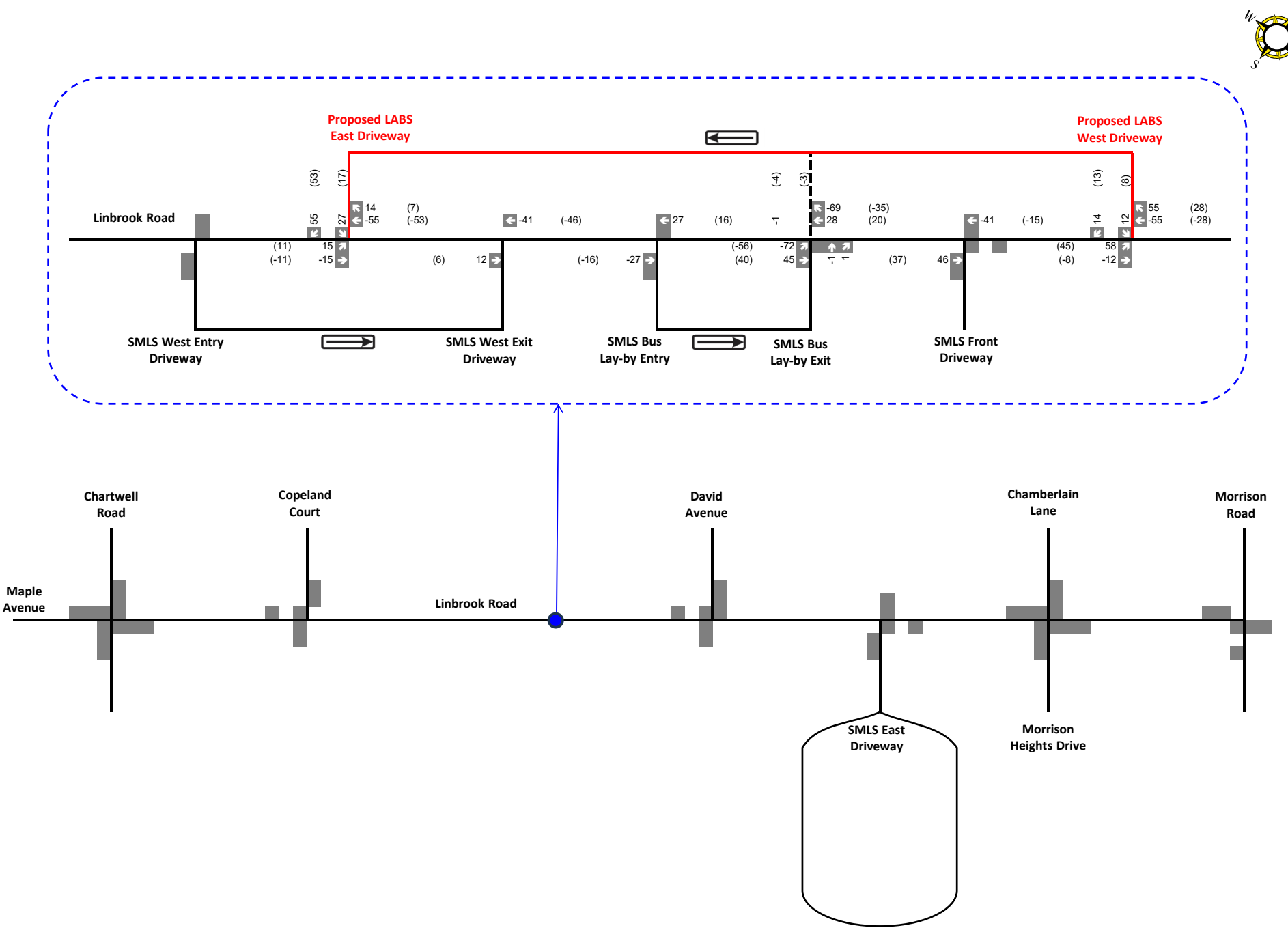
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-9

Site-generated Traffic Volumes



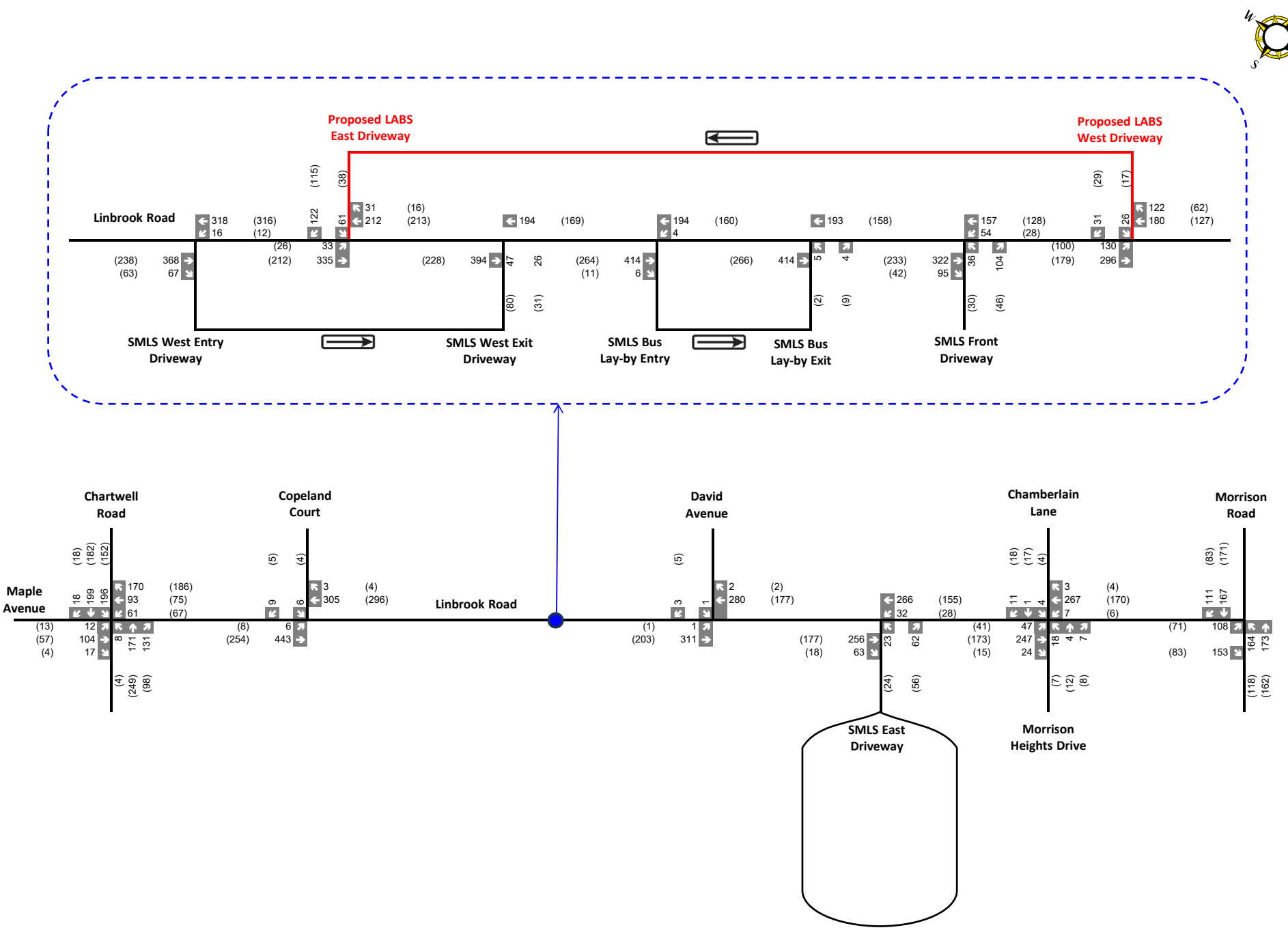
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-10

Reassigned Existing Traffic Volumes



Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-11

Future Total Traffic Volumes

4 Traffic Operations Assessment

This section documents the methodology and findings for the traffic operations assessment under existing, future background, and future total conditions.

4.1 Study Assumptions and Methodology

4.1.1 Horizon and Peak Periods

As documented in previous sections of the report, the year 2031 was selected as the future horizon to assess the traffic impact of the proposed development, assuming a five-year build-out. Given the site is primarily a school, weekday a.m. (7:00 to 9:30 a.m.) and p.m. (2:00 to 6:00 p.m.) peak periods were selected. The study horizon and peak periods were confirmed with the Town via the ToR.

4.1.2 Methodology and Synchro/SimTraffic Parameters

Methodology

To analyze the traffic conditions in the study area, capacity analyses were undertaken using *Synchro 12 (Including SimTraffic 12)*. The Synchro 12 traffic analysis software incorporates the methodology outlined in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000 and 2010. Synchro 12 is the latest version of the software series. Intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity ratio (v/c) and delays for individual movements at an intersection. Level of Service (LOS) denoted by the letters 'A' through 'D', represents satisfactory traffic operations. LOS denoted by the letters 'E' and 'F' represents congested traffic conditions. The Level of Service definitions for signalized and unsignalized intersections are included in **Appendix G**. For this study, the reported results for the unsignalized intersection results are based on the HCM 2000 methodology, unless otherwise indicated.

Synchro Input Parameters

The key Synchro input parameters are listed below:

- Heavy vehicle percentages and pedestrian and cyclist volumes were coded based on the respective counts from the TMCs;
- Bus blockages were incorporated based on available scheduling information from the Oakville Transit;
- Peak hour factors (PHFs) were calculated based on the overall intersection volumes;
- A default ideal saturation flow rate of 1,900 vehicles per hour per lane (vphpl) was applied to all movements.

SimTraffic Settings

SimTraffic was also used in this study to provide additional queuing analysis at key intersections under future total conditions. The following key SimTraffic settings were adopted:

- A “Seeding” duration of 10 minutes;
- A “Recording” duration of 60 minutes; and
- A “Random Number Seed” of “0”.

Five SimTraffic runs were completed to ensure the general applicability of the simulation results.

4.2 Intersection Capacity Analysis

Table 4-1 summarizes the LOS, v/c ratios, and delays at the study intersections under the existing, future background and future total conditions during the weekday a.m. and p.m. peak hours based on the corresponding volumes documented in previous sections. Detailed Synchro analysis worksheets are provided in **Appendix I**.

4.2.1 Existing Conditions

As shown in **Table 4-1**, under existing conditions, all of the movements at the unsignalized intersections operate at LOS ‘C’ or better during the weekday a.m. and p.m. peak hours with no critical movements. The stop-controlled movements at the two existing site access driveways and the SMLS driveways on Linbrook Road have LOS ‘A’ or ‘B’, indicating ample residual capacity under existing conditions.

4.2.2 Future Background Conditions

Under future background traffic conditions, the majority of study intersections along Linbrook Road are forecast to continue operating at acceptable LOS ‘C’ or better during both the weekday a.m. and p.m. peak hours. The only exception is the Linbrook Road / Maple Avenue at Chartwell Road intersection, where the southbound left-turn movement is forecast to operate at LOS ‘E’ during the weekday a.m. peak hour. This is due to the application of background traffic growth along Chartwell Road and the inclusion of background development traffic.

Similar to the existing conditions, the existing site access driveways and the SMLS driveways on Linbrook Road are forecasted to operate at LOS ‘B’ or better during peak hours with no critical movements.

4.2.3 Future Total Conditions

Under future total traffic conditions, which include the proposed school expansion in combination with background traffic growth, the majority of study intersections along Linbrook Road are forecast to continue operating at acceptable LOS during the weekday a.m. and p.m. peak hours, as summarized in **Table 4-1**. Most unsignalized intersections are expected to operate at LOS ‘B’ or ‘C’, with adequate reserve capacity on the critical movements.

The southbound left-turn movement at the intersection of Linbrook Road and Chartwell Road is forecast to operate at LOS ‘E’ and ‘C during the weekday a.m. peak hour and during the p.m. peak hour, respectively. It should be noted that, for future planning purposes, the analysis at this intersection was undertaken using a PHF of 0.90, compared to the existing a.m. peak hour

PHFs of 0.72 and 0.81. This planning assumption is intended to avoid over-designing the intersection to accommodate a short-duration peak demand period while maintaining an appropriate level of service for typical future operating conditions.

While the Oakville and Halton TIS Guidelines do not specify a default PHF value for future analysis, the TIS guidelines from neighbouring municipalities are referenced as follows:

- Mississauga Transportation Impact Study Guidelines (2022) recommend applying a PHF of 0.92 for existing and future conditions.
- Milton's Terms of Reference: Traffic Impact Study (2023) recommends that actual PHFs be assumed for existing analysis, and a PHF of 1.0 be assumed for future unsignalized and signalized intersection analysis.
- Burlington relies on the Halton TIS Guidelines, which do not specify a default PHF.

Considering the above, a 0.90 PHF for future intersection analysis is reasonable. However, it should be recognized that school traffic makes up a portion of the total traffic volumes at this intersection. School traffic management strategies, such as peak spreading, are an effective tool to help achieve a higher PHF such as 0.90. Operational management is discussed in Section 6.

All other Synchro parameters (such as saturation flow rates) were maintained from the existing conditions analysis, further reinforcing the conservative nature of the assessment. With the application of the calibrated PHF, the southbound movement operates at LOS 'E' with a v/c ratio of 0.86 during the weekday a.m. peak hour and LOS 'C' with a v/c ratio of 0.68 during the p.m. peak hour, remaining within acceptable capacity limits without additional constraints.

The proposed Linbrook site access driveways on Linbrook Road are forecast to operate at LOS 'C' in the a.m. peak hour and LOS 'B' in the p.m. peak hour, reflecting efficient site access operations. Similarly, the SMLS driveways are forecast to continue operating at LOS 'A' to 'C', indicating acceptable access performance under future total traffic conditions.

In summary, from an intersection capacity and operational perspective, the forecast 2031 future total traffic volumes can be accommodated by the study area road network without the need for major roadway improvements. The relative impact of the site-generated traffic is expected to be minor, and no operational deficiencies are anticipated at either the existing or proposed site access driveways.

Table 4-1 Intersection Capacity Analysis – Existing, Future Background, and Future Total Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS (Delay)[1]	Critical Movement (v/c ratio) LOS	LOS (Delay)[1]	Critical Movement (v/c ratio) LOS
Existing Conditions				
Linbrook Road/Maple Avenue at Chartwell Road	C (20)	SB-LTR (0.66) C	B (15)	SB-LTR (0.53) B
Linbrook Road at Copeland Court	B (12)	SB-LR (0.04) B	B (11)	SB-LR (0.02) B
Linbrook Road at David Avenue	B (11)	SB-LR (0.00) B	A (9)	SB-LR (0.00) A
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	C (16)	NB-LTR (0.11) C	B (12)	NB-LTR (0.05) B
Morrison Road at Linbrook Road	C (15)	NB-TL (0.56) C	B (10)	NB-LT (0.37) B
Linbrook Road at SMLS West Entry Driveway	A (1)	WB-LT (0.02) A	A (1)	WB-LT (0.01) A
Linbrook Road at SMLS Exit Driveway	B (14)	NB-LR (0.21) B	B (13)	NB-LR (0.25) B
Linbrook Road at Linbrook West Driveway	B (12)	SB-LR (0.23) B	B (10)	SB-LR (0.15) B
Linbrook Road at SLMS Bus Lay-by Lay Entry	A (0)	WB-LT (0.00) A	A (0)	EB-TR (0.15) A
Linbrook Road at SMLS Bus Lay-by Exit/Linbrook East Driveway	B (15)	NB-LTR (0.03) B	B (11)	SB-LR (0.02) B
Linbrook Road at SMLS Front Driveway	B (14)	NB-LR (0.33) B	B (12)	NB-LR (0.15) B
Linbrook Road at SMLS East Driveway	B (13)	NB-LR (0.22) B	B (10)	NB-LR (0.12) B
Future Background Conditions				
Linbrook Road/Maple Avenue at Chartwell Road	E (44)	SB-LTR (0.90) E	C (19)	SB-LTR (0.65) C
Linbrook Road at Copeland Court	B (12)	SB-LR (0.04) B	B (11)	SB-LR (0.2) B
Linbrook Road at David Avenue	B (11)	SB-LR (0.00) B	A (9)	SB-LR (0.00) A
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	C (16)	NB-LTR (0.11) C	B (12)	NB-LTR (0.05) B
Morrison Road at Linbrook Road	C (16)	NB-LT (0.60) C	B (11)	NB-LT (0.39) B
Linbrook Road at SMLS West Entry Driveway	A (1)	WB-LT (0.02) A	A (1)	WB-LT (0.01) A
Linbrook Road at SMLS Exit Driveway	B (14)	NB-LR (0.21) B	B (13)	NB-LR (0.25) B
Linbrook Road at Linbrook West Driveway	B (12)	SB-LR (0.23) B	B (10)	NB-LR (0.15) B

Intersection	AM Peak Hour		PM Peak Hour	
	LOS (Delay)[1]	Critical Movement (v/c ratio) LOS	LOS (Delay)[1]	Critical Movement (v/c ratio) LOS
Linbrook Road at SLMS Bus Lay-by Lay Entry	A (0)	WB-LT (0.00) A	A (0)	EB-TR (0.15) A
Linbrook Road at SMLS Bus Lay-by Exit/Linbrook East Driveway	B (15)	NB-LTR (0.03) B	B (11)	SB-LR (0.02) B
Linbrook Road at SMLS Front Driveway	B (14)	NB-LR (0.33) B	B (12)	NB-LR (0.15) B
Linbrook Road at SMLS East Driveway	B (13)	NB-LR (0.22) B	B (10)	NB-LR (0.12) B
Future Total Conditions				
Linbrook Road/ Maple Avenue at Chartwell Road	E (38)	SB-LTR (0.86) E	C (22)	SB-LTR (0.68) C
Linbrook Road at Copeland Court	B (15)	SB-LR (0.05) B	B (12)	SB-LR (0.02) B
Linbrook Road at David Avenue	B (12)	SB-LR (0.00) B	A (9)	SB-LR (0.00) A
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	C (20)	NB-LTR (0.15) C	B (13)	NB-LTR (0.06) B
Morrison Road at Linbrook Road	D (25)	NB-LT (0.15) D	B (12)	NB-TL (0.45) B
Linbrook Road at SMLS West Entry Driveway	A (1)	WB-LT (0.02) A	A (0)	WB-LT (0.01) A
Linbrook Road at SMLS Exit Driveway	C (17)	NB-LR (0.26) C	B (14)	NB-LR (0.28) B
Linbrook Road at SLMS Bus Lay-by Lay Entry	A (0)	WB-LT (0.00) A	A (0)	EB-TR (0.20) A
Linbrook Road at SMLS Bus Lay-by Exit	B (14)	NB-LR (0.03) B	B (11)	NB-LR (0.02) B
Linbrook Road at SMLS Front Driveway	C (19)	NB-LR (0.43) C	B (13)	NB-LR (0.18) B
Linbrook Road at SMLS East Driveway	C (15)	NB-LR (0.26) C	B (11)	NB-LR (0.13) B
Linbrook Road at Proposed Linbrook West Driveway	C (20)	SB-LR (0.52) C	B (14)	SB-LR (0.35) B
Linbrook Road at Proposed Linbrook East Driveway	C (20)	SB-LR (0.25) C	B (13)	SB-LR (0.12) B

[1] *For two-way stop-controlled intersections, the LOS is based on the delay associated with the highest delay. Critical movements are those with a LOS 'E' or worse.*

4.3 Queuing Assessment

The SimTraffic model settings were established for existing, future background, and future total conditions, in accordance with the key assumptions and parameters documented in **Section 4.1.2**. While the simulations were conducted for the entire study network, the queuing analysis presented in **Table 4-2** focuses only on eastbound and westbound shared-through movements along Linbrook Road, which directly affect access to both the proposed Linbrook site driveways and the existing SMLS driveways. Detailed SimTraffic output reports for the full network are provided in **Appendix H**.

Table 4-2 SimTraffic Queueing Analysis – Existing, Future Background and Future Total Conditions

Intersection	Direction	Intersection Spacing (m)	95th Percentile Queue (m)	
			AM Peak Hour	PM Peak Hour
Existing Conditions				
Linbrook Road/Maple Avenue at Chartwell Road	EB	125	18	15
	WB	130	23	24
Linbrook Road at Copeland Court	EB	130	5	2
	WB	45	0	0
Linbrook Road at David Avenue	EB	55	2	2
	WB	25	0	0
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	EB	85	10	7
	WB	315	5	5
Morrison Road at Linbrook Road	EB	315	22	18
Linbrook Road at SMLS West Entry Driveway	EB	45	0	2
	WB	80	9	6
Linbrook Road at SMLS Exit Driveway	EB	80	2	1
	WB	20	17	13
Linbrook Road at Linbrook West Driveway	EB	20	17	12
	WB	20	0	0
Linbrook Road at SLMS Bus Lay-by Entry	EB	20	2	1
	WB	50	3	0
Linbrook Road at SMLS Bus Lay-by Exit/Linbrook East Driveway	EB	50	14	8
	WB	25	22	21
Linbrook Road at SMLS Front Driveway	EB	25	13	16
	WB	55	19	7
Linbrook Road at SMLS East Driveway	EB	25	3	0
	WB	85	11	7

Intersection	Direction	Intersection Spacing (m)	95th Percentile Queue (m)	
			AM Peak Hour	PM Peak Hour
Future Background Conditions				
Linbrook Road/Maple Avenue at Chartwell Road	EB	125	19	16
	WB	130	24	26
Linbrook Road at Copeland Court	EB	130	2	5
	WB	45	0	0
Linbrook Road at David Avenue	EB	55	2	1
	WB	25	0	0
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	EB	85	10	8
	WB	315	6	4
Morrison Road at Linbrook Road	EB	315	24	17
Linbrook Road at SMLS West Entry Driveway	EB	45	1	5
	WB	80	8	5
Linbrook Road at SMLS Exit Driveway	EB	80	2	1
	WB	20	18	15
Linbrook Road at Linbrook West Driveway	EB	20	15	14
	WB	20	0	1
Linbrook Road at SLMS Bus Lay-by Entry	EB	20	4	0
	WB	50	2	0
Linbrook Road at SMLS Bus Lay-by Exit/Linbrook East Driveway	EB	50	14	10
	WB	25	22	21
Linbrook Road at SMLS Front Driveway	EB	25	11	15
	WB	55	17	11
Linbrook Road at SMLS East Driveway	EB	25	3	1
	WB	85	12	8
Future Total Conditions				
Linbrook Road/Maple Avenue at Chartwell Road	EB	125	19	17
	WB	130	33	38
Linbrook Road at Copeland Court	EB	130	5	4
	WB	45	0	3
Linbrook Road at David Avenue	EB	30	2	7
	WB	25	11	6
Linbrook Road at Chamberlain Lane/Morrison Heights Drive	EB	85	12	10
	WB	315	5	3
Morrison Road at Linbrook Road	EB	315	24	18
	EB	45	2	2

Intersection	Direction	Intersection Spacing (m)	95th Percentile Queue (m)	
			AM Peak Hour	PM Peak Hour
Linbrook Road at SMLS West Entry Driveway	WB	65	11	7
Linbrook Road at SMLS Exit Driveway	EB	15	3	2
	WB	20	2	4
Linbrook Road at SLMS Bus Lay-by Lay Entry	EB	20	3	0
	WB	50	3	0
Linbrook Road at SMLS Bus Lay-by Exit	EB	50	23	11
	WB	25	6	6
Linbrook Road at SMLS Front Driveway	EB	25	18	16
	WB	25	15	11
Linbrook Road at SMLS East Driveway	EB	25	2	2
	WB	85	14	9
Linbrook Road at Proposed Linbrook West Driveway	EB	65	10	8
	WB	15	7	8
Linbrook Road at Proposed Linbrook East Driveway	EB	25	16	14
	WB	30	14	9

As shown in **Table 4-2**, under existing, the 95th percentile queues for all the eastbound and westbound movements along Linbrook Road are well contained within the available intersection spacing during both the weekday a.m. and p.m. peak hours. Accordingly, the observed queues are not expected to result in blockage of adjacent driveways or intersections.

Under future background conditions, queuing patterns remain generally unchanged compared to existing conditions. The application of background traffic growth does not introduce new queuing constraints, and all the eastbound and westbound movements continue to operate with 95th percentile queues well below the intersection link distance.

Under future total conditions, which include the proposed Linbrook expansion, the analysis indicates only modest increases in 95th percentile queue lengths along Linbrook Road. These increases are typically limited to one to two vehicle lengths and remain within available link distances for most movements. The existing SMLS driveways and the proposed Linbrook west and east driveways are forecast to operate with manageable queue lengths under future total traffic conditions. Based on the analysis, queue spillback to upstream/downstream intersections is not expected, and driveway operations are not expected to adversely affect traffic flow along Linbrook Road during typical weekday peak-hour conditions.

Overall, the SimTraffic results confirm that existing, future background, and future total traffic conditions can be accommodated without operational queuing deficiencies along Linbrook Road.

4.3.1 Queuing Observations

Despite SimTraffic analysis indicating adequate storage existing and future queues, video observations of Linbrook Road and site accesses for the Linbrook School and SMLS show congested conditions. During peak periods, both the SMLS West and Main parking lots were congested. This resulted in vehicle queues onto Linbrook Road in both directions.

Figure 4-1 provides snapshots of operations within the SMLS West and Main parking areas. These queues also occasionally obstructed other site access points. In addition, queues were observed to occasionally extend close to the Linbrook loop entrance, indicating that the existing PUDO loop may experience operational challenges.

During periods of congestion, some drivers were observed using opposing traffic lanes to bypass queues, raising safety concerns due to conflicts with oncoming traffic. Additionally, consistent with TMC findings, multiple drivers were seen disregarding posted left-turn restrictions when exiting the site. Queued vehicles were also observed partially blocking the mid-block pedestrian crossing at times, reducing visibility and increasing the risk of pedestrian-vehicle conflicts.

It should be noted that SimTraffic modelling does not explicitly capture internal PUDO queuing activities. The simulation assumes that all PUDO activities can be accommodated within the designated on-site areas, and therefore does not reflect back-of-queue effects extending onto Linbrook Road. As such, the observed queuing along Linbrook Road is primarily attributable to limitations in on-site storage capacity and vehicle circulation within the PUDO areas. If sufficient on-site storage and operational capacity are provided to accommodate peak PUDO demand, queuing impacts on Linbrook Road would be reduced.

Figure 4-1 Vehicles Queued Along Linbrook During Afternoon Peak



5 Parking and PUDO Assessment

The parking assessment was conducted using the most recent site plan prepared by Gren Weis Design Studio, which is dated June 10, 2026.

5.1 Vehicular Parking Requirements and Supply

All parking requirements for the proposed development are subject to the Town of Oakville Zoning By-law 2014-014. Parking rates are based on the number of total proposed classrooms (including specialty classrooms) and can be found in Table 5.2.1 of the By-law. The required parking is shown in **Table 5-1**.

Table 5-1 Zoning By-law 2014-014 Vehicular Parking Requirements

Proposed Use	Existing Classrooms	Proposed Classrooms	Zoning By-law 2014-014 Requirements		Proposed Parking
			Minimum Parking Rate	Minimum Parking Required *	
School, private or public	15	15 + 11 = 26	1.5 spaces per classroom (not including portables)	39 spaces	49 spaces

* Results with fractions rounded down to the nearest whole number.

Based on Zoning By-law 2014-014, the proposed development is required to provide a minimum of 39 vehicular parking spaces. A total of 49 parking spaces are proposed for the site. The proposed parking supply is within the minimum and maximum By-law parking requirements.

5.2 Accessible Parking Assessment

According to the Town of Oakville Zoning By-law 2014-014, the required number of accessible parking spaces is to be based on the total number of parking spaces provided, according to Table 5.3.1 in the By-law. The accessible parking requirement is summarized in **Table 5-2**.

Table 5-2 Zoning By-law 2014-014 Accessible Parking Requirements

Total Number of Parking Spaces	Minimum Number of Accessible Parking Spaces	Required Accessible Parking Spaces	Accessible Parking Supply
26 to 100	4% of the total number of parking spaces in the parking area	2	4

Per the By-law, the proposed development is required to provide 2 accessible parking spaces. There are 4 proposed accessible parking spaces for the expansion, which satisfy the By-law requirement. Of these 4 spaces, 2 spaces are required to be Type ‘A’, and 2 are required to be Type ‘B’, as per the By-law.

5.3 Bicycle Parking Assessment

Bicycle parking is subject to Table 5.4.1 in the Town of Oakville Zoning By-law 2014-014 and is determined based on the number of proposed classrooms. **Table 5-3** summarizes the bicycle parking rates and required bicycle parking spaces for the proposed expansion.

Table 5-3 Zoning By-law 2014-014 Bicycle Parking Requirements

Proposed Use	Proposed Classrooms	Zoning By-Law 2014-014		Bicycle Parking Supply
		Minimum Required Bicycle Parking Rate	Minimum Required Bicycle Parking	
School, private/public	26	0.25 per classroom (not including portables)	7	10

1. Results with fractions rounded up to the nearest whole number.

As shown above, the proposed development is required to provide a minimum of 7 bicycle parking spaces. Accordingly, a total of 10 bicycle parking spaces are proposed for the school expansion, which exceeds the minimum bicycle parking requirement. The proposed bicycle parking is located near the junior play area on the eastern side of the building.

5.4 Stacking Lanes Requirements

According to the Town of Oakville Zoning By-law 2014-014, Section 5.5, stacking lane requirements are applicable to certain land uses, including private schools. As per the By-law, each stacking space within a stacking lane must have a minimum width of 2.7 metres and a minimum length of 6.0 metres. These dimensions are intended to accommodate typical passenger vehicles and ensure safe and efficient vehicle queuing operations.

Table 5.5 of the By-law specifies that a private school is required to provide a minimum of 10 stacking spaces. Based on the proposed site plan, a total of 21 stacking spaces are provided within the internal driveway network, thereby exceeding the minimum requirement.

It should be noted that, in accordance with the By-law, a stacking lane shall not be separate from an aisle or driveway in this case.

5.5 Vehicle Parking Analysis

5.5.1 Existing Parking Utilization

The existing parking lot has a total of 25 regular parking spaces, 2 accessible spaces, and 5 visitor spaces. To understand current parking conditions at the site, parking utilization surveys were conducted at 15-minute intervals during the a.m. peak period hours of 7:00 to 10:30 a.m. and the peak p.m. peak period hours of 1:00 to 6:00 p.m. on March 31, 2026 (Day 1) and April 1, 2026 (Day 2). **Table 5-4** and **Figure 5-1** summarize the results of the survey of the demand for the designated parking stalls. The detailed data sheets from the parking surveys are found in **Appendix I**.

Table 5-4 Observed Average Parking Utilization, Linbrook School

Time (15 min Interval)	Day 1: March 31st, 2026		Day 2: April 1st, 2026		Average (Day 1 & Day 2)	
	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization
7:00 – 7:15	1	3%	1	3%	1	3%
7:15 – 7:30	1	3%	1	3%	1	3%
7:30 – 7:45	2	6%	1	3%	2	6%
7:45 – 8:00	6	19%	3	9%	5	16%
8:00 – 8:15	14	44%	19	59%	17	53%
8:15 – 8:30	30	94%	33	103%	32	100%
8:30 – 8:45	26	81%	29	91%	28	88%
8:45 – 9:00	28	88%	27	84%	28	88%
9:00 – 9:15	26	81%	26	81%	26	81%
9:15 – 9:30	26	81%	26	81%	26	81%
9:30 – 9:45	26	81%	27	84%	27	84%
9:45 – 10:00	26	81%	27	84%	27	84%
10:00 – 10:15	26	81%	27	84%	27	84%
10:15 – 10:30	25	78%	27	84%	26	81%
10:30 – 10:45	26	81%	27	84%	27	84%
13:00 – 13:15	24	75%	25	78%	25	78%
13:15 – 13:30	25	78%	27	84%	26	81%
13:30 – 13:45	24	75%	26	81%	25	78%
13:45 – 14:00	24	75%	26	81%	25	78%
14:00 – 14:15	25	78%	27	84%	26	81%
14:15 – 14:30	26	81%	26	81%	26	81%
14:30 – 14:45	26	81%	26	81%	26	81%
14:45 – 15:00	29	91%	26	81%	28	88%
15:00 – 15:15	29	91%	26	81%	28	88%

Time (15 min Interval)	Day 1: March 31st, 2026		Day 2: April 1st, 2026		Average (Day 1 & Day 2)	
	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization
15:15 – 15:30	29	91%	27	84%	28	88%
15:30 – 15:45	26	81%	26	81%	26	81%
15:45 – 16:00	23	72%	26	81%	25	78%
16:00 – 16:15	20	63%	19	59%	20	63%
16:15 – 16:30	14	44%	14	44%	14	44%
16:30 – 16:45	6	19%	9	28%	8	25%
16:45 – 17:00	6	19%	9	28%	8	25%
17:00 – 17:15	4	13%	9	28%	7	22%
17:15 – 17:30	2	6%	6	19%	4	13%
17:30 – 17:45	1	3%	4	13%	3	9%
17:45 – 18:00	2	6%	0	0%	1	3%

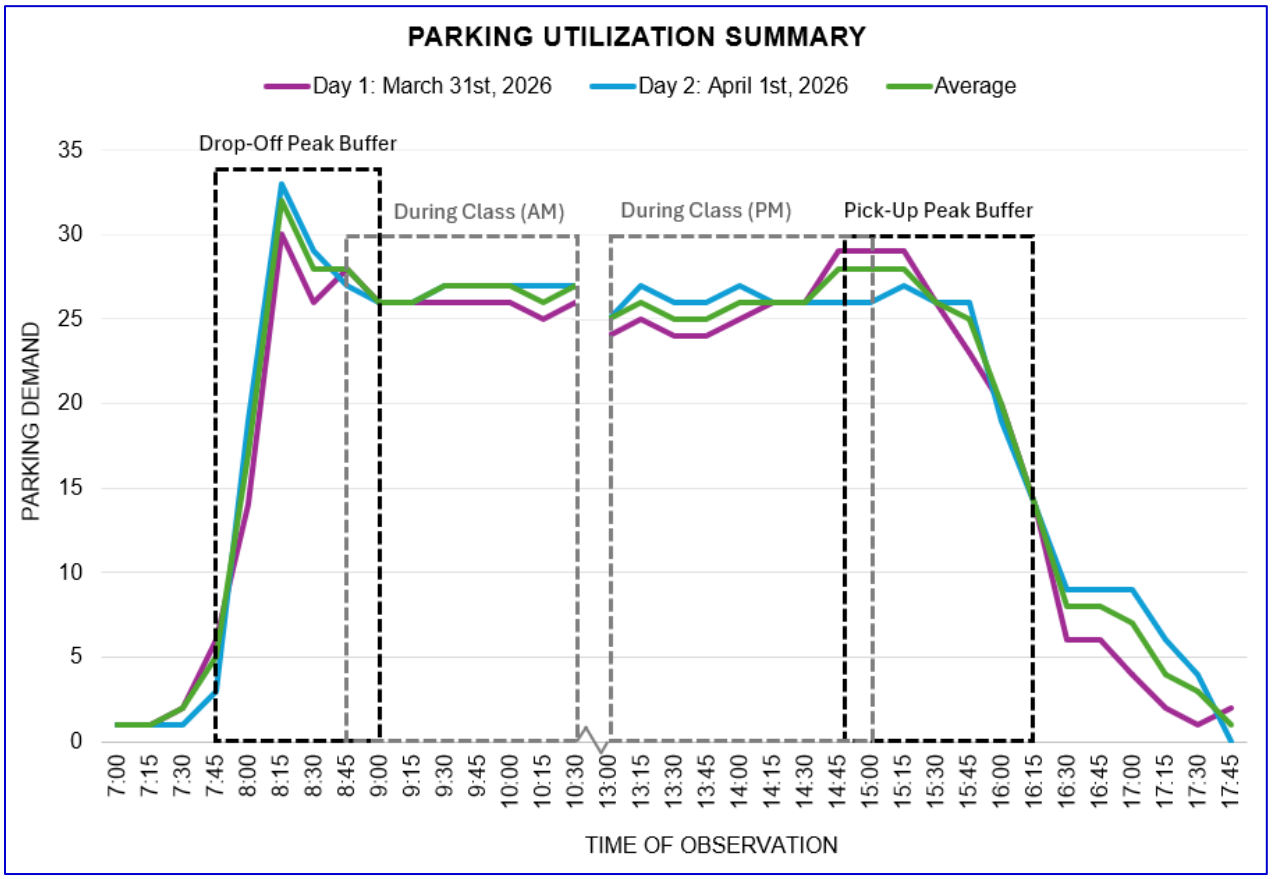


Figure 5-1 Parking Utilization Summary

As shown in **Table 5-4** and **Figure 5-1,** parking utilization surveys indicate that parking demand is very low during the early morning period, below 6% utilization prior to 7:45 a.m. Demand begins to increase after 7:45 a.m., coinciding with school arrival activity.

The a.m. peak period occurs between 8:15 to 8:30 a.m., during which average parking utilization reaches 100% (approximately 32 vehicles). This represents the highest demand observed during the typical school day. Parking utilization remains relatively high through the morning PUDO activities until approximately 9:00 a.m.

During the midday period (9:00 a.m. to 2:45 p.m.), parking utilization remains moderate to high, typically between 78% and 81%, reflecting staff parking and limited daytime activity.

A secondary peak in parking demand is observed during the early afternoon dismissal period, with utilization reaching up to 88 to 91% between 2:45 and 3:30 p.m., as shown in **Table 5-4** and **Figure 5-1**. After approximately 3:30 p.m., parking demand steadily declines. Parking utilization drops below 65% by 4:15 p.m. and continues to decrease into the evening. After 5:00 p.m., parking demand is minimal, generally remaining below 25% utilization.

Overall, the results indicate that while short-duration peak parking demand occurs during school arrival and dismissal periods, these peaks are limited in duration, and parking demand within capacity for the majority of the day. During the peak periods, some available parking spaces are used as supplemental PUDO spaces and not occupied by true all-day parking demand.

5.5.2 Future Parking Utilization

Based on the site plan prepared by Gren Weis Design Studio, dated June 10, 2026, there will be 49 parking spaces available with the proposed expansion. **Table 5-5** provides a summary of the existing and future parking demand based on staff utilization.

Table 5-5 Future Parking Utilization Based on Staff Requirements

Parking	Existing	Future
Zoning By-law Minimum Parking Requirement	23 spaces	39 spaces
Parking Supply	32 spaces	49 spaces
Parking Demand (Staff)	30 spaces	35 spaces
Remaining Parking Supply for PUDO	2 spaces	14 spaces

As shown in **Table 5-5**, the on-site parking supply will increase from 32 spaces under existing conditions to 49 spaces under future conditions, exceeding the applicable Zoning By-law minimum parking requirements, as previously mentioned in **Section 5.1**. Given that Linbrook School serves students from Kindergarten to Grade 8, no student parking demand is anticipated, and daily parking demand is assumed to be generated solely by staff vehicles.

With the anticipated increase of five additional staff members under future conditions, and conservatively assuming one parking space per staff member, staff parking demand is projected to increase from 30 to 35 vehicles, resulting in an estimated parking utilization of 69%. This leaves approximately 14 surplus parking spaces, which can be used to support PUDO activity during the weekday a.m. and p.m. peak periods.

Overall, the proposed parking supply is considered adequate to accommodate future staff parking demand, while also providing sufficient flexibility to support short-term PUDO activity associated with school operations.

5.6 Pick-up/Drop-off (PUDO) Review

This section presents a review of vehicle and school bus PUDO activity at Linbrook School under existing and future conditions. Data were collected across multiple survey days to capture typical weekday operations. PUDO activity within the Parking Lot and Basketball Court was surveyed on December 10, 2025, March 31, 2026, and April 1, 2026, while PUDO activity along the Linbrook Loop was surveyed on May 23, 2025, March 31, 2026, and April 1, 2026.

5.6.1 Existing Vehicle PUDO Activities

At Linbrook School, the primary PUDO loop is located directly in front of the main school entrance and is actively supervised by staff during the weekday a.m. and p.m. peak periods to ensure the safe movement of students between vehicles and the school building. As discussed in **Section 2.1**, the school operates with staggered arrival and dismissal times across grade levels. In addition, Kindergarten students are dropped off at a rear entrance, rather than the main entrance. This entrance is accessed through the parking lot and the basketball court, where parents can park and escort their child to and from the entrance, or be met by a member of staff. The parking lot is located east of the main building and is accessed by the same entrance as the PUDO loop, and the basketball court is located north of the main building with access through the parking lot.

As a result of these operational characteristics, vehicle PUDO activity occurs at both the main PUDO loop and within the parking lot and basketball court. The operation of the main PUDO loop under existing conditions is illustrated in **Figure 5-2**.



Figure 5-2 Main PUDO Loop at Linbrook School

As seen in **Figure 5-2**, vehicles queue along both sides of the one-way PUDO loop, with vehicles exiting through a gap between queued vehicles. Under typical operating conditions, the loop can accommodate approximately 15 vehicles on both sides of the PUDO loop without operational issues, with staff assisting vehicle movements as needed. On the north side of the loop, approximately 8 vehicles can be accommodated, whereas approximately 7 vehicles can be accommodated on the south side.

Table 5-6 and **Figure 5-4** summarize the average PUDO activity observed at the main PUDO loop and adjacent parking areas during the weekday a.m. and p.m. peak periods across the three survey days. The maximum observed vehicle queues are summarized in **Table 5-7** and illustrate in **Figure 5-5**. The detailed data sheets from the PUDO surveys are found in **Appendix I**.

Table 5-6 Observed PUDO Activities (Average Over Three Days Survey)

School Observed PUDO Activities A.M. and P.M. Peak Periods					
Time (5 min Interval)	**PUDO Loop**	**Parking Lot & Basketball Court**	**Time (5 min Interval)**	**PUDO Loop**	**Parking Lot & Basketball Court**
7:00 – 7:05	0	0	13:45 – 13:50	0	0
7:05 – 7:10	0	0	13:50 – 13:55	0	0
7:10 – 7:15	1	0	13:55 – 14:00	0	0
7:15 – 7:20	0	0	14:00 – 14:05	0	0
7:20 – 7:25	0	0	14:05 – 14:10	0	0
7:25 – 7:30	0	0	14:10 – 14:15	0	0
7:30 – 7:35	1	0	14:15 – 14:20	0	0
7:35 – 7:40	1	0	14:20 – 14:25	0	0
7:40 – 7:45	2	1	14:25 – 14:30	0	0
7:45 – 7:50	0	3	14:30 – 14:35	0	0
7:50 – 7:55	1	2	14:35 – 14:40	1	0
7:55 – 8:00	2	5	14:40 – 14:45	0	0
8:00 – 8:05	2	6	14:45 – 14:50	0	0
8:05 – 8:10	5	4	14:50 – 14:55	0	0
8:10 – 8:15	6	5	14:55 – 15:00	0	5
8:15 – 8:20	7	4	15:00 – 15:05	1	2
8:20 – 8:25	7	3	15:05 – 15:10	3	1
8:25 – 8:30	14	2	15:10 – 15:15	9	1
8:30 – 8:35	10	2	15:15 – 15:20	3	1
8:35 – 8:40	20	1	15:20 – 15:25	9	0
8:40 – 8:45	17	1	15:25 – 15:30	4	1
8:45 – 8:50	10	0	15:30 – 15:35	11	1
8:50 – 8:55	5	0	15:35 – 15:40	5	0
8:55 – 9:00	5	0	15:40 – 15:45	6	0
9:00 – 9:05	0	0	15:45 – 15:50	14	0
9:05 – 9:10	1	0	15:50 – 15:55	11	1
9:10 – 9:15	0	0	15:55 – 16:00	12	4
9:15 – 9:20	0	0	16:00 – 16:05	3	2
9:20 – 9:25	0	0	16:05 – 16:10	1	1
9:25 – 9:30	0	0	16:10 – 16:15	0	2
9:30 – 9:35	1	0	16:15 – 16:20	2	2
9:35 – 9:40	1	0	16:20 – 16:25	3	1

School Observed PUDO Activities A.M. and P.M. Peak Periods					
Time (5 min Interval)	PUDO Loop	Parking Lot & Basketball Court	Time (5 min Interval)	PUDO Loop	Parking Lot & Basketball Court
9:40 – 9:45	0	0	16:25 – 16:30	0	0
9:45 – 9:50	0	0	16:30 – 16:35	1	0
9:50 – 9:55	0	0	16:35 – 16:40	1	1
9:55 – 10:00	0	0	16:40 – 16:45	3	0
10:00 – 10:05	1	0	16:45 – 16:50	5	0
10:05 – 10:10	0	0	16:50 – 16:55	2	0
10:10 – 10:15	0	0	16:55 – 17:00	0	0
10:15 – 10:20	0	0	17:00 – 17:05	1	0
10:20 – 10:25	1	0	17:05 – 17:10	5	2
10:25 – 10:30	0	0	17:10 – 17:15	1	0
13:00 – 13:05	1	0	17:15 – 17:20	2	1
13:05 – 13:10	0	0	17:20 – 17:25	0	0
13:10 – 13:15	0	0	17:25 – 17:30	0	0
13:15 – 13:20	2	0	17:30 – 17:35	1	0
13:20 – 13:25	0	0	17:35 – 17:40	1	1
13:25 – 13:30	0	0	17:40 – 17:45	0	1
13:30 – 13:35	0	0	17:45 – 17:50	0	0
13:35 – 13:40	0	0	17:50 – 17:55	0	0
13:40 – 13:45	1	0	17:55 – 18:00	0	0

Table 5-7 Maximum Observed Vehicle Queues (Average Over Three Days Survey)

School Observed Vehicles Queues A.M. and P.M. Peak Periods					
Time (5 min Interval)	PUDO Loop	Parking Lot	Time (5 min Interval)	PUDO Loop	Parking Lot
7:30 – 7:35	1	0	14:30 – 14:35	1	0
7:35 – 7:40	1	0	14:35 – 14:40	2	0
7:40 – 7:45	1	0	14:40 – 14:45	1	0
7:45 – 7:50	1	0	14:45 – 14:50	2	0
7:50 – 7:55	1	0	14:50 – 14:55	3	0
7:55 – 8:00	2	0	14:55 – 15:00	4	0
8:00 – 8:05	2	1	15:00 – 15:05	10	0
8:05 – 8:10	1	0	15:05 – 15:10	12	0
8:10 – 8:15	3	0	15:10 – 15:15	14	0
8:15 – 8:20	3	0	15:15 – 15:20	12	0
8:20 – 8:25	5	1	15:20 – 15:25	11	0
8:25 – 8:30	6	0	15:25 – 15:30	9	0
8:30 – 8:35	9	0	15:30 – 15:35	13	0

School Observed Vehicles Queues A.M. and P.M. Peak Periods					
Time (5 min Interval)	PUDO Loop	Parking Lot	Time (5 min Interval)	PUDO Loop	Parking Lot
8:35 – 8:40	6	0	15:35 – 15:40	12	0
8:40 – 8:45	3	0	15:40 – 15:45	11	0
8:45 – 8:50	4	0	15:45 – 15:50	14	0
8:50 – 8:55	3	0	15:50 – 15:55	14	0
8:55 – 9:00	2	0	15:55 – 16:00	11	0
9:00 – 9:05	2	0	16:00 – 16:05	5	0
9:05 – 9:10	1	0	16:05 – 16:10	3	0
9:10 – 9:15	2	0	16:10 – 16:15	3	0
9:15 – 9:20	2	0	16:15 – 16:20	4	0
9:20 – 9:25	1	0	16:20 – 16:25	3	0
9:25 – 9:30	1	0	16:25 – 16:30	1	0

As summarized in **Figure 5-6** and illustrated in **Figure 5-4**, peak vehicle PUDO activity at Linbrook School occurs during the weekday a.m. arrival and p.m. dismissal periods. During the a.m. peak hour, the maximum observed PUDO demand was 21 vehicles, occurring between 8:35 and 8:40 a.m. During the p.m. peak hour, the maximum observed PUDO demand was 16 vehicles, occurring between 3:55 and 4:00 p.m. These peak volumes reflect the combined activity at the main PUDO loop and the adjacent parking lot and basketball court areas.

As shown in **Table 5-7** and **Figure 5-5**, the maximum observed average vehicle queue during the a.m. peak period was approximately nine vehicles, occurring between 8:30 and 8:35 a.m. During the p.m. peak period, the maximum observed average queue was fourteen vehicles, occurring during three intervals throughout the afternoon. Given that vehicles queue along both sides of the one-way PUDO loop, as shown in **Figure 5-2**, the observed queue lengths in **Table 5-7** can be divided between the north and south sides of the PUDO loop based on the distance available on each side. The north side of the PUDO loop has approximately 66 metres available, whereas the south side of the PUDO loop has approximately 48 metres available. This can be seen in **Figure 5-3**.

Overall, the survey data and accompanying video observations indicate that the existing PUDO loop generally accommodates observed demand during typical weekday peak periods when both sides of the PUDO loop are utilized, as shown in **Figure 5-2**. However, operating the driveway as a dual-sided PUDO loop may introduce sightline concerns.

It should also be noted that PUDO activity is intended to occur only along the north side of the loop, where a sidewalk or curb is provided. Furthermore, the overall width of the PUDO driveway is approximately 8.5 metres (see **Figure 5-3**). This relatively constrained width may pose operational challenges for drivers maneuvering within the loop.

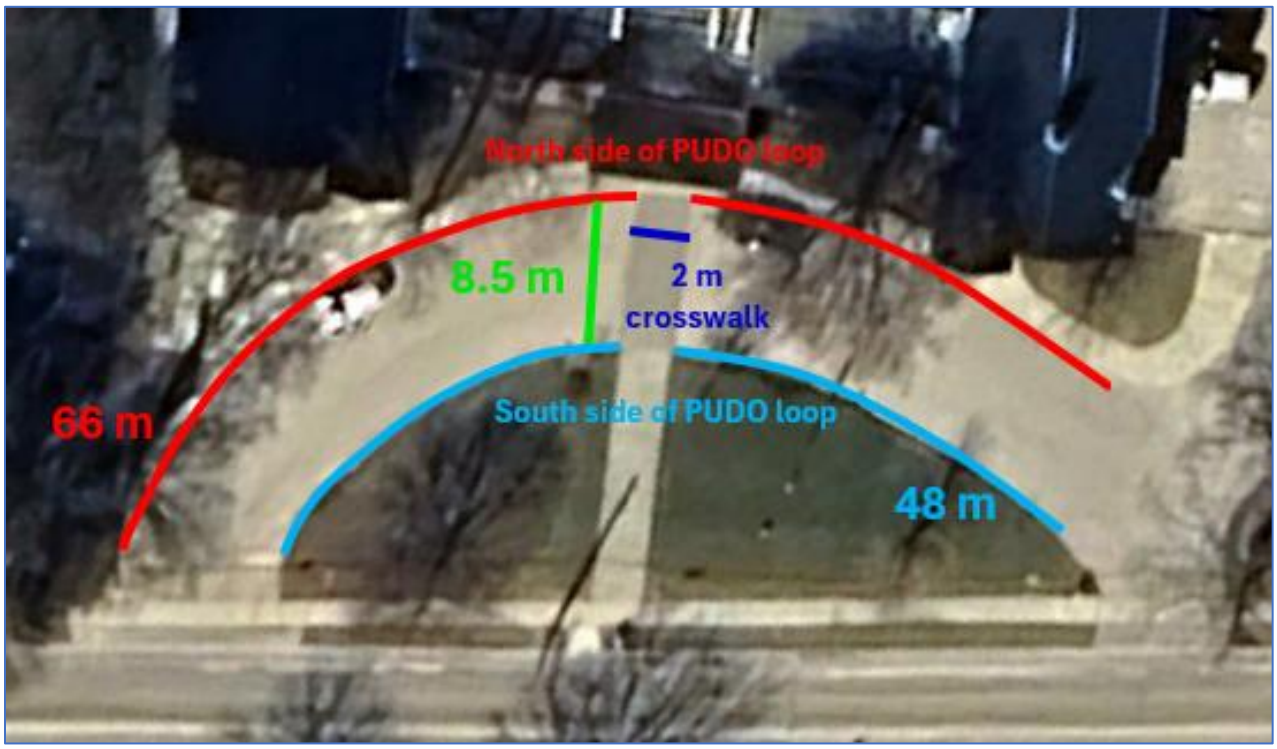


Figure 5-3 Available Distances of the North and South Sides of the PUDO Loop

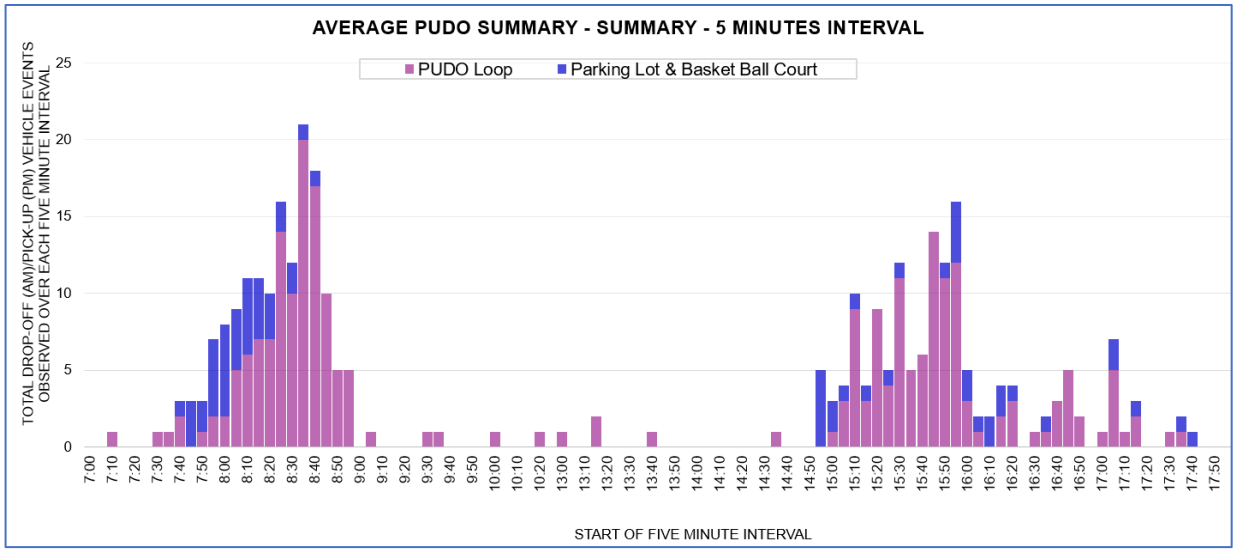


Figure 5-4 Vehicle PUDO Activity Summary

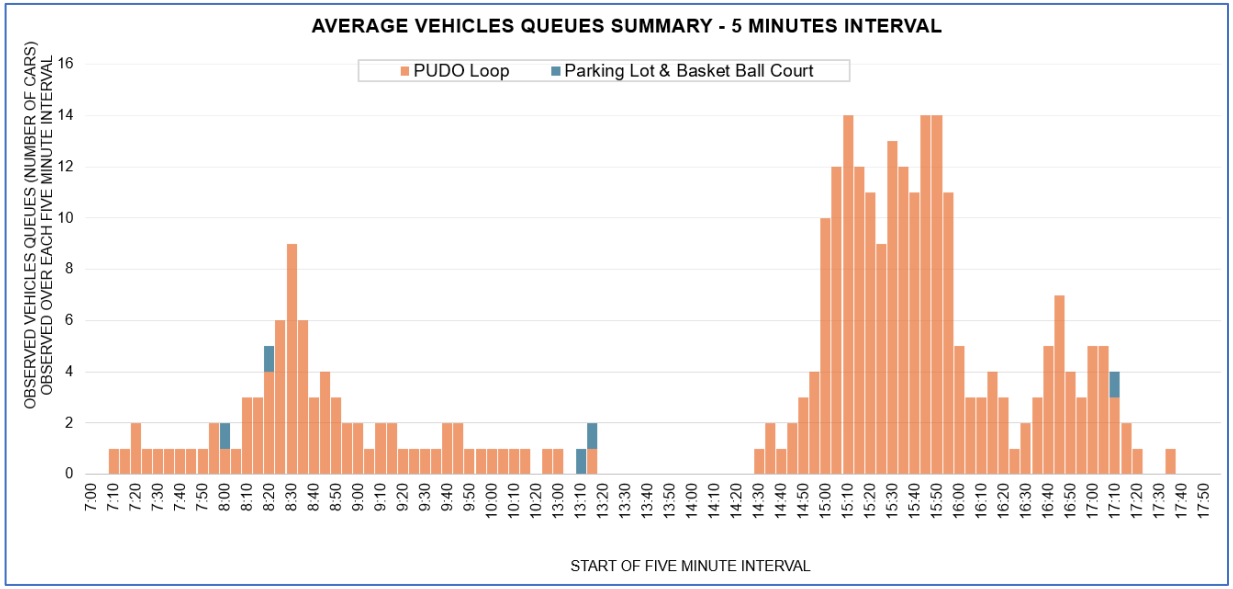


Figure 5-5 Vehicle PUDO Queueing Summary

5.6.2 Future Vehicle PUDO Activities

Based on the site plan prepared by Gren Weis Design Studio, dated September 8, 2026, and using a PUDO space length of 5.7 m consistent with the Oakville Universal Design Standards, the proposed lay-by area can accommodate up to 21 vehicles while maintaining the adjacent crosswalk clear of obstruction. Therefore, the proposed expansion will include 21 designated lay-by PUDO spaces within the on-site circulation system.

In addition, parking spaces not required for staff parking may be temporarily used to support PUDO activity during peak periods (which was determined in **Section 5.5**). **Table 5-8** provides a summary of the existing and future PUDO demand based on the observed PUDO activities and parking spaces availability.

Table 5-8 Future PUDO Demand Based on Available PUDO and Parking Spaces

Parking	Existing	Future
Available PUDO Spaces	15 lay-by spaces	21 lay-by spaces
Available Parking Spaces	2 parking spaces	14 parking spaces
Total	17 PUDO spaces	35 PUDO spaces
PUDO Demand *	6 spaces in the AM 19 spaces in the PM	14 spaces in the AM 42 spaces in the PM

* Based on drop-off time of 1.5 min/vehicle and pick-up time of 6.0 min/vehicle

As shown in **Table 5-8**, under existing conditions, the site provides a total of 17 PUDO spaces, consisting of 15 lay-by spaces and 2 parking spaces, while future conditions will provide a total of 35 PUDO spaces, including 21 lay-by spaces and 14 parking spaces available for PUDO use.

Existing PUDO demand during the weekday a.m. and p.m. peak hours was determined based on the maximum number of observed PUDO vehicles within a 5-minute interval, which was 21 vehicles in the a.m. peak period and 16 vehicles in the p.m. peak period, as summarized in

Table 5-6. A video review of site operations was undertaken to estimate vehicle dwell times within the PUDO loop. Average drop-off dwell time during the a.m. peak period was approximately 1.5 minutes, while average pick-up dwell time during the p.m. peak period was approximately 6 minutes.

The average dwell time of 1.5 minutes during the a.m. peak hour was determined by recording the total amount of time a vehicle spent in the PUDO loop, from the time it arrived to the time it departed. Using this, an average was taken based on the total number of vehicles that utilized the PUDO loop. The same methodology was used to determine the average p.m. peak hour dwell time of 6 minutes. There was significantly more variation during the p.m. peak hour, with some vehicles only staying for 2-4 minutes, while others remained in the PUDO loop between 8-10 minutes.

Using these dwell times, the existing number of PUDO spaces was calculated as follows:

- A.M. Peak Period:

21 vehicles × (1.5 minutes ÷ 5 minutes) ≈ 6 PUDO spaces

- P.M. Peak Period:

16 vehicles × (6 minutes ÷ 5 minutes) ≈ 19 PUDO spaces

Future PUDO demand was estimated by scaling the existing demand to reflect the increase in student enrolment from 180 to the student maximum theoretical cap of 400 students, representing an approximate 2.2-times increase. This is a conservative analysis given that the expected enrolment due to the additional 4 classrooms is expected to be 270 students. Applying this factor results in a projected future demand of approximately 14 PUDO spaces during the a.m. peak period and 42 PUDO spaces during the p.m. peak period.

Under future conditions, the proposed 35 available PUDO spaces are sufficient to accommodate the a.m. peak-hour demand. During the p.m. peak hour, projected demand marginally exceeds supply by six spaces. To address this, traffic management and operational strategies, such as staff directing PUDO traffic, staggered dismissal times, or short-term use of additional parking spaces, may be required to ensure PUDO activity remains contained within the site and does not spill back onto Linbrook Road.

5.6.3 Bus PUDO Analysis

School bus operations for Linbrook School are coordinated with SMLS, which accommodates a larger student population and provides more extensive bus PUDO and parking facilities. Accordingly, buses serving Linbrook School utilize the SMLS bus PUDO facilities, and these operations have been reviewed as part of this study. Two primary bus PUDO locations are provided at SMLS: the main PUDO loop at the front of the school and the main parking lot located adjacent to the loop.

Bus PUDO activity was surveyed on May 23, 2025, March 31, 2026, and April 1, 2026, representative typical weekday a.m. drop-off and p.m. pick-up conditions. The observed bus arrivals at the PUDO loop and main parking lot are summarized in **Table 5-9** and illustrated in **Figure 5-6**, while the corresponding bus queue lengths are summarized in **Table 5-10** and illustrated in **Figure 5-7**. The detailed data sheets from the bus PUDO surveys are found in **Appendix I**.

Table 5-9 Observed Bus PUDO Activities (Average Over Three Days Survey)

School A.M. Peak Hour (Drop-off)[1]			School P.M. Peak Hour (Pick-up)[1]		
Time (5 min Interval)	SMLS PUDO Loop	SLMS Main Parking Lot	Time (5 min Interval)	SMLS PUDO Loop	SMLS Main Parking Lot
7:30 – 7:35	0	0	14:30 – 14:35	0	0
7:35 – 7:40	0	0	14:35 – 14:40	0	0
7:40 – 7:45	0	0	14:40 – 14:45	0	0
7:45 – 7:50	0	0	14:45 – 14:50	0	0
7:50 – 7:55	0	0	14:50 – 14:55	0	0
7:55 – 8:00	0	0	14:55 – 15:00	1	0
8:00 – 8:05	0	0	15:00 – 15:05	0	0
8:05 – 8:10	0	0	15:05 – 15:10	1	0
8:10 – 8:15	0	0	15:10 – 15:15	0	0
8:15 – 8:20	1	0	15:15 – 15:20	1	0
8:20 – 8:25	0	0	15:20 – 15:25	1	0
8:25 – 8:30	1	0	15:25 – 15:30	1	0
8:30 – 8:35	0	0	15:30 – 15:35	1	1
8:35 – 8:40	3	0	15:35 – 15:40	2	0
8:40 – 8:45	3	0	15:40 – 15:45	0	2
8:45 – 8:50	1	0	15:45 – 15:50	1	4
8:50 – 8:55	1	0	15:50 – 15:55	1	1
8:55 – 9:00	0	0	15:55 – 16:00	0	0
9:00 – 9:05	0	0	16:00 – 16:05	0	0
9:05 – 9:10	1	0	16:05 – 16:10	0	0
9:10 – 9:15	0	0	16:10 – 16:15	0	0
9:15 – 9:20	0	0	16:15 – 16:20	0	0
9:20 – 9:25	1	0	16:20 – 16:25	0	0
9:25 – 9:30	0	0	16:25 – 16:30	0	0

1. Based on when bus arrives at the PUDO spot during a given time interval.

Table 5-10 Observed Bus Queues (Average Over Three Days Survey)

School A.M. Peak Hour (Drop-off)[1]			School P.M. Peak Hour (Pick-up)[1]		
Time (5 min Interval)	SMLS PUDO Loop	SLMS Main Parking Lot	Time (5 min Interval)	SMLS PUDO Loop	SMLS Main Parking Lot
7:30 – 7:35	0	0	14:30 – 14:35	0	0
7:35 – 7:40	0	0	14:35 – 14:40	0	0
7:40 – 7:45	0	0	14:40 – 14:45	0	0
7:45 – 7:50	0	0	14:45 – 14:50	0	0
7:50 – 7:55	0	0	14:50 – 14:55	0	0
7:55 – 8:00	0	0	14:55 – 15:00	0	0
8:00 – 8:05	0	0	15:00 – 15:05	0	0
8:05 – 8:10	0	0	15:05 – 15:10	0	0
8:10 – 8:15	0	0	15:10 – 15:15	1	0
8:15 – 8:20	1	0	15:15 – 15:20	1	0
8:20 – 8:25	0	0	15:20 – 15:25	2	0
8:25 – 8:30	0	0	15:25 – 15:30	2	0
8:30 – 8:35	0	0	15:30 – 15:35	3	0
8:35 – 8:40	0	0	15:35 – 15:40	4	0
8:40 – 8:45	0	0	15:40 – 15:45	5	0
8:45 – 8:50	0	0	15:45 – 15:50	4	0
8:50 – 8:55	0	0	15:50 – 15:55	1	2
8:55 – 9:00	0	0	15:55 – 16:00	0	4
9:00 – 9:05	0	0	16:00 – 16:05	0	1
9:05 – 9:10	0	0	16:05 – 16:10	0	0
9:10 – 9:15	0	0	16:10 – 16:15	0	0
9:15 – 9:20	0	0	16:15 – 16:20	0	0
9:20 – 9:25	0	0	16:20 – 16:25	0	0
9:25 – 9:30	0	0	16:25 – 16:30	0	0

1. Based on when bus arrives at the PUDO spot during a given time interval.

As summarized in **Table 5-9**, school bus PUDO activity is limited during the weekday a.m. drop-off period, with a maximum of three buses observed within a single 5-minute interval at the SMLS PUDO loop (8:35–8:40 a.m.). No bus activity was observed within the SMLS main parking lot during the a.m. peak period. Overall, bus arrivals during the morning are spread out over time, resulting in minimal operational interaction with general traffic along Linbrook Road.

During the weekday p.m. pick-up period, bus activity is more concentrated. The highest observed activity occurred between 3:45 and 3:50 p.m., when up to five buses were recorded within a single 5-minute interval across the SMLS PUDO loop and main parking lot. In several

intervals, buses were observed using both locations simultaneously, indicating peak demand for bus staging and loading space during dismissal.

As shown in **Figure 5-7**, bus queuing during the a.m. peak period was negligible, with queues generally limited to zero or one bus. During the p.m. peak period, queues were more noticeable, with a maximum observed queue of five buses at the SMLS PUDO loop (15:40–15:45 p.m.) and up to four buses within the main parking lot (15:55–16:00 p.m.). These queues reflect short-duration loading conditions rather than sustained congestion.

The survey conducted on May 23, 2025 identified operational issues during the weekday p.m. peak period, where the SMLS main parking lot became fully occupied by buses. Under these conditions, inbound vehicles were unable to enter the parking lot, resulting in buses waiting along Linbrook Road, which led to congestion. This condition was not observed consistently on the other survey days but highlights the sensitivity of operations when bus demand is concentrated in a short time window. Potential mitigation measures to address these conditions include:

- Consolidating underutilized bus routes to reduce the overall number of buses required on site; and
- Shifting student loading activities to the SMLS PUDO loop, thereby minimizing reliance on the main parking lot for bus staging and reducing conflicts with general traffic.

With the implementation of these operational measures, bus PUDO activity can be more evenly distributed, improving circulation within the site and minimizing the potential for queuing and congestion on Linbrook Road.

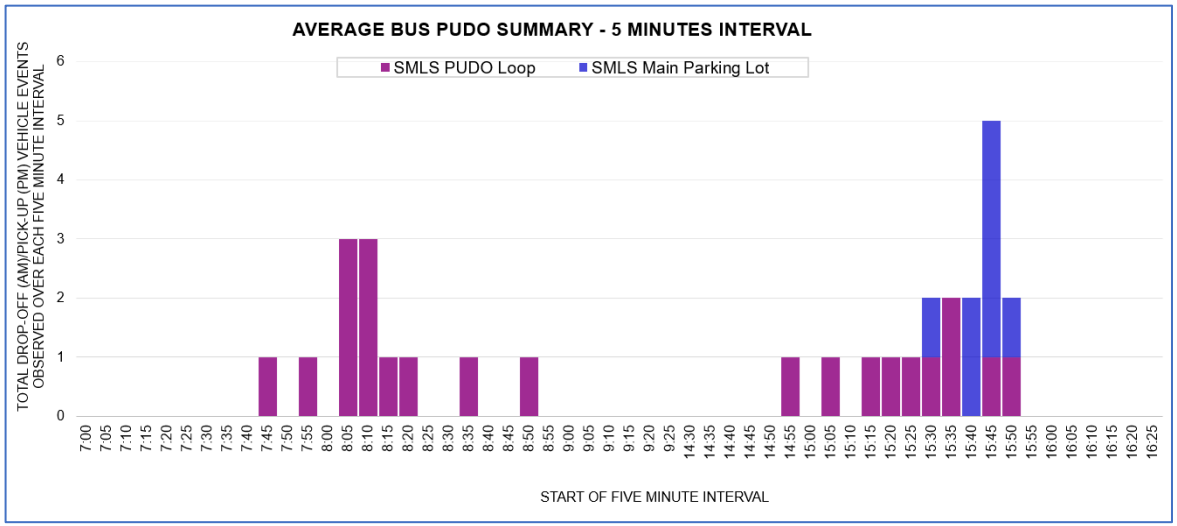


Figure 5-6 Bus PUDO Activity Summary

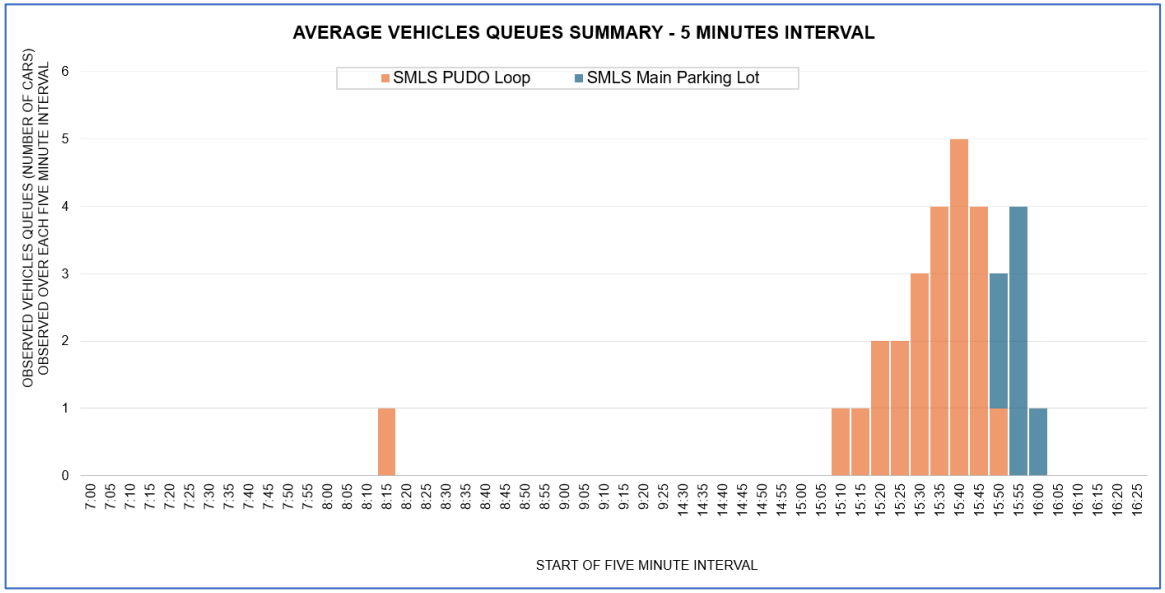


Figure 5-7 Bus PUDO Queuing Summary

6 Operational and Transportation Demand Management

6.1 Pedestrian and Cycling Circulation Plan

A Pedestrian and Cycling Circulation Plan has been prepared to illustrate proposed on-site pedestrian and cycling routes and their connections to the surrounding transportation network, as shown in **Figure 6-2**. The plan identifies primary pedestrian circulation paths, student crossing locations, connections to adjacent sidewalks, signed bicycle routes, and on-street facilities, as well as the locations of pedestrian crossings.

6.2 Pedestrian Crossing Operation

Due to the shared parent and bus PUDO operations between Linbrook and SMLS, safe pedestrian crossings across Linbrook Road are a critical component of overall site operations. Pedestrian crossing activity also directly influences traffic flow along Linbrook Road, particularly during peak school arrival and dismissal periods.

Pedestrian counts were conducted by Horizon Data Services Ltd. on behalf of WSP on Tuesday, May 27, 2025, during the weekday a.m. (7:00–9:30 a.m.) and p.m. (2:00–6:00 p.m.) peak periods. The counts focused on the marked pedestrian crossover (PXO) located on Linbrook Road immediately east of the subject site, which is used by students traveling between Linbrook and SMLS.

The location of the existing PXO is shown in **Figure 6-1**.

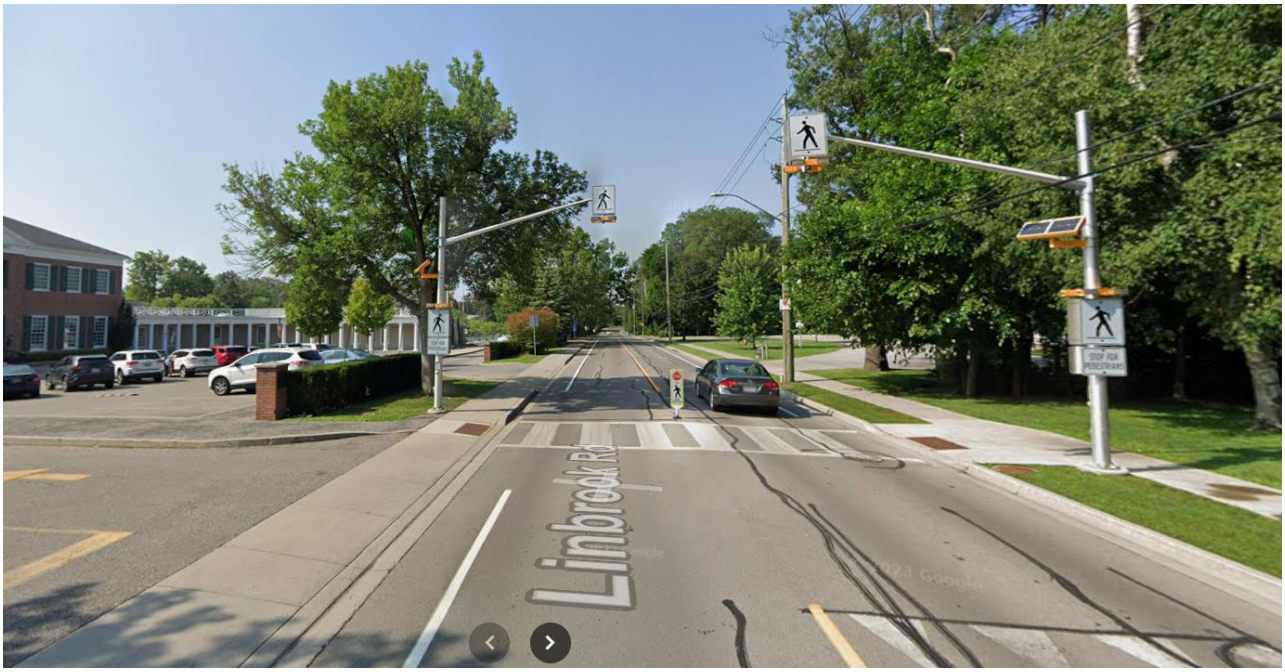


Figure 6-1 Existing Pedestrian Crossing on Linbrook Road

(Source: Google Maps)

LEGEND:

- PEDESTRIAN CIRCULATION PATH, ACCESS, AND CROSSING
- BICYCLE CIRCULATION PATH AND FACILITIES
- VEHICLE PARKING AND PICK-UP/DROP OFF

PROPOSED 1 STOREY SENIOR CLASSROOM ADDITION FFL=97.93

PROPOSED 2 STOREY GYMNASIUM ADDITION FFL=97.93

EXISTING 1 STOREY BRICK BUILDING "LINBROOK SCHOOL" No. 1079

#1049 ONE STOREY DWELLING

EXISTING DWELLING #1059 TO BE DEMOLISHED

ATHLETIC FIELD

LINBROOK ROAD

DAVID AVE

Continuation of Sidewalk

Crossing at Driveway

PXO Crossing

Mid-block PXO Crossing

Crossing at David Avenue

Date Site Plan Received: 2026-09-09

Scale: 1:600

Figure 6-2
Pedestrian and Cycling Circulation Plan
Linbrook School, Oakville

wsp - Linbrook School.dwg_6-1

Modified: 9/9/2026 1:34 PM By: nima.farid Plot Date: 2026/09/09

C:\Users\nima.farid\OneDrive - WSP O365\Desktop\Projects\CA0068877.8494 Linbrook School\2026-09-09\CAD

Table 6-1 summarizes the observed pedestrian crossing activity during the school peak hours. As observed during the surveys, school staff were present during peak hours to supervise and escort students crossing Linbrook Road to and from school buses stopping at SMLS. Student crossings were completed in platoons and did not significantly impact traffic flow.

Table 6-1 Observed Pedestrian Crossings

School A.M. Peak Hour			School P.M. Peak Hour		
Start Time	**Assisted Pedestrian Crossing**	**Unassisted Pedestrian Crossing**	**Start Time**	**Assisted Pedestrian Crossing**	**Unassisted Pedestrian Crossing**
8:00	0	0	15:00	0	1
8:05	0	2	15:05	0	0
8:10	0	1	15:10	0	0
8:15	6	0	15:15	0	1
8:20	1	0	15:20	0	0
8:25	3	0	15:25	0	0
8:30	4	0	15:30	0	2
8:35	5	0	15:35	0	2
8:40	2	0	15:40	17	0
8:45	0	1	15:45	15	1
8:50	0	2	15:50	0	1
8:55	0	2	15:55	0	2
Total	**21**	**8**	**Total**	**32**	**10**

The pedestrian surveys indicate that crossing activity is concentrated during the core school arrival (approximately 8:15–8:45 a.m.) and dismissal (approximately 3:30–4:00 p.m.) periods, corresponding with shared bus operations at SMLS. The majority of crossings during these periods are assisted, reflecting active supervision by school staff.

Pedestrian crossing volumes observed in 2025 were compared with previous surveys conducted between 2015 and 2017, as summarized in **Table 6-2**.

Table 6-2 Observed Pedestrian Crossings – 10-Year Historical Data

Survey Date	A.M. Peak Hour			P.M. Peak Hour		
	Assisted	**Unassisted**	**Total**	**Assisted**	**Unassisted**	**Total**
Tuesday, October 6, 2015	23	21	44	26	19	45
Wednesday, April 12, 2017	26	4	30	36	4	40
Tuesday, May 27, 2025	21	8	29	32	10	42

The pedestrian crossing volumes have remained generally stable over the past 10 years based on data from three surveys in 2015, 2017 and 2025. Unassisted crossings have reduced since 2015, which is indicative of the school's continued efforts to improve operations at the pedestrian crossing and traffic flow on Linbrook Road. Based on field observations and the intersection capacity analysis, the existing PXO can accommodate pedestrian volumes higher than those currently observed during the weekday a.m. and p.m. peak periods without causing significant disruption to traffic flow, provided that the school continues to provide assisted pedestrian crossings during peak periods. For example, higher pedestrian crossing volumes could be accommodated with negligible impact on traffic flow if students continue to cross in platoons.

6.3 Staggered Arrival and Dismissal Operations

This section examines the existing staggered arrival and dismissal schedules at SMLS and Linbrook and introduces a refined schedule intended to better manage peak PUDO demand and improve on-site circulation.

6.3.1 Existing Staggered Schedules

Both SMLS and Linbrook currently operate with staggered arrival and dismissal times to manage concentrated PUDO activity. The SMLS schedule is shown in **Table 6-3**. Linbrook's existing schedule is shown in **Table 6-4**. The combined school arrivals are spread out 40-minutes in the morning and 55-minutes in the afternoon.

Table 6-3 Arrival and Dismissal Schedule by Grade for SMLS

Grade	Time
Arrival	
JK/SK to Grade 4	8:15 a.m.
Grades 5 to 6	8:15 to 8:30 a.m.
Grades 7 to12	8:30 a.m.
Dismissal	
JK/SK	3:05 p.m.
Grades 1 and 2	3:15 p.m.
Grades 3 and 4	3:20–3:25 p.m.
Grades 5 and 6	3:25–3:40 p.m.
Grades 7 and 8	3:40 p.m.
Grades 9 to 12	3:45 p.m.

Table 6-4 Arrival and Dismissal Schedule by Grade for Linbrook

Grade	Time
Arrival	
JK/SK to Grade 3	8:05 to 8:20 a.m.
Grades 4 to 8	8:30 to 8:45 a.m.
Dismissal	
JK/SK	3:10 to 3:20 p.m.
Grades 1 and 2	3:20 to 3:30 p.m.
Grades 3 and 4	3:30 to 3:40 p.m.
Grades 5 and 6	3:40 to 3:50 p.m.
Grades 7 and 8	3:50 to 4:00 p.m.

PUDO and queuing surveys conducted at Linbrook indicate that, while the current staggered arrival and dismissal schedule contributes to distributing traffic demand, congested conditions persist within the PUDO loop during peak periods. PUDO activity peaked in the morning between 8:25 and 8:45 a.m., which corresponds with arrivals for Grades 4 to 8 and in the afternoon between 3:45 and 4:00 p.m., which corresponds with dismissals for Grades 5 to 8.

It is noted that during these peak periods, a large number of SMLS students are scheduled to arrive and depart as well. While PUDO for SMLS does not occur in the Linbrook loop, concurrent PUDO activities at both schools contribute to a temporary surge of traffic on Linbrook Road.

6.3.2 Recommended Staggered Arrival & Dismissal Schedule

It is recommended that Linbrook School adjust the arrival and dismissal schedule to better distribute peak PUDO demand and reduce overlap with SMLS. Based on field observations, peak congestion currently occurs between 8:25–8:45 a.m. and 3:45–4:00 p.m. The refined schedule shifts student arrival and dismissal times to alleviate these peak periods.

To support the development of the refined schedule, a capacity-based assessment of the PUDO operations was undertaken. Average vehicle dwell times were assumed to be approximately 1.5 minutes during arrival and 6 minutes during dismissal, based on the observed operational conditions. Based on these assumptions, each PUDO space can accommodate approximately 7 vehicles per 10-minute interval (or 10 vehicles per 15-minute interval) during arrival and 2 vehicles per 10-minute interval during dismissal. This is based on an assumed average occupancy of one student per vehicle, consistent with site trip generation characteristics (Section 3.3.3).

Table 6.5 presents the proposed staggered schedule along with the corresponding PUDO space requirements for each time interval. As shown, the schedule has been structured such that the majority of intervals operate within the peak demand of approximately 33 PUDO spaces, thereby aligning the supply of 35 spaces as per the site capacity. It should be noted that the recommended arrival and dismissal schedules are provided for illustrative purposes only to demonstrate how the site can operate within the proposed arrival and dismissal windows.

Table 6-5 Recommended Arrival and Dismissal Schedule

Grade Group	Time	Approx. No. of Students	Required PUDO Spaces
Arrival			
JK/SK	8:00–8:15 a.m.	100	10 (100 ÷ 10 = 10)
Grades 1–4	8:15–8:30 a.m.	100	10
Grades 5–6	8:30–8:45 a.m.	100	10
Grades 7–8	8:45–8:55 a.m.	100	14
Dismissal			
JK/SK	3:05–3:15 p.m.	66	33 (66 ÷ 2 = 33)
Grades 1–2	3:15–3:25 p.m.	66	33
Grades 3–4	3:25–3:35 p.m.	66	33
Grades 5–6	3:35–3:45 p.m.	66	33
Grades 7–8	3:45–3:55 p.m.	66	33
After School	3:55–4:05 p.m.	70	35

As shown in **Table 6-5**, it is recommended that up to 66 students be dismissed in any 10-minute interval in the afternoon peak hour. This can be achieved through a combination of staggered dismissals by grade and through after-school programming. In the sample schedule, 70 students are allocated to after-school programs and dismissed after 3:55 pm. It is expected that most staff would leave after school dismissal, therefore more parking spaces would be available for PUDO use. Therefore, the required 35 PUDO spaces for the after-school program dismissal are expected to be accommodated entirely on-site, through a combination of 21 layby spaces plus 14 parking spaces.

This approach reduces the impact of concurrent PUDO activities at the two schools, lowers peak period PUDO volumes at Linbrook, shortens on-site queues, and improves overall circulation.

It is also recommended that Linbrook School regularly monitor queuing conditions during arrival and dismissal periods. Should queuing issues arise (i.e. queue spillback onto Linbrook Road leading to traffic congestion), the arrival and dismissal schedule should be reviewed and adjusted as needed to reduce the number of PUDOs during critical periods.

6.4 Transportation Demand Management

Transportation Demand Management (TDM) comprises a range of strategies intended to improve transportation system efficiency by managing travel demand and encouraging the use of more sustainable modes, including walking, cycling, school bus, carpooling, and public transit. TDM measures form an important component of a comprehensive transportation strategy for Linbrook School, particularly given the arrival and dismissal activity associated with school operations.

The objective of the proposed TDM strategy is to inform, encourage, and support alternative travel options for students, parents, and staff, while reducing reliance on single-occupant vehicle trips during peak periods. These measures are intended to complement the school's existing operational practices and enhance the effectiveness of the site's circulation and PUDO management.

6.4.1 Staggered Arrival and Dismissal Optimization

As discussed in **Section 6.3**, Linbrook already operates with staggered arrival and dismissal times by grade. Continued refinement of these schedules can further spread peak traffic demand and reduce short-term congestion within the PUDO loop and the surrounding road network. Refinements to the staggered arrival and dismissal schedule is recommended, which specifically targets the observed peak PUDO activity and queueing conditions.

6.4.2 Walking School Bus

A walking school bus is a group of children walking to and from school with the supervision of adults. It can take the form of having parents rotate the responsibility of walking their neighbours' children to school or could take a more formal approach and have a schedule of trained volunteers working on a regulated timetable.

Given that Linbrook is in a residential area with availability of pedestrian infrastructure, this program represents a viable opportunity to increase walking trips for students residing within walking distance.

The School should coordinate with the municipality to identify appropriate crossing guard locations and operating times to support this initiative. Information on crossing guard locations and schedules should be communicated regularly to parents and students through school newsletters and orientation materials. Introducing the program at the start of the school year would allow families time to adapt and participate.

6.4.3 Communication Plan and Signage

Clear communication plays a key role in managing on-site traffic behaviour. It is recommended that Linbrook include a regular "Safety Reminders" section in school newsletters to reinforce appropriate PUDO practices and discourage unsafe or non-compliant behaviour.

In addition, providing transportation information packages to parents and staff, particularly at the start of each school year, can strengthen awareness of available travel options, PUDO procedures, and safety expectations. These materials can be shared through multiple channels, including:

- School newsletters
- Orientation and welcome sessions
- Online communication platform

Consistent messaging directed at students, parents, and staff will help reinforce expectations and support safe and orderly site operations.

Moreover, on-site signage and pavement markings should clearly identify PUDO areas, parking restrictions (i.e. no parking in the PUDO loop), and pedestrian crossings. A signage and pavement markings plan is provided in **Section 7.**

6.4.4 Encourage Mode Shift Among Staff

Reducing staff reliance on single-occupant vehicle travel can free additional parking capacity for PUDO activity during peak periods. It is recommended that the school survey staff travel patterns to assess interest in alternative modes such as transit, cycling, or carpooling.

Potential incentives could include partially subsidized PRESTO cards, enhanced bicycle parking and end-of-trip facilities, or informal carpool matching support. Even modest reductions in staff parking demand can provide operational benefits during peak school periods.

6.4.5 Promote School Bus and Carpool Use

Increasing awareness of existing school bus services and encouraging their use can be effective in reducing passenger vehicle traffic demands. Parents with children attending both SMLS and Linbrook school may be more aware of school bus availability, given that Linbrook school use the SMLS facilities to organize their student trips. Parents with children only at Linbrook could benefit from additional promotion and information regarding school bus availability.

In parallel, promoting parent-organized carpooling can further reduce the number of individual vehicle trips during peak arrival and dismissal periods. This may be encouraged through potential initiatives such as designated pick-up/drop-off areas.

7 Site Plan Review

The site plan review and vehicle simulation detailed in this section are based on the site plan drawings provided to WSP on June 10, 2026, in accordance with the applicable standards.

7.1 Loading Assessment

In accordance with Zoning By-law 2014-014, there is no minimum requirement for loading spaces for the proposed development. As such, dedicated loading spaces are not required to be provided for Linbrook School.

Notwithstanding the above, should loading activity be accommodated on site, any loading space provided will be designed in accordance with the applicable by-law standards, including a minimum width of 3.5 metres, a minimum length of 12.0 metres, and a minimum vertical clearance of 4.2 metres, to ensure safe and functional operations.

7.2 Site Dimensions

The proposed site dimensions on the site plan are illustrated in **Figure 7-1**. The key review items are discussed below.

Driveway

In accordance with the Town of Oakville Zoning By-law 1988-220 *(STD 10-2, Driveway Entrance Criteria)*, driveway entrances are required to have a minimum entrance width of 7.5 metres, and curb return radii of 6.0 metres for driveway entrances located on minor roads. The proposed site driveways comply with these requirements.

Parking and Driving Aisle

The Town of Oakville Zoning By-law 2014-014 requires perpendicular parking spaces to be 2.7 metres in width and 5.7 metres in length. Parking spaces located adjacent to walls or other obstructions require an additional 0.3-metre buffer space, increasing the required width to 3.0 metres. For parallel parking spaces, the minimum required dimensions are 2.7 metres in width and 6.0 metres in length, measured parallel to the aisle or driveway.

Accessible parking spaces require a minimum width of 3.65 metres for Type A spaces and 2.7 metres for Type B spaces, each provided with a minimum 1.5-metre barrier-free access aisle.

Finally, two-way driving aisles providing access to perpendicular parking are required to have a minimum width of 6.0 metres. The proposed parking areas comply with these dimension requirements.

7.3 Site Circulation

The AutoTURN 11.0 turning template software was used to simulate and review the circulation of design vehicles as detailed below.

7.3.1 Fire Truck Circulation

Fire truck access to Linbrook School will be provided via Linbrook Road and the internal site driveways, which function as fire routes. A standard fire truck can access the east side of the school by travelling over the concrete walkway, allowing emergency vehicles to reach this portion of the building without operational constraints. Fire trucks can also circulate along the west side of the building using the west parking lot aisle. In addition, fire trucks can exit the site via the west site driveway without encroachment. Overall, the fire truck manoeuvre simulations confirm that emergency vehicles can safely access and exit the school building under the proposed site layout without issue, as illustrated in **Figure 7-2**, **Figure 7-3** and **Figure 7-4**.

7.3.2 Waste Collection

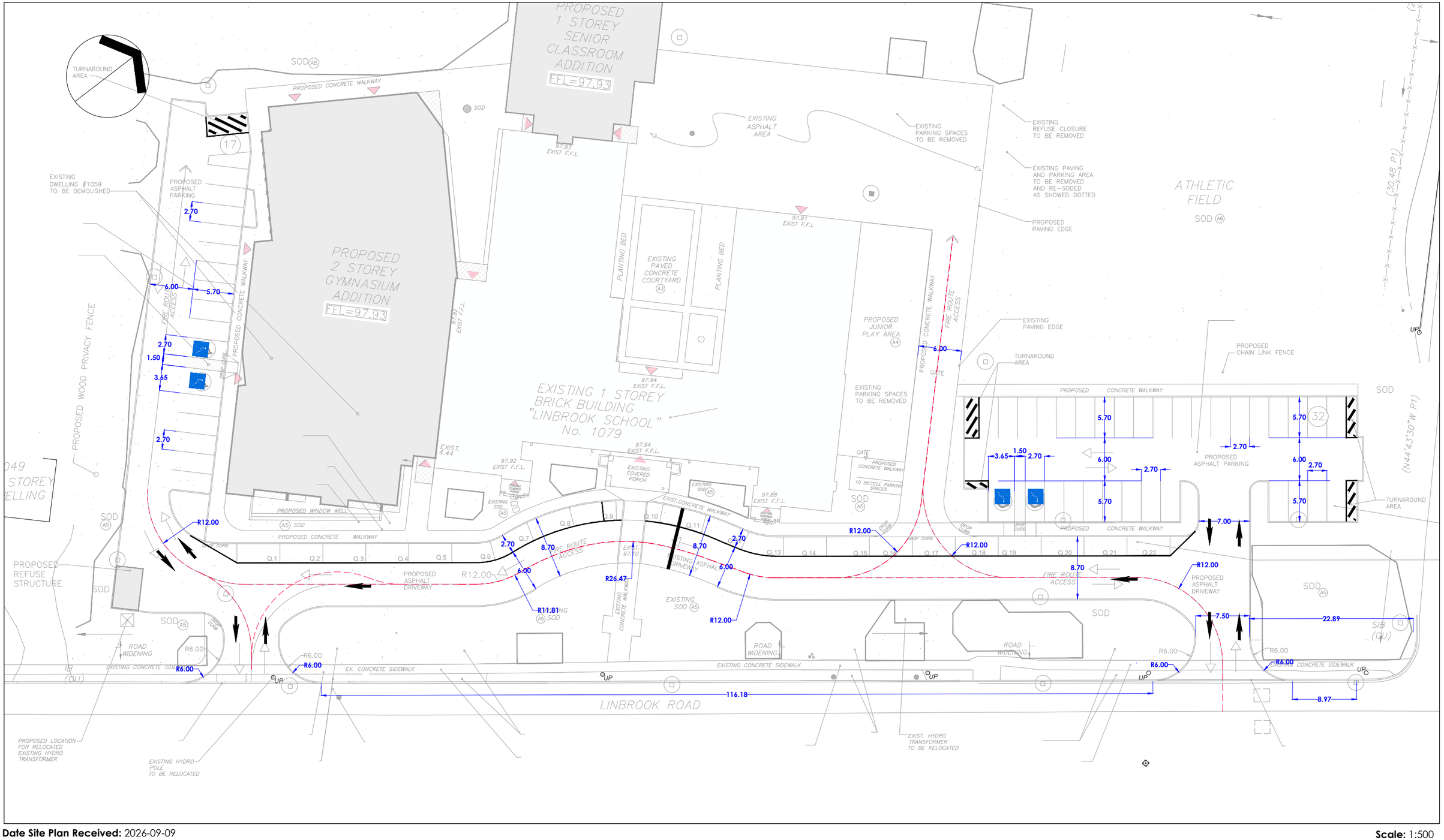
WSP conducted a review of waste collection operations using a Halton Region front-loading garbage truck. As illustrated in **Figure 7-5**, the garbage truck can enter the designated waste collection area and exit the site in a forward motion, with no operational conflicts. The manoeuvre simulations confirm that waste collection activities can be accommodated safely and efficiently under the proposed site layout.

7.3.3 Passenger Vehicle

The circulation and maneuvers of a standard passenger vehicle, in accordance with TAC (2017) design standards, were evaluated as shown in **Figure 7-6**. In addition, **Figure 7-7** and **Figure 7-8** show that passenger vehicles can safely enter and exit the critical parking spaces within both the west and east parking lots, with no operational conflicts.

7.4 Pavement Marking and Signage Plan

WSP prepared pavement marking and signage plans for the proposed development, as shown in **Figure 7-9**. The recommended signage has been incorporated into the site plan. All traffic control signage is proposed to be implemented in accordance with the Ontario Traffic Manual (OTM). The plans also include signage related to parking regulations, such as “Visitor Parking Only” and “Accessible Parking Permit Only”, as well as designated Passenger PUDO signage.



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Date Site Plan Received: 2026-09-09

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Figure 7-1
Dimensions and Specifications
Linbrook School, Oakville

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Oakville Fire

	meters
Width	: 2.54
Track	: 2.18
Lock to Lock Time	: 6.0
Steering Angle	: 32.5

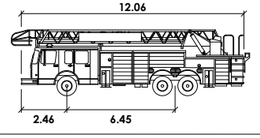
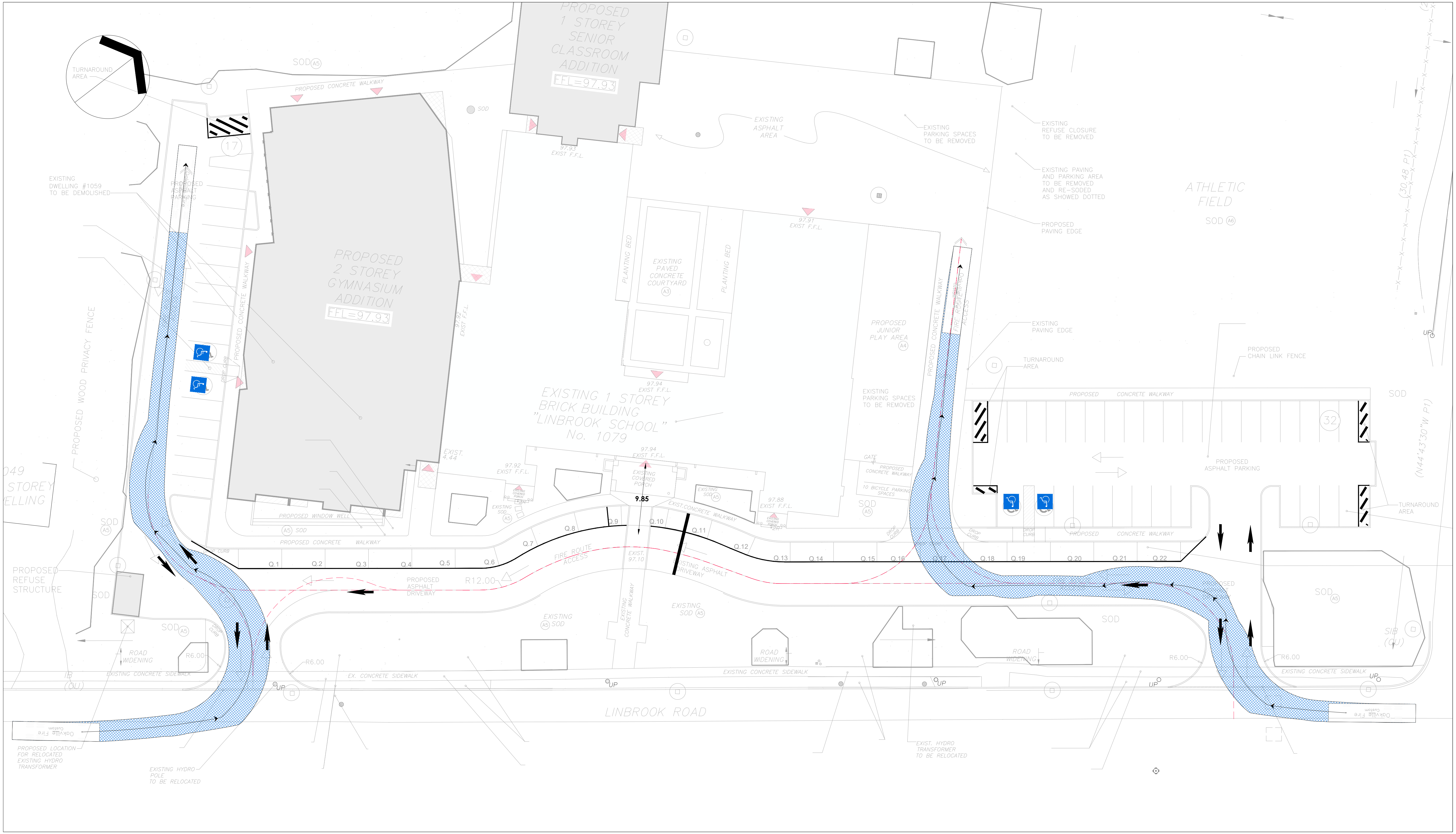


Figure 7-2
Fire Truck Access Manoeuvre Review
Linbrook School, Oakville

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Date Site Plan Received: 2026-09-09

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Oakville Fire

	meters
Width	**: 2.54**
Track	**: 2.18**
Lock to Lock Time	**: 6.0**
Steering Angle	**: 32.5**

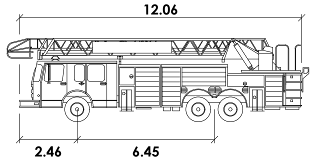
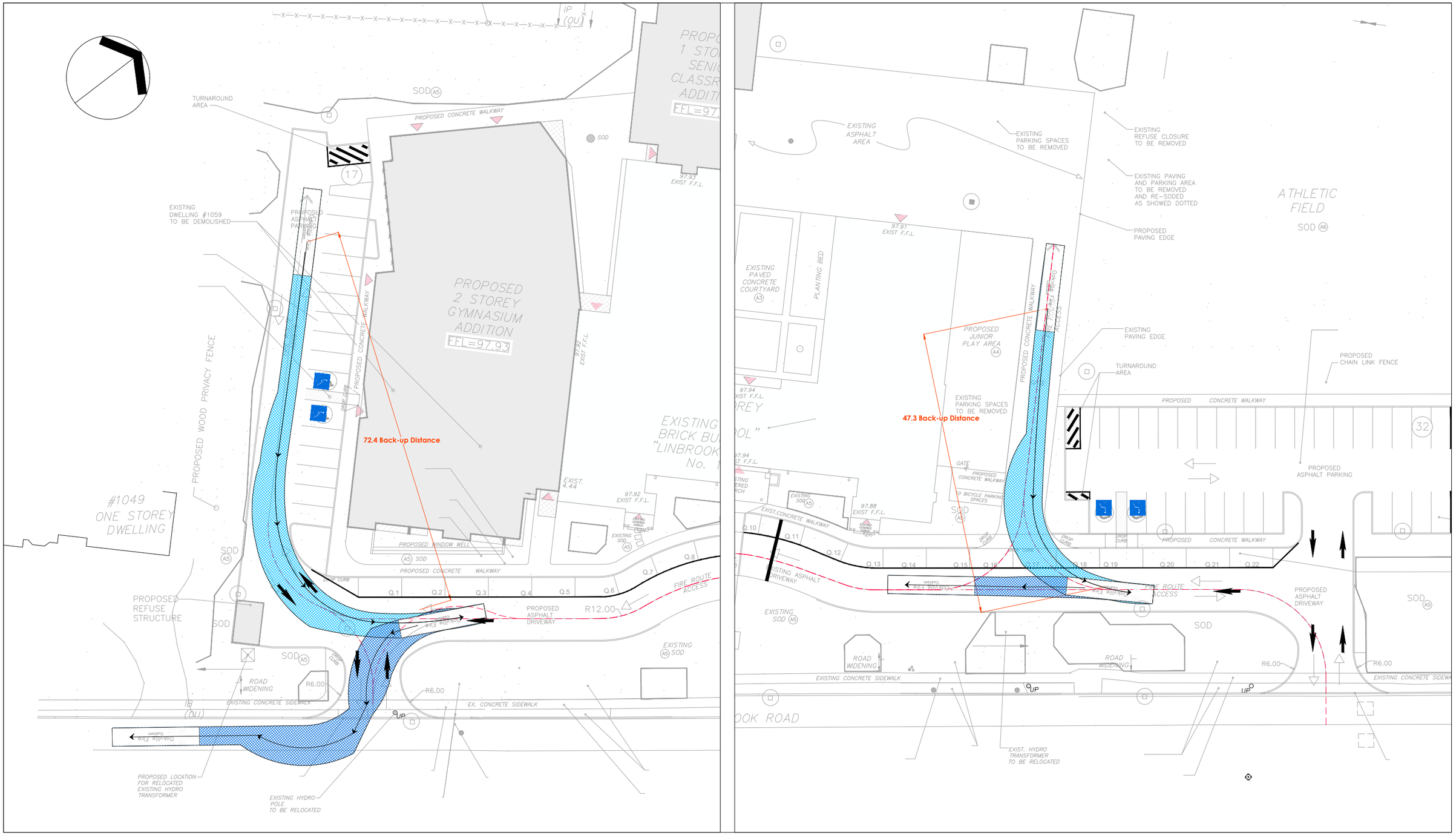


Figure 7-3
Fire Truck Access Manoeuvre Review
Linbrook School, Oakville

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Date Site Plan Received: 2026-09-09

Scale: 1:500

Oakville Fire

	meters
Width	: 2.54
Track	: 2.18
Lock to Lock Time	: 6.0
Steering Angle	: 32.5

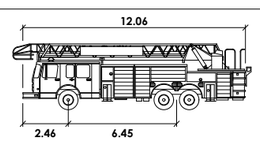
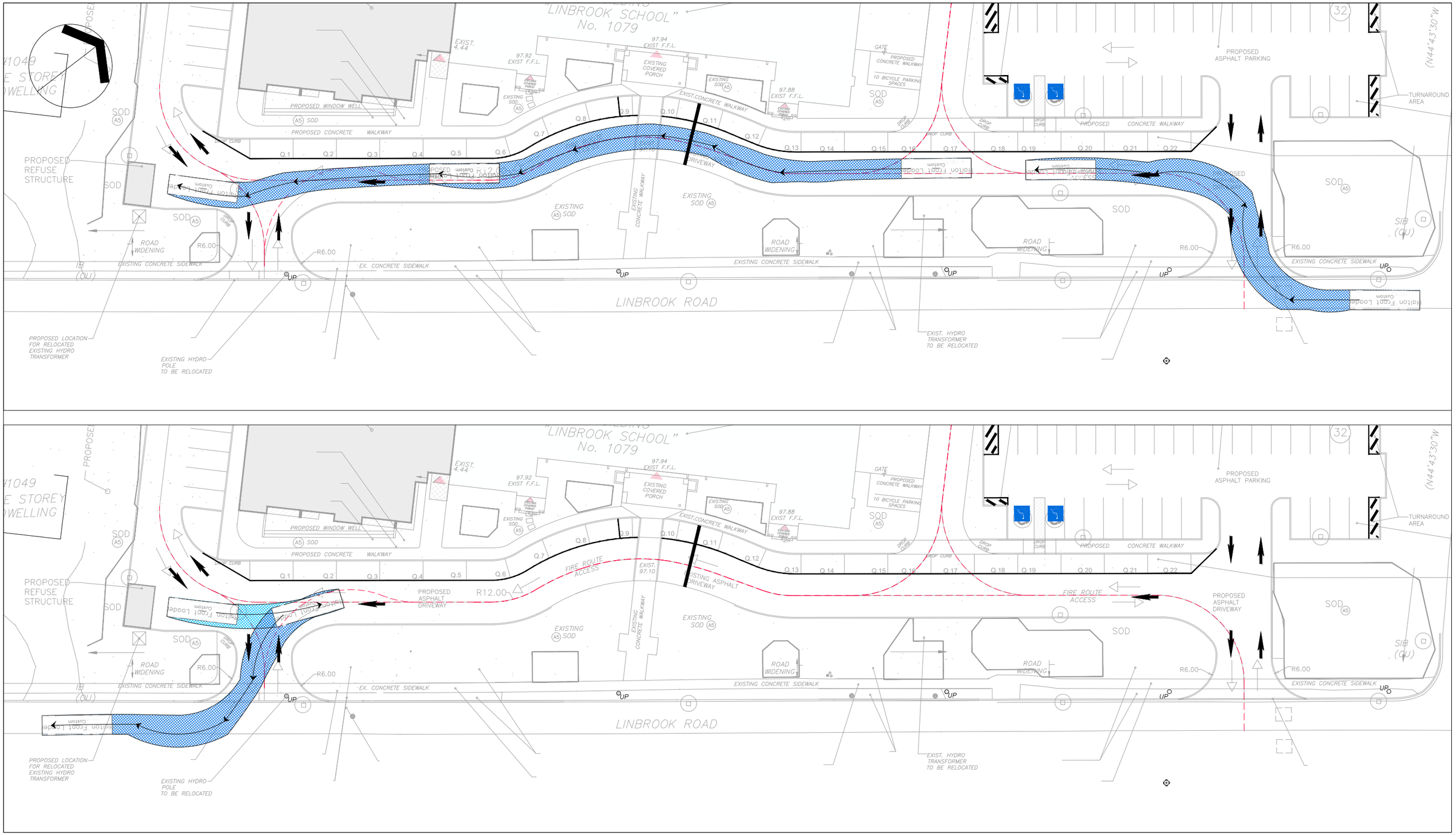


Figure 7-4
Fire Truck Access Manoeuvre Review
Linbrook School, Oakville

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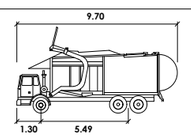
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Date Site Plan Received: 2026-09-09

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Halton Front Loader

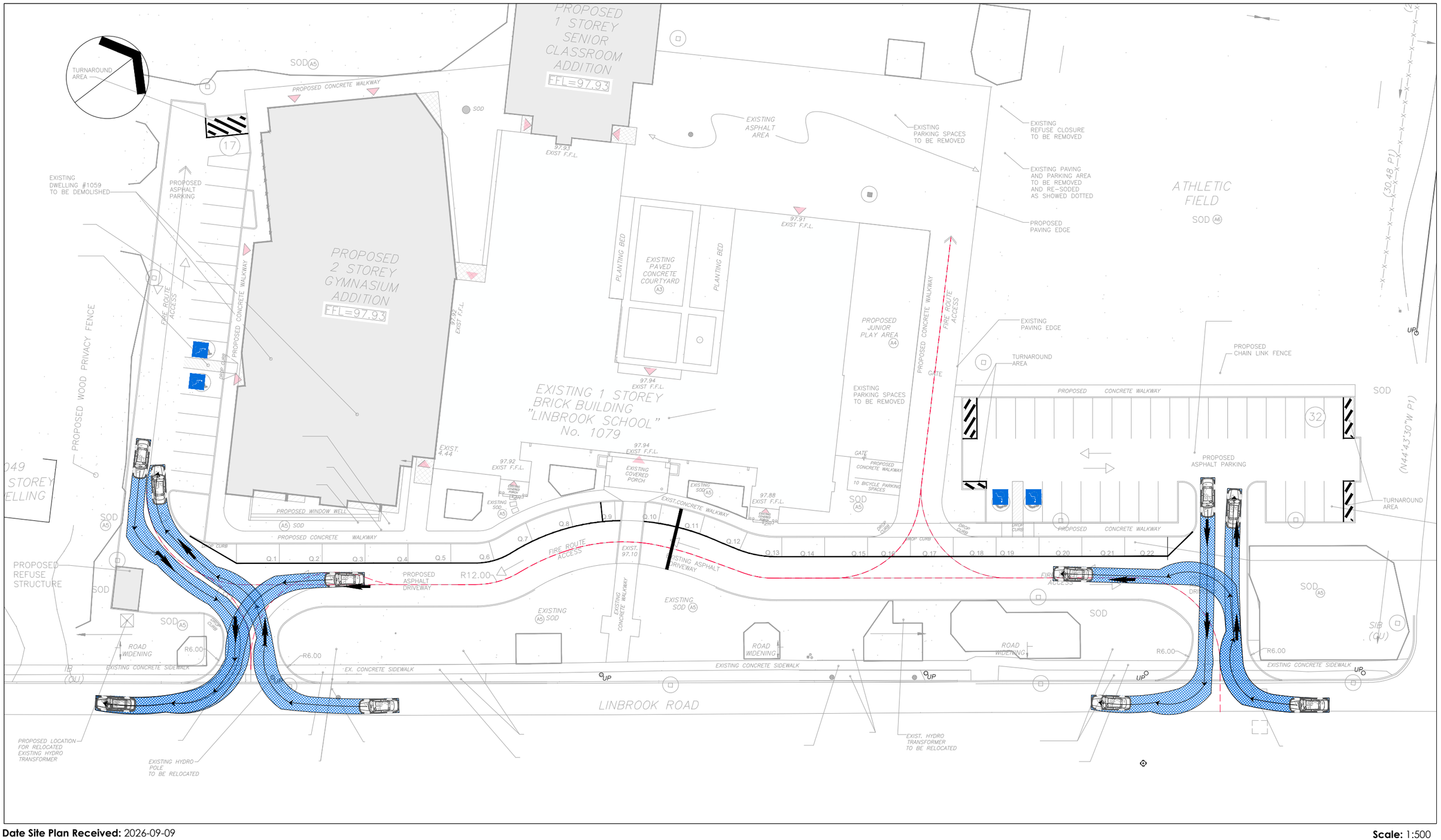
	meters
Width	: 2.70
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 28.5

Figure 7-5
Garbage Truck Access Manoeuvre Review
Linbrook School, Oakville

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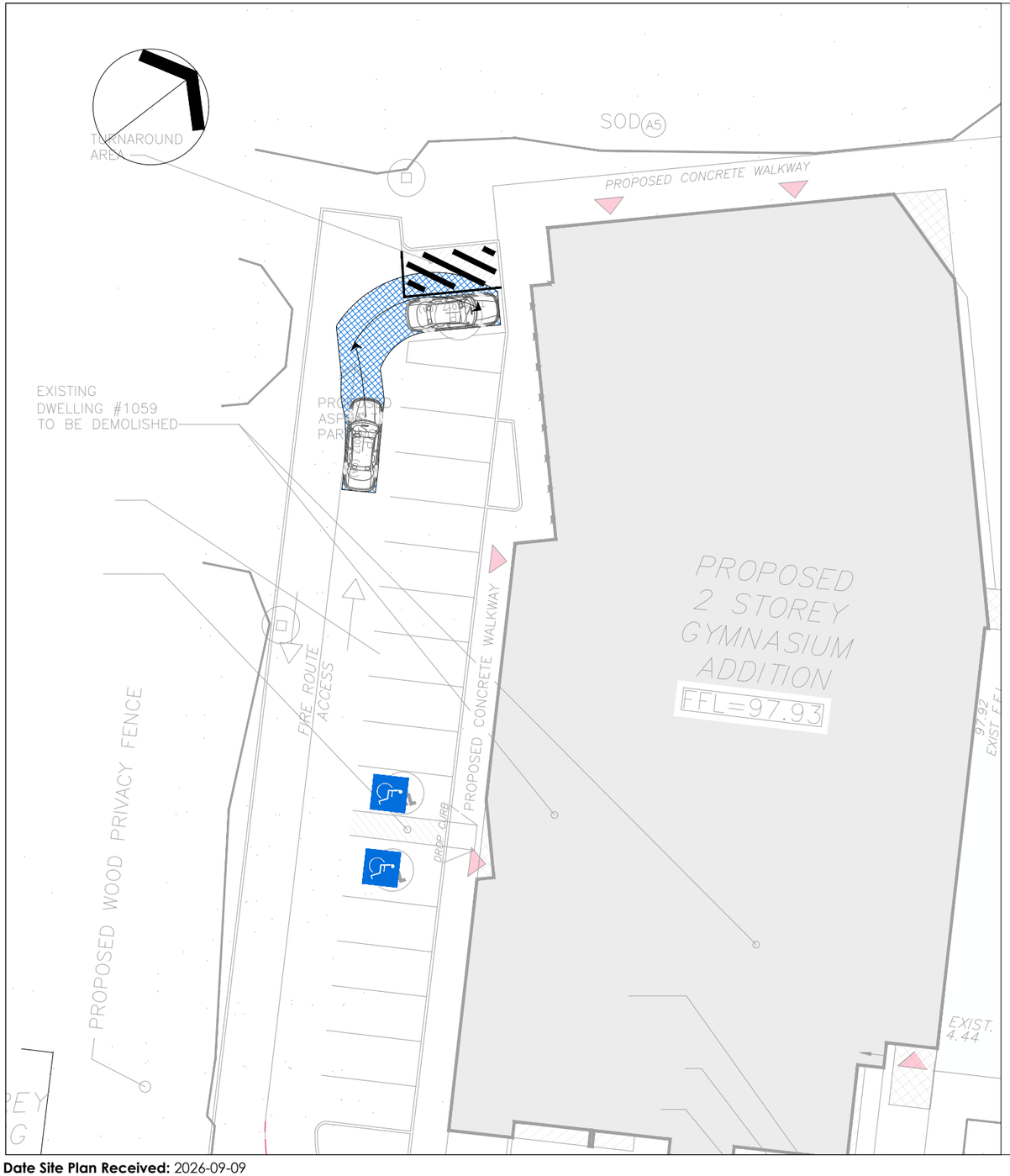


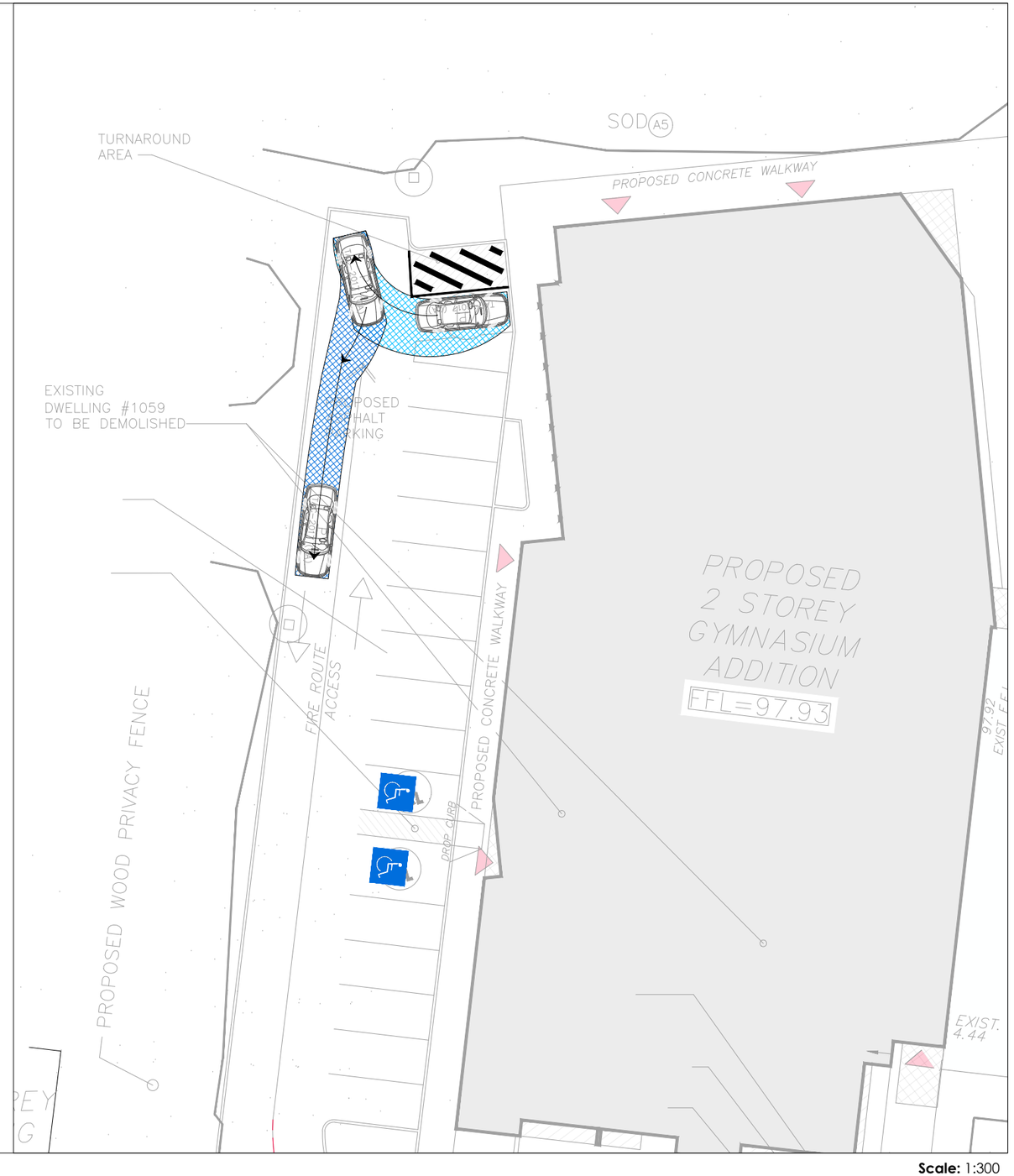


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 7-6
Passenger Car Circulation Manoeuvre Review
Linbrook School, Oakville

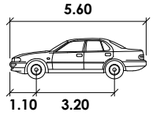




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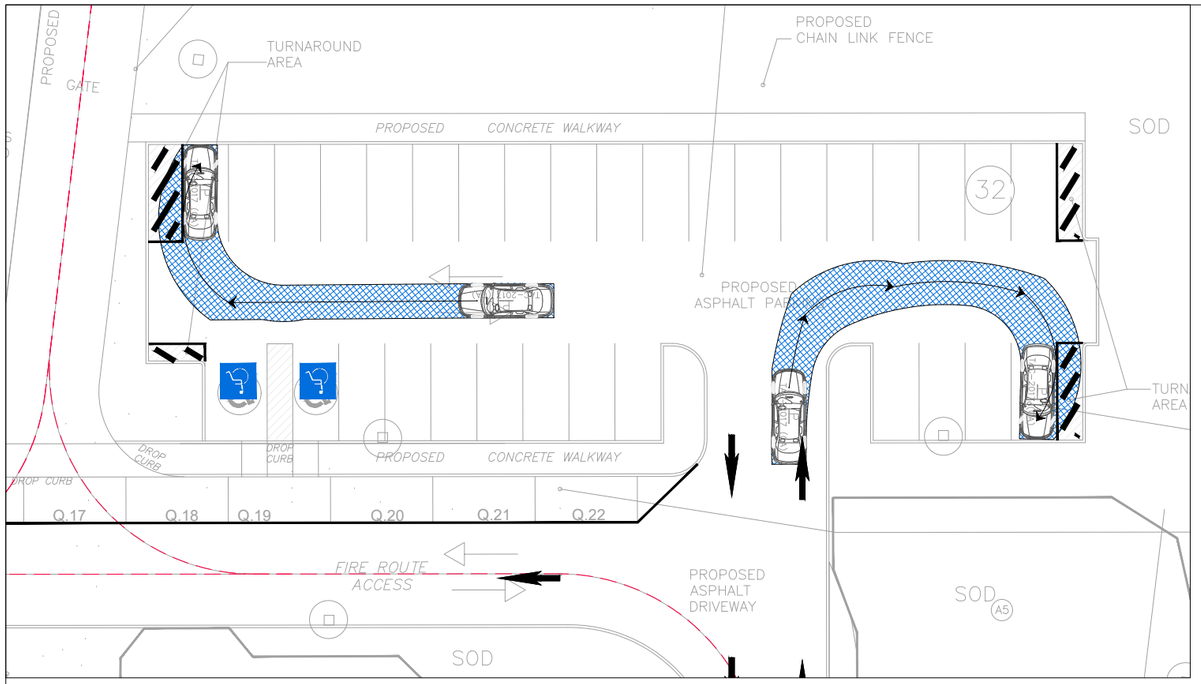
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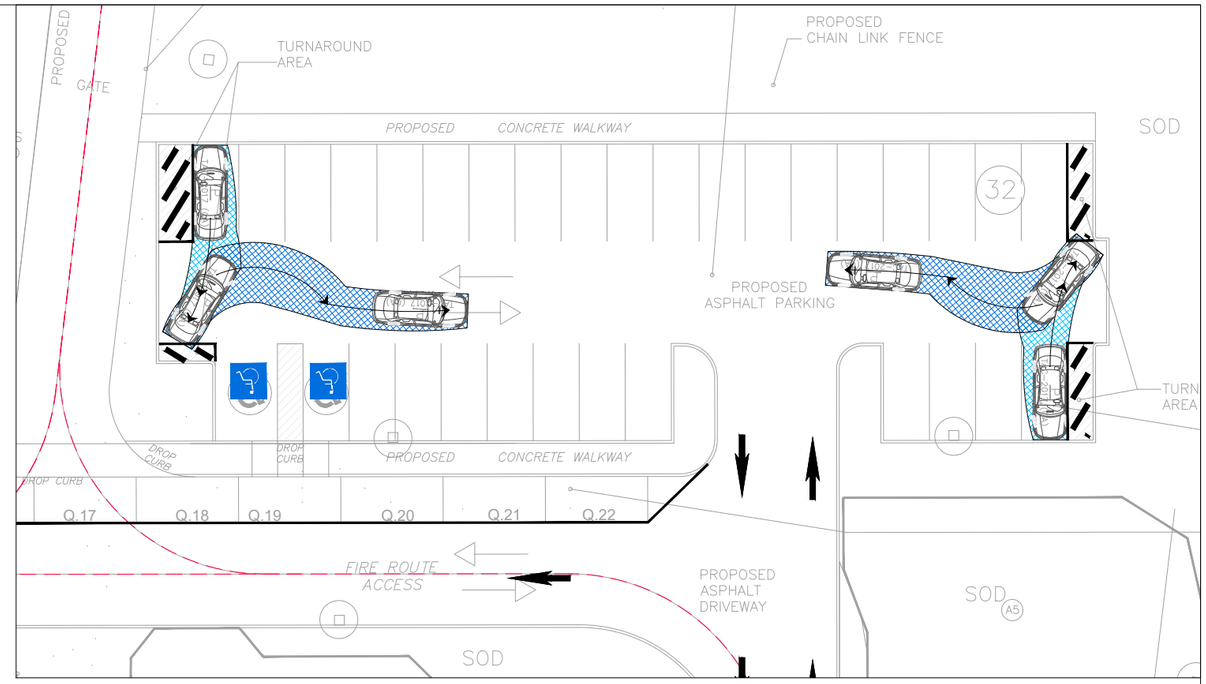
	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

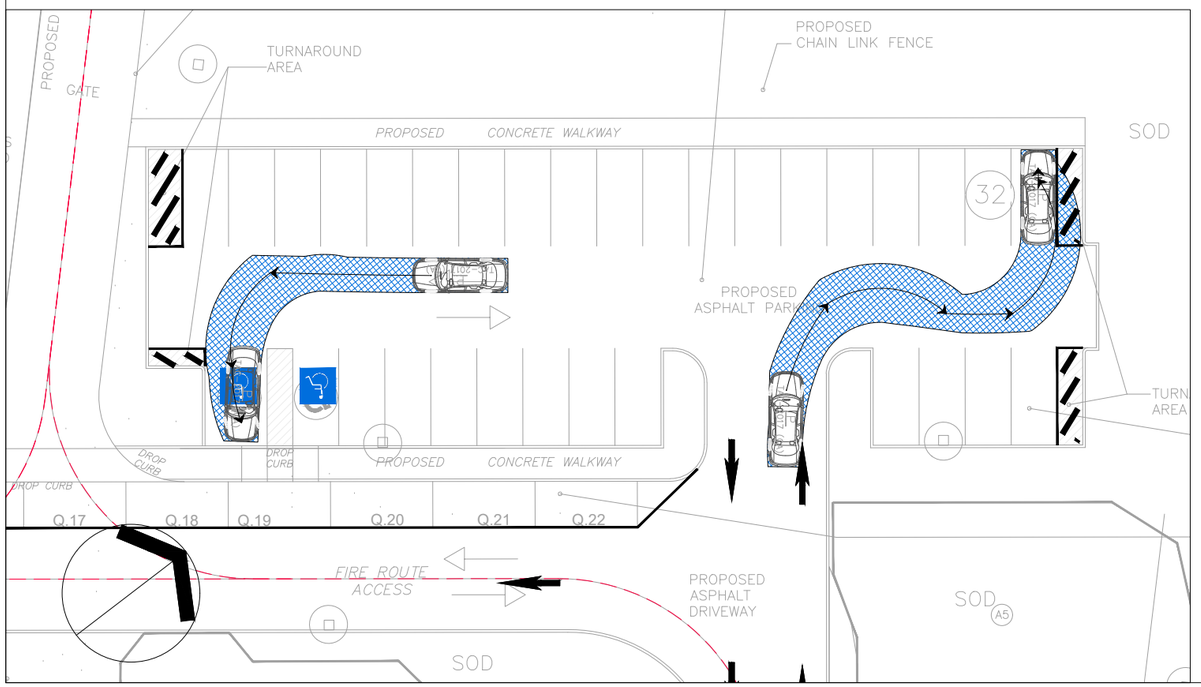
Figure 7-7
Deadend Parking Space Access Manoeuvre Review
Linbrook School, Oakville

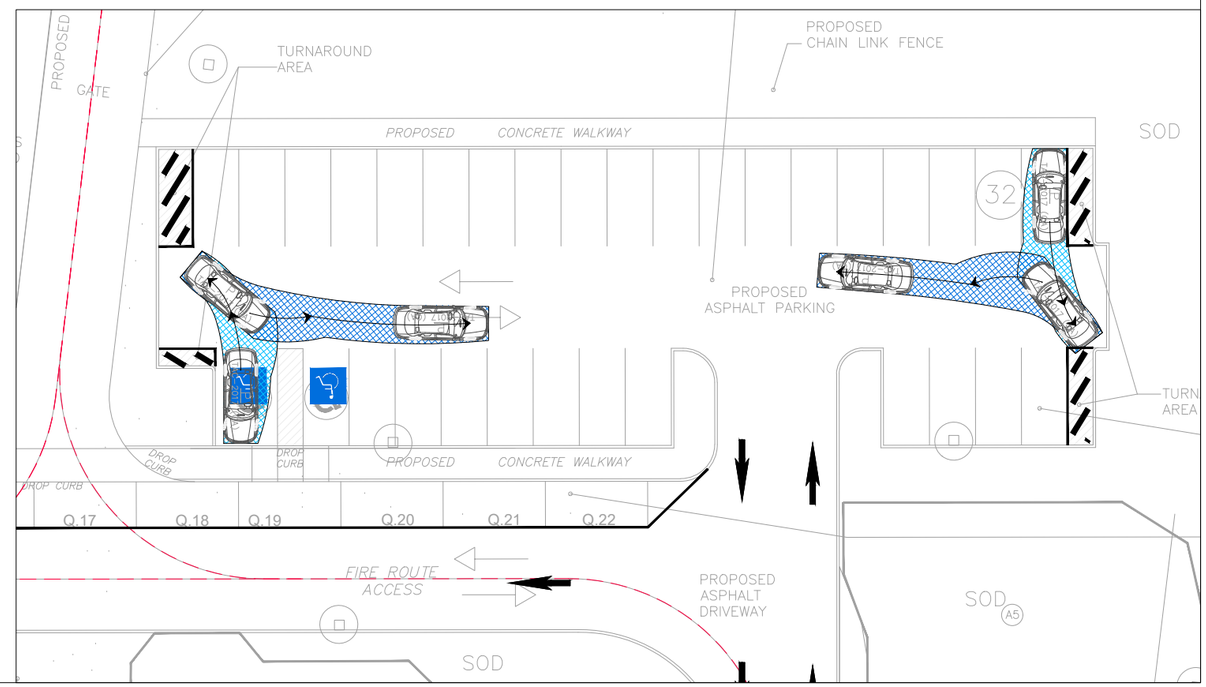
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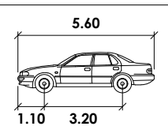




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Date Site Plan Received: 2026-09-09

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	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 7-8
Deadend Parking Space Access Manoeuvre Review
Linbrook School, Oakville

SIGNAGE NOTES:

ALL SIGNAGE HAS BEEN PLACED IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.

SIGNS IS IN ACCORDANCE WITH OTM BOOK 5

PAVEMENT MARKING NOTES:

PAVEMENT MARKING HAS BEEN SHOWN IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.

STOP BARS WILL BE 0.6m WIDE, BE IN COLOUR WHITE, AND BE IN ACCORDANCE WITH OTM BOOK 11

Hatch
OTM Rb-51
Oakville Fire Route
Oakville Fire Route
OTM Rb-93
Oakville Fire Route
OTM Rb-52R (Custom) No Idling 5 min
OTM Rb-52RL (Custom) No Idling 5 min
OTM Rb-55R
OTM Rb-52L (Custom) No Idling 5 min
OTM Rb-5R
OTM Rb-55L
OTM Rb-52R (Custom) No Idling 5 min
OTM Rb-52RL (Custom) No Idling 5 min
OTM Rb-52L (Custom) No Idling 5 min
OTM Rb-21
Hatch
Hatch
OTM Rb-93
OTM Ra-1
Hatch
OTM Rb-19
OTM Rb-16t
Oakville Fire Route
Oakville Fire Route
Oakville Fire Route
Oakville Fire Route
Oakville Fire Route
Oakville Fire Route
Oakville Fire Route
OTM Rb-21
Oakville Fire Route
Oakville Fire Route
OTM Ra-1
OTM Rb-19
OTM Rb-19t
OTM Rb-5L
OTM Ra-1
Stop Bar (0.6m Wide)
Hatching (White, No Standing at Ped Crossing Zone)
Hatching (White, No Standing at Ped Crossing Zone)
Stop Bar (0.6m Wide)

Date Site Plan Received: 2026-09-09

Scale: 1:500

Figure 7-9
Pavement Marking and Signage Plan
Linbrook School, Oakville

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8 Summary and Recommendations

This TIS has been completed in support of the proposed expansion of Linbrook School in the Town of Oakville. The study evaluated existing conditions, future background conditions, and future total conditions corresponding to the 2031 horizon year. To provide a conservative assessment of long-term traffic impacts, the analysis was completed based on a theoretical maximum building capacity of 400 students (an expansion from 15 to 26 classrooms), calculated using the Halton Region middle school average of 25 students across 16 potential classroom spaces. This 400-student figure represents the site's ultimate structural capacity and not the school's planned enrollment. The school's actual operational plan is to increase enrollment from approximately 180 students to a maximum of 270 students by 2031.

The site will continue to be served by two full movement driveways on Linbrook Road, which are proposed to be relocated to provide an extended PUDO loop, improve on-site queuing and circulation.

The proposed expansion is anticipated to generate approximately 306 additional vehicle trips during the weekday a.m. peak hour and 220 additional vehicle trips during the weekday p.m. peak hour. The development will include 21 designated lay-by PUDO spaces within the on-site circulation loop. A total of 49 on-site parking spaces to support staff parking and PUDO operations will also be provided.

Beyond the proposed physical improvements to the site, it is recommended that the school's staggered arrival and departure schedule be refined in order to spread out PUDOs over time to reduce the impacts of temporary spikes in PUDO-related traffic and queuing (peak spreading). It is further recommended that Linbrook School regularly monitor queueing conditions to identify when queues spillback onto Linbrook Road. If queue spillbacks are occurring under typical conditions, it is recommended that the school conduct further review and adjustment to the arrival and dismissal schedule.

The findings of this TIS and associated recommendations are detailed in the subsequent sections.

Intersection Operations

- Under future total conditions, including the proposed Linbrook expansion, the study area roadway network is generally expected to operate at acceptable LOS. The Linbrook Road / Chartwell Road intersection is forecast to operate at LOS 'E' during the weekday a.m. peak hour using a more representative peak hour factor for future conditions. The higher peak hour factor applied for future analysis is further supported by the recommendation for Linbrook School to pursue further peak spreading. The proposed Linbrook site access driveways are forecast to operate at acceptable LOS, and the overall traffic impact of the expansion is considered minor with no major roadway improvements required.

Queuing

- SimTraffic analysis indicates that 95th percentile queues along Linbrook Road are generally contained within available storage or link distances under existing, future background, and future total conditions.

- However, site observations confirm congested conditions in the PUDO loop and on Linbrook Road during peak times under existing conditions. The recommendation to further pursue peak spreading is expected to help manage queues.

Parking Supply and Demand

- The proposed parking supply of 49 spaces exceeds the minimum requirements of Town of Oakville Zoning By-law 2014-014 and is sufficient to accommodate future staff parking demand, with additional capacity available to support short-term PUDO activity during peak periods. Proposed accessible and bicycle parking provisions also meet or exceed By-law requirements.

Pick-up/Drop-off

- Existing PUDO activity is accommodated within the on-site loop with short duration queues during peak periods. Under future conditions, the predicted PUDO demand is approximately 14 spaces in the a.m. peak period and 42 spaces in the p.m. peak period, whereas the available supply is 21 lay-by PUDO spaces and 14 available parking spaces (which can accommodate 35 vehicles). With this, it can be expected that traffic will spill onto Linbrook Road. Mitigation measures include further staggering arrival and dismissal operations to allocate more student PUDO trips to time intervals that experience lower demand, as mentioned in **Section 6.3.3**.
- Linbrook and SMLS share school bus services which are primarily accommodated on the SLMS site. School bus PUDO activity is minimal in the a.m. peak and more concentrated during the p.m. dismissal period, with short-duration queues related to loading activities. The survey day identified localized p.m. peak congestion associated with concentrated bus demand; however, this condition was not consistently observed, and operational measures such as route consolidation and centralized loading at the SMLS PUDO loop are expected to mitigate the congestion and minimize queuing along Linbrook Road.

Pedestrian Crossing on Linbrook Road

- Pedestrian crossing activity across Linbrook Road is concentrated during school peak periods and is currently managed through staff supervision. The PXO can accommodate higher pedestrian volumes without significant disruption to traffic flow when crossings are supervised.

Staggered Arrival and Dismissals

- Both Linbrook and SMLS currently have staggered arrival and dismissal schedules to manage PUDO operations. As previously noted, it is recommended that Linbrook School pursue further peak spreading through adjustments to the arrival and dismissal schedule. Specifically, the revised schedule should aim to limit the number of students arriving between 8:25 to 8:45 a.m. and departing from 3:45 to 4:00 p.m. to avoid overlapping peak PUDO periods with SMLS. Managing peak period PUDO volumes at Linbrook is expected to result in smoother on-site circulation and prevent queue spillback onto Linbrook Road.

Other Transportation Demand Management

- The recommended TDM measures, including promotion of school bus use, carpooling, and active transportation, support reduced reliance on single-occupant vehicles and contribute to manageable peak period operations along Linbrook Road.

Site Plan Review

- The proposed site plan complies with the applicable design requirements and can readily accommodate the movement of key vehicles, including fire trucks, garbage trucks, loading trucks, and passenger vehicles. The site can be safely accessed and circulated without operational constraints, and pavement marking and signage plans have been prepared to support safe and efficient operations.

APPENDIX

A Terms of Reference

TIS TERMS OF REFERENCE

TO: Martin Chan, City of Oakville, Michaela Campbell, Halton Region

FROM: Josie Li and Kian Azari, WSP Canada Inc.

SUBJECT: Proposed Linbrook School Expansion – TIS Terms of Reference Confirmation Request

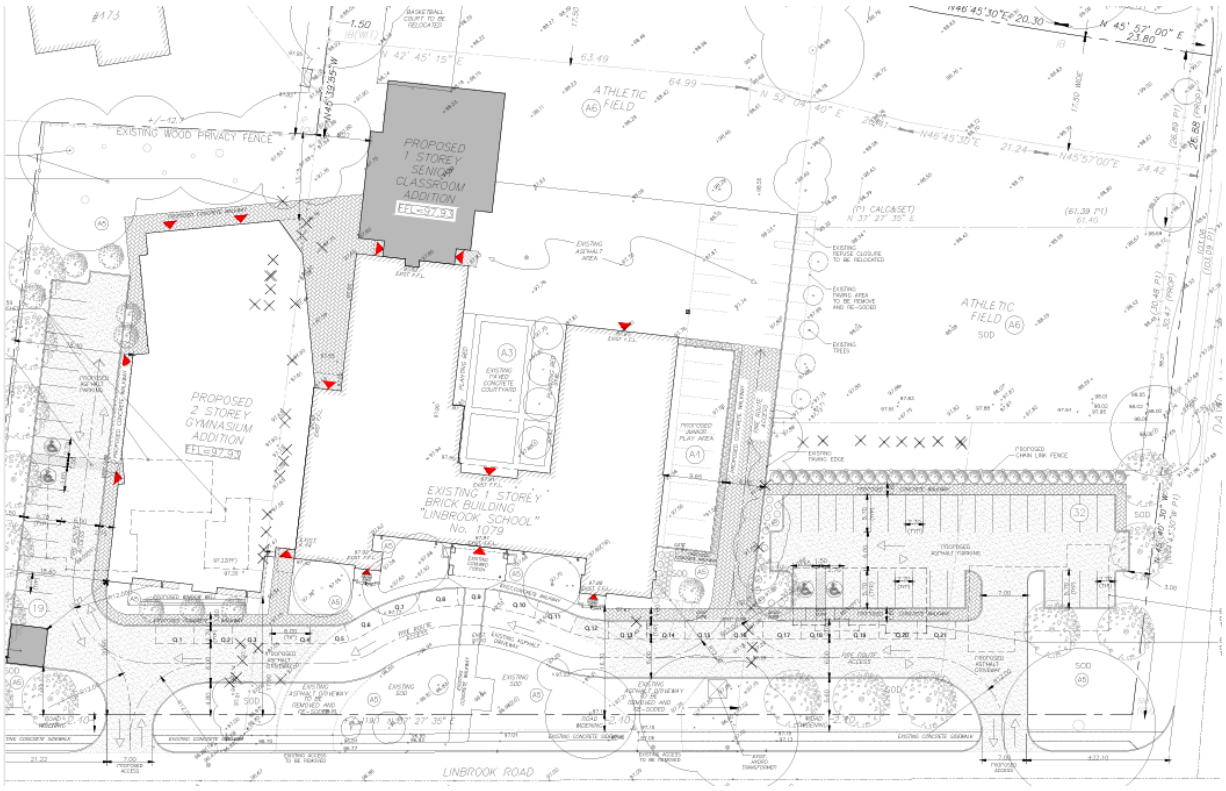
DATE: March 20, 2026

WSP Canada Inc. is undertaking a Transportation Impact Study (TIS) and Parking Study in support of Zoning By-law Amendment (ZBA) for the proposed expansion of the Linbrook School located at 1079 Linbrook Road in the Town of Oakville.

The development proposes to increase the student cap of 180 students, reconfigure and expand the existing site layout, modify access, and introduce new facilities, including a gymnasium, cafeteria, and additional parking. The concept site plan is shown in **Figure 1.** The expanded school is estimated to accommodate a maximum of 360 studetnts.

This ToR outlines the required scope, methodology, data needs, and deliverables for the transportation submission, consistent with the Pre-Application Consultation (PAC) meeting held with the Town of Oakville and the Region of Halton on February 4, 2026, and in accordance with the Town of Oakville's Terms of Reference (TOR) for Transportation Impact Studies and Transportation Functional Design Studies.

Figure 1 – Concept Site Plan



PROJECT BACKGROUND

Linbrook School is a private boys' school (JK–Grade 8) operating with a student cap of 180. The school has a pick-up/drop-off (PUDO) loop facing Linbrook Road, with an inbound entrance and outbound exit. A parking lot is located on the east side of the school building and can be accessed via the PUDO loop.

St. Mildred-Lightbourn School is the sister school to Linbrook School, serving female students from junior kindergarten through Grade 12. The two sites are located on either side of Linbrook Road and share parent and school bus drop-off and pick-up facilities. Families with children attending both schools are also encouraged to drop off/pick up using one location only. The schools have implemented staggered student arrival and dismissal schedules to mitigate traffic flow along Linbrook Road.

WSP understands that Linbrook School has acquired three neighbouring single-dwelling properties—one to the west and two to the east—in preparation for a future expansion. The proposed expansion may include an increased building footprint, reconfiguration of the existing layout, modifications to site access, a new gymnasium and cafeteria, and additional parking along with reconfiguration of the existing parking area. We understand that a Zoning By-law Amendment (ZBA) application will be submitted for the proposed expansion, which includes increasing the student cap from 180 to approximately 360 students. As part of this application, a Transportation Impact Study (TIS) will be required.

By way of background, WSP (formerly MMM Group) previously prepared a Traffic Impact Study Update for Linbrook School in March 2014, as well as a series of traffic monitoring studies in subsequent years.

Based on the Pre-Application Consultation (PAC) held on February 4, 2026, with the Town of Oakville and the Region of Halton, as well as the subsequent Application Checklist, the transportation submission should include:

- Traffic Impact Analysis (TIA)
- Transportation Demand Management (TDM) Plan and Implementation Strategy
- Parking Demand/Justification Study
- Site Plan Review
- Pedestrian and Cycling Circulation Plan
- Pavement Marking and Signage Plan

STUDY AREA AND DATA COLLECTION

Based on the magnitude of the development, the following study intersections will be evaluated:

- Linbrook Rd / Maple Ave & Chartwell Rd (unsignalized)
- Linbrook Rd / Chamberlain Ln & Morrison Heights Dr (unsignalized)
- Linbrook Rd / Morrison Rd (unsignalized)
- All existing school accesses (PUDO loop, parking lot access, St. Mildred's accesses)

School day turning movement counts (TMCs) at the above identified study intersections/ driveways were collected during 7:00 to 9:30 a.m. and 2:00 to 6:00 p.m. on May 27, 2025, to cover both the typical street peak hours as well as the peak school traffic hours. Given that the traffic counts were collected in 2025, an appropriate growth rate, if any, will be applied to the TMCs at the study intersections to represent existing 2026 traffic conditions.

HORIZON YEAR AND ANALYSIS SCENARIO

According to the Town of Oakville's TOR guideline, a 5-year horizon year is typically required for TIS analysis and generally aligns with the anticipated buildout timeline for the proposed school expansion. Although the school may not reach the full 360-student cap within five years, using a 5-year horizon provides a conservative assessment, as the expanded facilities will be operational and capable of accommodating increased enrollment by that time. Given the mature and built-out nature of the surrounding neighbourhood—with limited development potential and minimal background traffic growth—the difference between a 5-year and longer-term horizon is expected to be small. Based on these considerations, the TIS will evaluate the following scenarios:

- Existing conditions
- 5-year horizon of 2031

EXISTING TRAFFIC ANALYSIS

Synchro 12.0 Traffic Software, which is the software implementation of the Highway Capacity Manual, the recognized standard for traffic operations analysis in North America, will be used to analyze the traffic volumes collected at the existing study intersections. The existing conditions will be modelled based on the existing transportation network, lane configurations and surveyed parameters for the peak hour traffic volumes.

FUTURE BACKGROUND TRAFFIC ANALYSIS

Future background volumes for the horizon year 2031 will be developed by considering the applicable general growth, planned changes to the surrounding road network and background developments. The general growth for the study roadways will be developed based on a review of available historical traffic data and applicable background studies.

Please advise if there is any specific preference on corridor growth rate assumptions.

WSP will estimate the traffic increases related to these other developments and assign this traffic to the boundary roadways in the vicinity of the subject site. The background development volumes and any applicable general growth volumes will then be superimposed onto the existing volumes.

Please provide a list of planned roadway/intersection improvements (if any) within the study area for the identified horizon years.

Please confirm whether there are any background developments in the vicinity of the site that should be incorporated into the future traffic assessment.

The future background traffic operations will be performed, which includes identifying whether improvements to the study area road network are required as a result of other background developments and general background traffic growth in the area. These elements should not be attributed to the subject development.

TRIP GENERATION AND ASSIGNMENT

To generate the weekday a.m. and p.m. peak hour site trips for the proposed expansion, new trips will be estimated based on school-specific trip generation rates under current conditions. These rates will be derived from the TMCs collected at the school accesses in conjunction with the current student enrollment. The resulting site-generated trips will then be assigned to the study road network based on existing and projected travel patterns, supplemented by professional judgment.

FUTURE TOTAL TRAFFIC ANALYSIS

The site-generated traffic will be superimposed onto the future background volumes to develop the future total traffic volumes on the basis of the projected a.m. and p.m. peak hour volumes for the horizon year. The study will focus on the level of impact the proposed development will have on the boundary road network and site access. If necessary, improvements to facilitate the additional site-generated traffic would be outlined and evaluated as part of sensitivity scenarios.

QUEUING AND TRAFFIC FLOW ASSESSMENT

A queuing and traffic flow assessment will be completed to address existing operational issues on Linbrook Road, where turning movements at the closely spaced school accesses currently disrupt through traffic, particularly during the afternoon peak. WSP will review TMC video footage at the driveways and pedestrian crossing to document existing conditions and will simulate traffic flow using SimTraffic 12 under existing, future background, and future total scenarios to evaluate queues, delays, and travel times. Based on the results, potential mitigation measures—such as driveway relocations or enhancements to PUDO capacity—will be identified to improve traffic operations along Linbrook Road.

PEDESTRIAN CROSSING ASSESSMENT

Due to the shared bus operations between Linbrook School and SMLS, safe student crossings between the two campuses are essential to overall site operations. Pedestrian crossing activity also influences traffic flow on Linbrook Road. WSP will review pedestrian movements using video footage to document existing conditions and identify any operational issues or opportunities for improvement. Recommendations will focus on enhancing pedestrian safety while supporting efficient traffic flow along Linbrook Road.

WSP will also prepare a Pedestrian and Cycling Circulation Plan illustrating on-site pedestrian and cycling circulation routes, including connections to the adjacent road network and the shared PUDO facilities at St. Mildred-Lightbourn School.

PARKING REVIEW

WSP will review the proposed auto parking supply for the proposed development relative to the Town's Zoning By-law 2014-014 requirements. WSP will comment on the adequacy of the proposed parking supply relative to the needs of the development. This includes the provision for accessible parking for the subject development.

WSP will also review the proposed bicycle parking supply, relative to the Town's By-law requirements.

In accordance with the Town's pre-consultation comments, a third-party data collection firm will be retained to conduct three days of parking demand and utilization surveys from 7:00–10:30 a.m. and 1:00–6:00 p.m. on typical

school days to document existing on-site conditions and inform future parking demand projections. Based on the findings, WSP will assess the adequacy of the proposed parking supply and provide recommendations as needed.

PUDO ASSESSMENT

PUDO demand surveys for the existing Linbrook School PUDO loop will be completed as requested during pre-consultation. To meet the Town's requirements, three days of PUDO observation will be collected. Post-expansion PUDO demand will be estimated using existing PUDO trip rates, and the adequacy of the proposed PUDO facilities will be evaluated. If future capacity is found to be insufficient, recommendations will be provided, which may include expanding the PUDO area or implementing operational strategies to help distribute PUDO activity more evenly throughout the school schedule.

LOADING ASSESSMENT

WSP will evaluate the loading requirements of the proposed development with consideration of the Town of Oakville Zoning By-law 2014-014. WSP will review the proposed loading supply against the applicable requirements and provide commentary and/or recommendations accordingly, as necessary.

SITE PLAN REVIEW

WSP will review the site plan with respect to access arrangements, parking configuration and supply, garbage and loading facilities, PUDO layout, site statistics, and other relevant details. This review will ensure the site plan complies with applicable municipal requirements and that design vehicles can be accommodated and circulate safely on the site. AutoTURN analysis will be completed for all relevant design vehicles, including passenger cars, garbage trucks, delivery vehicles, and school buses.

We will also prepare a traffic pavement marking and signage plan (PMSP) for the proposed site plan. Traffic control signs will be based on the Ontario Traffic Manual.

TRANSPORTATION DEMAND MANAGEMENT PLAN

Transportation Demand Management (TDM) measures will be prepared based on the proposed development to reduce reliance on auto use. The plan will outline applicable strategies that the school can implement to minimize auto use and encourage alternative modes of travel for staff and students, such as walking, cycling, transit, and carpooling.

RECOMMENDATIONS AND CONCLUSIONS

The findings of the above-noted evaluation will be documented in a TIS and submitted to the Town for review.

We sincerely thank you for reviewing our Terms of Reference and would appreciate your feedback and confirmation at your earliest convenience. If you have any questions, please contact Josie Li at 289-982-4737 or Josie.Li@WSP.com.

Azari, Kian

From: Delia McPhail <delia.mcphail@oakville.ca>
Sent: April 15, 2026 4:52 PM
To: Azari, Kian
Cc: Li, Josie; Martin Chan
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Thank you, Kian.

Martin has given excellent advice, and I recommend that you continue to reach out to him regarding any TIS-related questions.

Have a lovely evening,
Delia

Delia McPhail, MCIP, RPP
Planner
Planning & Development
Town of Oakville | 905-845-6601, ext. 3785 | f: 905-338-4414 | www.oakville.ca

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From: Martin Chan <martin.chan@oakville.ca>
Sent: Wednesday, April 15, 2026 10:12 AM
To: Azari, Kian <Kian.Azari@wsp.com>; Delia McPhail <delia.mcphail@oakville.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hi Kian,

Please go through the Town's Development Application Webpage and identify if any background development would materially affect the study intersections.

Regarding planned roadway or intersection improvements, I am only aware of Cornwall Road, as well as Chartwell Road north of Cornwall being part of Oakville Midtown Studies (which may or may not affect your study). I would recommend checking the Town's 2025 Midtown TP study, as well as the Town's budget plans, 2022 Development Charges Background Study, and active construction pages etc.

Martin

Martin Chan
Transportation Engineer
Transportation and Engineering
Town of Oakville | 905-845-6601, ext. 4740 | www.oakville.ca

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From: Azari, Kian <Kian.Azari@wsp.com>
Sent: Monday, April 13, 2026 10:50 PM
To: Martin Chan <martin.chan@oakville.ca>; Delia McPhail <delia.mcphail@oakville.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hi Martin,

Thank you for sharing your comments. We will incorporate them into the TIS.

@Delia McPhail, I hope you are doing well.

As WSP prepares the TIS for the proposed Linbrook School Expansion, we are seeking the Town's input on the following:

- **Planned roadway or intersection improvements:** Are there any planned or programmed roadway or intersection improvements within the study area that should be incorporated into our analysis for the 2031 horizon year?

- **Background developments:** Are there any approved or proposed developments that should be included as background growth? If available, copies of related TISs, including site traffic figures and trip generation details, would be appreciated.

Thank you in advance, and please let us know if you require anything further from us.

Best,

Kian Azari, P.Eng.,
Transportation Engineer

Transportation Planning and Science

T + 1 289-982-4029

150 Commerce Valley Drive West,
Thornhill, Ontario
L3T 7T3 Canada

From: Martin Chan <martin.chan@oakville.ca>
Sent: Thursday, April 2, 2026 3:42 PM
To: Azari, Kian <Kian.Azari@wsp.com>
Cc: Li, Josie <Josie.Li@wsp.com>; Delia McPhail <delia.mcphail@oakville.ca>
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hi Kian,

Unfortunately, I have not heard back from my higher ups, and I will be away next week.

Understanding the timelines, please see the attached Terms of Reference which reflects my comments and concerns (use Bluebeam to see the full set of comments which may be off the page).

Overall, I would recommend providing a more thorough study than normal in case there are questions, concerns from council members and higher ups. It is easier to collect more data now, than to amend the study after. It is also easy for residents and council members to observe and record any traffic operational concerns.

If I hear back from my manager/director, Delia (cc'ed herein) or myself will forward their comments. Otherwise, please reach out to me if you have any questions and I will get back to you in the following week.

Thanks,
Martin

Martin Chan
Transportation Engineer
Transportation and Engineering
Town of Oakville | 905-845-6601, ext. 4740 | www.oakville.ca

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From: Azari, Kian <Kian.Azari@wsp.com>
Sent: Monday, March 30, 2026 4:48 PM
To: Martin Chan <martin.chan@oakville.ca>; Campbell, Michaela <Michaela.Campbell@halton.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

You don't often get email from kian.azari@wsp.com. Learn why this is important

Hi Martin,

Thanks for the update. Please let me know once the reviewed TOR is ready to share.

Best,

Kian Azari, P.Eng.,
Transportation Engineer

Transportation Planning and Science

T + 1 289-982-4029

150 Commerce Valley Drive West,
Thornhill, Ontario
L3T 7T3 Canada

From: Martin Chan <martin.chan@oakville.ca>
Sent: Monday, March 30, 2026 12:50 PM
To: Azari, Kian <Kian.Azari@wsp.com>; Campbell, Michaela <Michaela.Campbell@halton.ca>

Cc: Li, Josie <Josie.Li@wsp.com>
Subject: RE: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hi Kian,

I have prepared a draft response to your TOR. Given the sensitivity of this development, our management is reviewing prior to sharing it externally.

Thanks,
Martin

Martin Chan
Transportation Engineer
Transportation and Engineering
Town of Oakville | 905-845-6601, ext. 4740 | www.oakville.ca

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http://www.oakville.ca/privacy.html

From: Azari, Kian <Kian.Azari@wsp.com>
Sent: Monday, March 30, 2026 10:02 AM
To: Martin Chan <martin.chan@oakville.ca>; Campbell, Michaela <Michaela.Campbell@halton.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: [EXTERNAL] RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

You don't often get email from kian.azari@wsp.com. Learn why this is important

Good morning Martin and Michaela,

I hope you're both doing well.

I'm following up regarding the proposed TOR for the Linbrook School Expansion TIS, which we sent on March 20. Please let us know if you have any comments or require any additional information.

We would appreciate your review and confirmation at your earliest convenience.

Thank you,

Kian Azari, P.Eng.,
Transportation Engineer

Transportation Planning and Science

T + 1 289-982-4029

150 Commerce Valley Drive West,
Thornhill, Ontario
L3T 7T3 Canada

From: Azari, Kian
Sent: Friday, March 20, 2026 2:22 PM
To: 'martin.chan@oakville.ca' <martin.chan@oakville.ca>; 'michaela.campbell@halton.ca' <michaela.campbell@halton.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hi Martin and Michaela,

WSP Canada Inc. (WSP) has been retained to complete a Traffic Impact Study (TIS) in support of the proposed Linbrook School Expansion located at 1079 Linbrook Road in the Town of Oakville.

The proposed Terms of Reference (TOR) for this study is attached for your review and confirmation.

We would appreciate receiving comments on the proposed TOR by Friday, March 27, 2026.

Thank you,

Kian Azari, P.Eng.,
Transportation Engineer

Transportation Planning and Science

T + 1 289-982-4029

TIS TERMS OF REFERENCE

TO: Martin Chan, City of Oakville, Michaela Campbell, Halton Region

FROM: Josie Li and Kian Azari, WSP Canada Inc.

SUBJECT: Proposed Linbrook School Expansion – TIS Terms of Reference Confirmation Request

DATE: March 20, 2026

Confirm in report, existing cap is 180 students, 20 staff

WSP Canada Inc. is undertaking a Transportation Impact Study (TIS) and Parking Study in support of Zoning By-law Amendment (ZBA) for the proposed expansion of the Linbrook School located at 1079 Linbrook Road in the Town of Oakville.

The development proposes to increase the student cap of 180 students, reconfigure and expand the existing site layout, modify access, and introduce new facilities, including a gymnasium, cafeteria, and additional parking. The concept site plan is shown in **Figure 1.** The expanded school is estimated to accommodate a maximum of 360 studetnts.

This ToR outlines the required scope, methodology, data needs, and deliverables for the transportation submission, consistent with the Pre-Application Consultation (PAC) meeting held with the Town of Oakville and the Region of Halton on February 4, 2026, and in accordance with the Town of Oakville's Terms of Reference (TOR) for Transportation Impact Studies and Transportation Functional Design Studies.

Figure 1 – Concept Site Plan

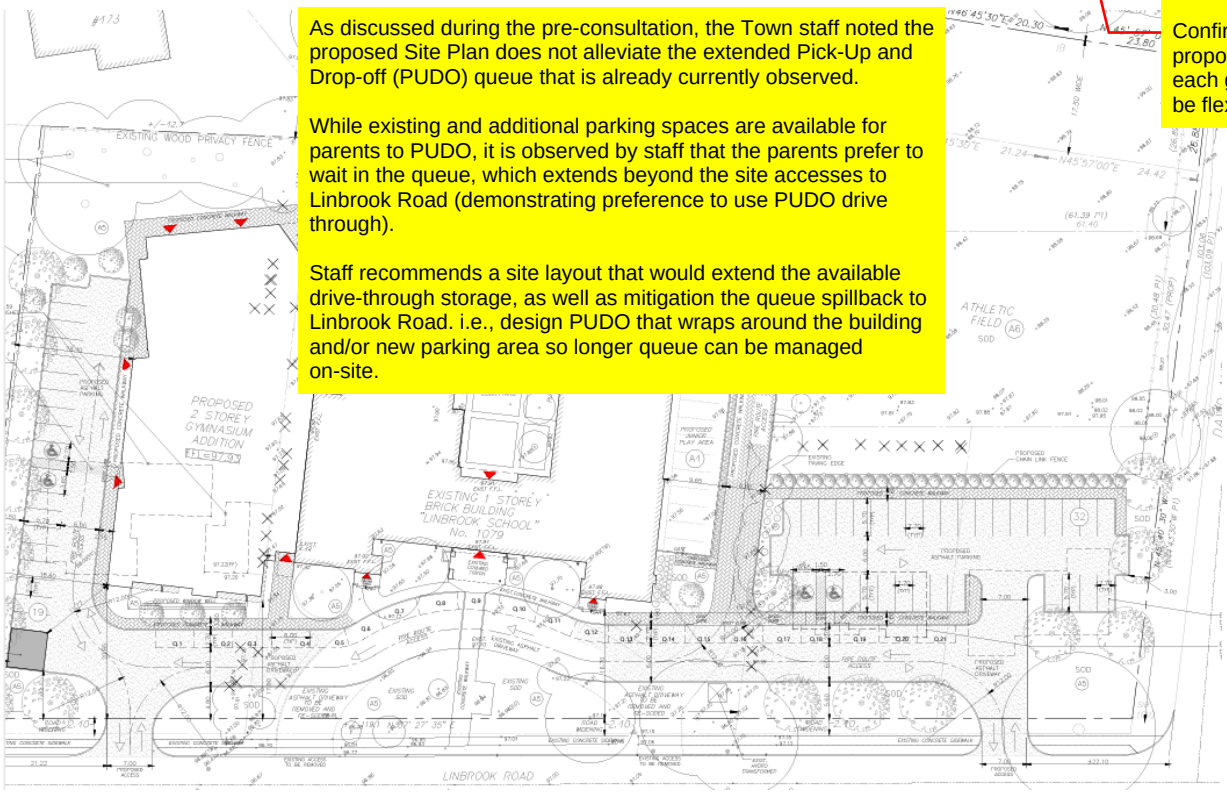
Confirm in report, if there is a cap for staff?

Confirm in report the proportion/population of each grade or if it would be flexible

As discussed during the pre-consultation, the Town staff noted the proposed Site Plan does not alleviate the extended Pick-Up and Drop-off (PUDO) queue that is already currently observed.

While existing and additional parking spaces are available for parents to PUDO, it is observed by staff that the parents prefer to wait in the queue, which extends beyond the site accesses to Linbrook Road (demonstrating preference to use PUDO drive through).

Staff recommends a site layout that would extend the available drive-through storage, as well as mitigation the queue spillback to Linbrook Road. i.e., design PUDO that wraps around the building and/or new parking area so longer queue can be managed on-site.



using standard parking dimensions, quantify the number of PUDO spaces available currently and in the future.

Label in a drawing and note in report.

PROJECT BACKGROUND

Linbrook School is a private boys' school (JK–Grade 8) operating with a student cap of 180. The school has a pick-up/drop-off (PUDO) loop facing Linbrook Road, with an inbound entrance and outbound exit. A parking lot is located on the east side of the school building and can be accessed via the PUDO loop.

St. Mildred-Lightbourn School is the sister school to Linbrook School, serving female students from junior kindergarten through Grade 12. The two sites are located on either side of Linbrook Road and share parent and school bus drop-off and pick-up facilities. Families with children attending both schools are also encouraged to drop off/pick up using one location only. The schools have implemented staggered student arrival and dismissal schedules to mitigate traffic flow along Linbrook Road.

provide detail in report

WSP understands that Linbrook School has acquired three neighbouring single-dwelling properties—one to the west and two to the east—in preparation for a future expansion. The proposed expansion may include an increased building footprint, reconfiguration of the existing layout, modifications to site access, a new gymnasium and cafeteria, and additional parking along with reconfiguration of the existing parking area. We understand that a Zoning By-law Amendment (ZBA) application will be submitted for the proposed expansion, which includes increasing the student cap from 180 to approximately 360 students. As part of this application, a Transportation Impact Study (TIS) will be required.

By way of background, WSP (formerly MMM Group) previously prepared a Traffic Impact Study Update for Linbrook School in March 2014, as well as a series of traffic monitoring studies in subsequent years.

Based on the Pre-Application Consultation (PAC) held on February 4, 2026, with the Town of Oakville and the Region of Halton, as well as the subsequent Application Checklist, the transportation submission should include:

- Traffic Impact Analysis (TIA)
- Transportation Demand Management (TDM) Plan and Implementation Strategy
- Parking Demand/Justification Study
- Site Plan Review
- Pedestrian and Cycling Circulation Plan
- Pavement Marking and Signage Plan

Vehicle Turning Diagrams

STUDY AREA AND DATA COLLECTION

Based on the magnitude of the development, the following study intersections will be evaluated:

- Linbrook Rd / Maple Ave & Chartwell Rd (unsignalized)
- Linbrook Rd / Chamberlain Ln & Morrison Heights Dr (unsignalized)
- Linbrook Rd / Morrison Rd (unsignalized)
- All existing school accesses (PUDO loop, parking lot access, St. Mildred's accesses)

Include survey counts for
- Linbrook Road and Copeland Court,
- Linbrook Road and David Avenue.
Staff observations noted PUDO queue extends beyond these two intersections.
- Provide electronic copies of the TMC videos during submission.

School day turning movement counts (TMCs) at the above identified study intersections/ driveways were collected during 7:00 to 9:30 a.m. and 2:00 to 6:00 p.m. on May 27, 2025, to cover both the typical street peak hours as well as the peak school traffic hours. Given that the traffic counts were collected in 2025, an appropriate growth rate, if any, will be applied to the TMCs at the study intersections to represent existing 2026 traffic conditions.

HORIZON YEAR AND ANALYSIS SCENARIO

According to the Town of Oakville's TOR guideline, a 5-year horizon year is typically required for TIS analysis and generally aligns with the anticipated buildout timeline for the proposed school expansion. Although the school may not reach the full 360-student cap within five years, using a 5-year horizon provides a conservative assessment, as the expanded facilities will be operational and capable of accommodating increased enrollment by that time. Given the mature and built-out nature of the surrounding neighbourhood—with limited development potential and minimal background traffic growth—the difference between a 5-year and longer-term horizon is expected to be small. Based on these considerations, the TIS will evaluate the following scenarios:

- Existing conditions
- 5-year horizon of 2031

EXISTING TRAFFIC ANALYSIS

Synchro 12.0 Traffic Software, which is the software implementation of the Highway Capacity Manual, the recognized standard for traffic operations analysis in North America, will be used to analyze the traffic volumes collected at the existing study intersections. The existing conditions will be modelled based on the existing transportation network, lane configurations and surveyed parameters for the peak hour traffic volumes.

FUTURE BACKGROUND TRAFFIC ANALYSIS

Future background volumes for the horizon year 2031 will be developed by considering the applicable general growth, planned changes to the surrounding road network and background developments. The general growth for the study roadways will be developed based on a review of available historical traffic data and applicable background studies.

Please advise if there is any specific preference on corridor growth rate assumptions. 2%

WSP will estimate the traffic increases related to these other developments and assign this traffic to the boundary roadways in the vicinity of the subject site. The background development volumes and any applicable general growth volumes will then be superimposed onto the existing volumes.

Please provide a list of planned roadway/intersection improvements (if any) within the study area for the identified horizon years.

Please confirm whether there are any background developments in the vicinity of the site that should be incorporated into the future traffic assessment.

The future background traffic operations will be performed, which includes identifying whether improvements to the study area road network are required as a result of other background developments and general background traffic growth in the area. These elements should not be attributed to the subject development.

confirm at the time of the counts, the school was operating at the cap, 180 students, with no notable special events or absences.

TRIP GENERATION AND ASSIGNMENT

To generate the weekday a.m. and p.m. peak hour site trips for the proposed expansion, new trips will be estimated based on school-specific trip generation rates under current conditions. These rates will be derived from the TMCs collected at the school accesses in conjunction with the current student enrollment. The resulting site-generated trips will then be assigned to the study road network based on existing and projected travel patterns, supplemented by professional judgment.

FUTURE TOTAL TRAFFIC ANALYSIS

The site-generated traffic will be superimposed onto the future background volumes to develop the future total traffic volumes on the basis of the projected a.m. and p.m. peak hour volumes for the horizon year. The study will focus on the level of impact the proposed development will have on the boundary road network and site access. If necessary, improvements to facilitate the additional site-generated traffic would be outlined and evaluated as part of sensitivity scenarios.

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QUEUING AND TRAFFIC FLOW ASSESSMENT

A queuing and traffic flow assessment will be completed to address existing operational issues on Linbrook Road, where turning movements at the closely spaced school accesses currently disrupt through traffic, particularly during the afternoon peak. WSP will review TMC video footage at the driveways and pedestrian crossing to document existing conditions and will simulate traffic flow using SimTraffic 12 under existing, future background, and future total scenarios to evaluate queues, delays, and travel times. Based on the results, potential mitigation measures—such as driveway relocations or enhancements to PUDO capacity—will be identified to improve traffic operations along Linbrook Road.

PEDESTRIAN CROSSING ASSESSMENT

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Due to the shared bus operations between Linbrook School and SMLS, safe student crossings between the two campuses are essential to overall site operations. Pedestrian crossing activity also influences traffic flow on Linbrook Road. WSP will review pedestrian movements using video footage to document existing conditions and identify any operational issues or opportunities for improvement. Recommendations will focus on enhancing pedestrian safety while supporting efficient traffic flow along Linbrook Road.

WSP will also prepare a Pedestrian and Cycling Circulation Plan illustrating on-site pedestrian and cycling circulation routes, including connections to the adjacent road network and the shared PUDO facilities at St. Mildred-Lightbourn School.

PARKING REVIEW

WSP will review the proposed auto parking supply for the proposed development relative to the Town's Zoning By-law 2014-014 requirements. WSP will comment on the adequacy of the proposed parking supply relative to the needs of the development. This includes the provision for accessible parking for the subject development.

WSP will also review the proposed bicycle parking supply, relative to the Town's By-law requirements.

In accordance with the Town's pre-consultation comments, a third-party data collection firm will be retained to conduct three days of parking demand and utilization surveys from 7:00–10:30 a.m. and 1:00–6:00 p.m. on typical

The Parking Surveys must be conducted at 15 minutes interval. Confirm survey periods conducted at least 1 hour before and after class start and class end, with current number of student enrolled at the time of survey verified.

The survey method should be clearly explained.

The Parking Study should summarize changes to the school operations (operating hours, number of student enrolled) and how parking demands and PUDO operations are expected to change.

The surveys must be conducted a week before or after a holiday and/or school break

school days to document existing on-site conditions and inform future parking demand projections. Based on the findings, WSP will assess the adequacy of the proposed parking supply and provide recommendations as needed.

PUDO ASSESSMENT

PUDO demand surveys for the existing Linbrook School PUDO loop will be completed as requested during pre-consultation. To meet the Town's requirements, three days of PUDO observation will be collected. Post-expansion PUDO demand will be estimated using existing PUDO trip rates, and the adequacy of the proposed PUDO facilities will be evaluated. If future capacity is found to be insufficient, recommendations will be provided, which may include expanding the PUDO area or implementing operational strategies to help distribute PUDO activity more evenly throughout the school schedule.

LOADING ASSESSMENT

WSP will evaluate the loading requirements of the proposed development with consideration of the Town of Oakville Zoning By-law 2014-014. WSP will review the proposed loading supply against the applicable requirements and provide commentary and/or recommendations accordingly, as necessary.

SITE PLAN REVIEW

WSP will review the site plan with respect to access arrangements, parking configuration and supply, garbage and loading facilities, PUDO layout, site statistics, and other relevant details. This review will ensure the site plan complies with applicable municipal requirements and that design vehicles can be accommodated and circulate safely on the site. AutoTURN analysis will be completed for all relevant design vehicles, including passenger cars, garbage trucks, delivery vehicles, and school buses.

We will also prepare a traffic pavement marking and signage plan (PMSP) for the proposed site plan. Traffic control signs will be based on the Ontario Traffic Manual.

TRANSPORTATION DEMAND MANAGEMENT PLAN

Transportation Demand Management (TDM) measures will be prepared based on the proposed development to reduce reliance on auto use. The plan will outline applicable strategies that the school can implement to minimize auto use and encourage alternative modes of travel for staff and students, such as walking, cycling, transit, and carpooling.

RECOMMENDATIONS AND CONCLUSIONS

The findings of the above-noted evaluation will be documented in a TIS and submitted to the Town for review.

We sincerely thank you for reviewing our Terms of Reference and would appreciate your feedback and confirmation at your earliest convenience. If you have any questions, please contact Josie Li at 289-982-4737 or Josie.Li@WSP.com.

General Comment:
Similar to the previous application, Monitoring Studies may be required.

For each section of the report (TIS, Parking and PUDO), summarize the changes between existing and future condition.

At the end of each section, summarize in bullet point or table, the proposed mitigation measures, if required.

For Special Events at the school, discuss how traffic, parking and PUDO are managed (i.e., letter issued to parents prior to, with parking coordinated and made available at St. Mildred's, staggered event schedules to ensure other school's parking lot is available and avoid event overlaps)

Azari, Kian

From: Campbell, Michaela <Michaela.Campbell@halton.ca>
Sent: March 20, 2026 3:40 PM
To: Azari, Kian; martin.chan@oakville.ca; Khan, Ayesha
Cc: Li, Josie
Subject: RE: Linbrook School Expansion Traffic Impact Study Terms of Reference

Hello Kian,

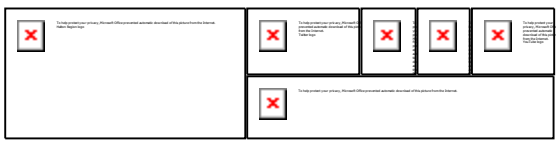
Thank you for the email in relation to the Oakville pre-consultation application from February 4, 2026 for 1059-1095 Linbrook Road.

Please note as per the Regional comments on the Town's comment report, the Region's only submission requirement was for an FSR. As this is not on a Regional Road, the Region would not be involved in the review of the TIS TOR.

Ayesha – please correct me if I am wrong on the above, thanks!

Thank you,
Michaela

Michaela Campbell, BURPI
Intermediate Planner - Oakville
Development Services
Public Works
Halton Region
905-825-6000, ext. 2830 | 1-866-442-5866



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From: Azari, Kian <Kian.Azari@wsp.com>
Sent: Friday, March 20, 2026 2:22 PM
To: martin.chan@oakville.ca; Campbell, Michaela <Michaela.Campbell@halton.ca>
Cc: Li, Josie <Josie.Li@wsp.com>
Subject: Linbrook School Expansion Traffic Impact Study Terms of Reference

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Hi Martin and Michaela,

WSP Canada Inc. (WSP) has been retained to complete a Traffic Impact Study (TIS) in support of the proposed Linbrook School Expansion located at 1079 Linbrook Road in the Town of Oakville.

The proposed Terms of Reference (TOR) for this study is attached for your review and confirmation.

We would appreciate receiving comments on the proposed TOR by Friday, March 27, 2026.

Thank you,

Kian Azari, P.Eng.,
Transportation Engineer

Transportation Planning and Science

T + 1 289-982-4029

150 Commerce Valley Drive West,
Thornhill, Ontario
L3T 7T3 Canada

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APPENDIX

B Traffic Data

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	Chamberlain Rd From North				Linbrook Rd From East				Morrison Pk From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	0	0	1	1	3	2	0	5	8
07:15 AM	0	0	0	0	0	6	0	6	1	0	0	1	3	3	0	6	13
07:30 AM	1	1	0	2	0	8	0	8	0	0	2	2	1	0	0	1	13
07:45 AM	0	0	0	0	1	21	1	23	4	1	3	8	0	10	2	12	43
Total	1	1	0	2	1	36	2	39	5	1	6	12	7	15	2	24	77
08:00 AM	1	0	1	2	0	39	2	41	2	0	5	7	1	26	1	28	78
08:15 AM	4	0	2	6	1	60	0	61	0	1	6	7	11	71	21	103	177
08:30 AM	5	1	1	7	1	49	2	52	4	1	5	10	11	78	22	111	180
08:45 AM	1	0	0	1	1	35	3	39	1	2	2	5	1	24	3	28	73
Total	11	1	4	16	3	183	7	193	7	4	18	29	24	199	47	270	508
09:00 AM	1	2	1	4	2	16	1	19	0	1	3	4	3	15	1	19	46
09:15 AM	1	0	1	2	1	13	1	15	0	0	0	0	3	8	0	11	28
Total	2	2	2	6	3	29	2	34	0	1	3	4	6	23	1	30	74
02:00 PM	0	3	0	3	0	12	3	15	2	0	3	5	1	7	0	8	31
02:15 PM	2	1	0	3	0	8	2	10	2	1	7	10	4	11	0	15	38
02:30 PM	1	1	1	3	0	9	1	10	2	2	7	11	6	11	2	19	43
02:45 PM	2	3	0	5	2	33	6	41	1	0	2	3	2	20	0	22	71
Total	5	8	1	14	2	62	12	76	7	3	19	29	13	49	2	64	183
03:00 PM	2	2	0	4	0	31	4	35	2	1	0	3	5	28	6	39	81
03:15 PM	7	6	0	13	2	34	0	36	1	0	1	2	5	42	6	53	104
03:30 PM	5	4	2	11	2	41	2	45	4	2	2	8	3	26	15	44	108
03:45 PM	4	5	2	11	0	21	0	21	1	9	4	14	2	47	14	63	109
Total	18	17	4	39	4	127	6	137	8	12	7	27	15	143	41	199	402
04:00 PM	2	1	0	3	0	16	0	16	1	1	2	4	5	17	2	24	47
04:15 PM	1	1	0	2	0	14	0	14	0	0	1	1	2	13	1	16	33
04:30 PM	1	1	2	4	3	16	1	20	1	0	4	5	3	18	1	22	51
04:45 PM	0	1	0	1	0	12	1	13	0	0	4	4	3	20	0	23	41
Total	4	4	2	10	3	58	2	63	2	1	11	14	13	68	4	85	172

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

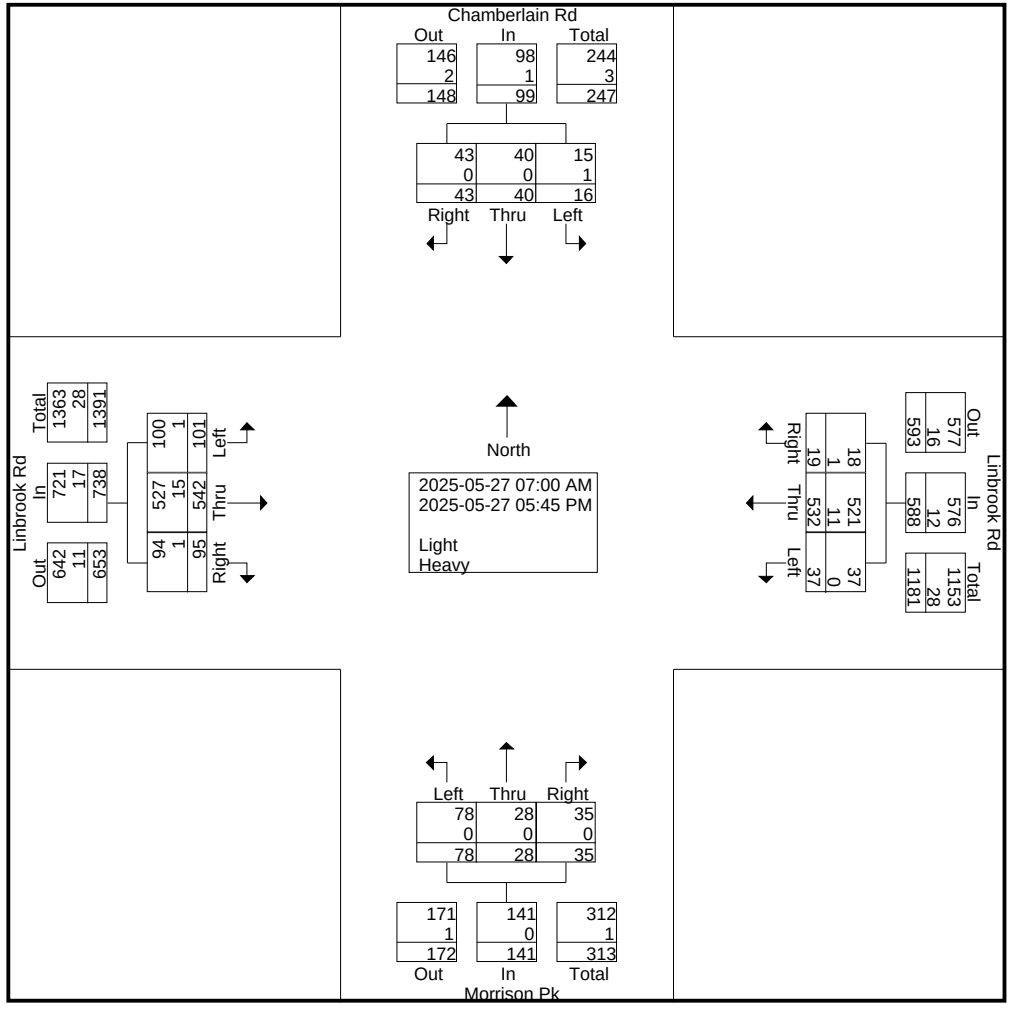
	Chamberlain Rd From North				Linbrook Rd From East				Morrison Pk From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	1	1	0	2	0	16	2	18	2	2	2	6	4	10	0	14	40
05:15 PM	1	3	1	5	0	4	1	5	0	1	4	5	3	18	1	22	37
05:30 PM	0	1	2	3	1	9	2	12	2	0	5	7	4	8	0	12	34
05:45 PM	0	2	0	2	2	8	1	11	2	3	3	8	6	9	3	18	39
Total	2	7	3	12	3	37	6	46	6	6	14	26	17	45	4	66	150
Grand Total	43	40	16	99	19	532	37	588	35	28	78	141	95	542	101	738	1566
Apprch %	43.4	40.4	16.2		3.2	90.5	6.3		24.8	19.9	55.3		12.9	73.4	13.7		
Total %	2.7	2.6	1	6.3	1.2	34	2.4	37.5	2.2	1.8	5	9	6.1	34.6	6.4	47.1	
Light	43	40	15	98	18	521	37	576	35	28	78	141	94	527	100	721	1536
% Light	100	100	93.8	99	94.7	97.9	100	98	100	100	100	100	98.9	97.2	99	97.7	98.1
Heavy	0	0	1	1	1	11	0	12	0	0	0	0	1	15	1	17	30
% Heavy	0	0	6.2	1	5.3	2.1	0	2	0	0	0	0	1.1	2.8	1	2.3	1.9

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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
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Horizon Data Services Ltd

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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27

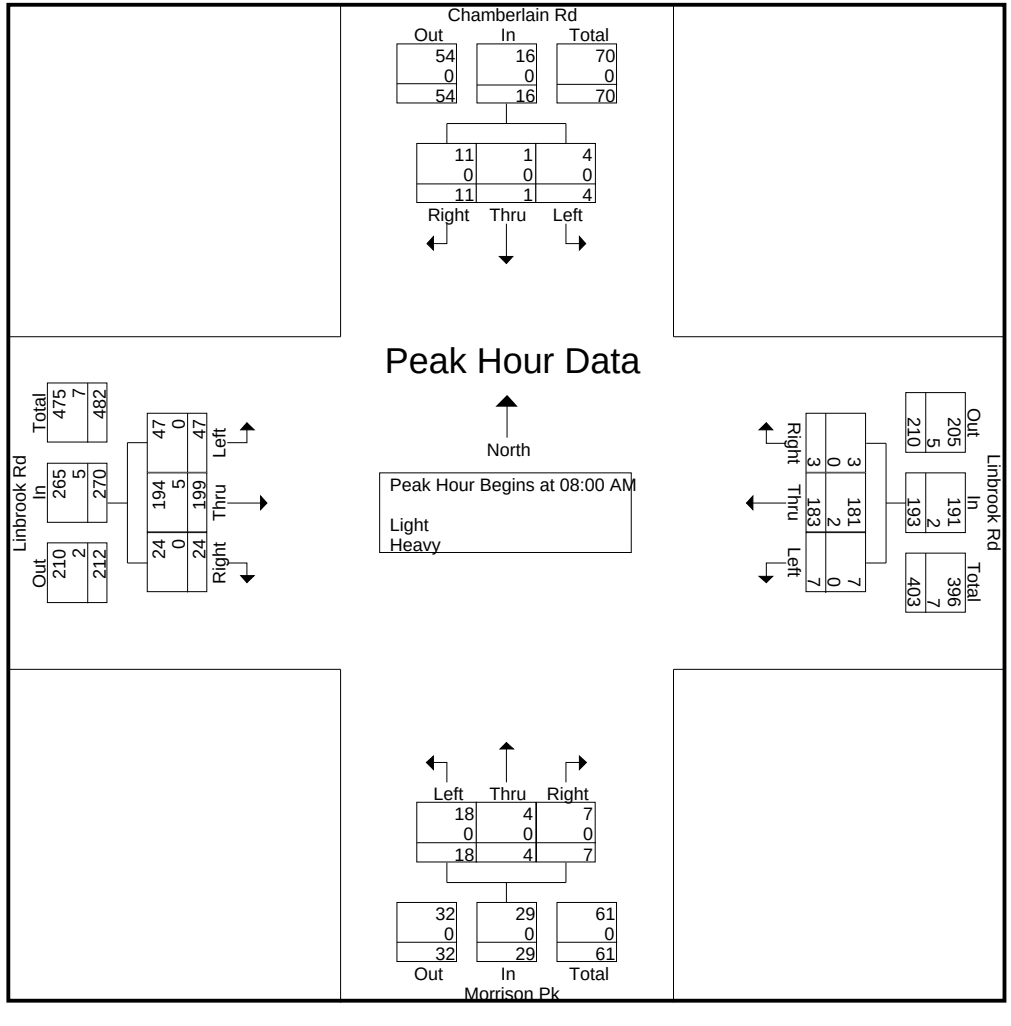
	Chamberlain Rd From North				Linbrook Rd From East				Morrison Pk From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	1	2	0	39	2	41	2	0	5	7	1	26	1	28	78
08:15 AM	4	0	**2**	6	**1**	**60**	0	**61**	0	1	**6**	7	**11**	71	21	103	177
08:30 AM	**5**	**1**	1	**7**	1	49	2	52	**4**	1	5	**10**	11	**78**	**22**	**111**	**180**
08:45 AM	1	0	0	1	1	35	**3**	39	1	**2**	2	5	1	24	3	28	73
Total Volume	11	1	4	16	3	183	7	193	7	4	18	29	24	199	47	270	508
% App. Total	68.8	6.2	25		1.6	94.8	3.6		24.1	13.8	62.1		8.9	73.7	17.4		
PHF	.550	.250	.500	.571	.750	.763	.583	.791	.438	.500	.750	.725	.545	.638	.534	.608	.706
Light	11	1	4	16	3	181	7	191	7	4	18	29	24	194	47	265	501
% Light	100	100	100	100	100	98.9	100	99.0	100	100	100	100	100	97.5	100	98.1	98.6
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% Heavy	0	0	0	0	0	1.1	0	1.0	0	0	0	0	0	2.5	0	1.9	1.4

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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
Page No : 5

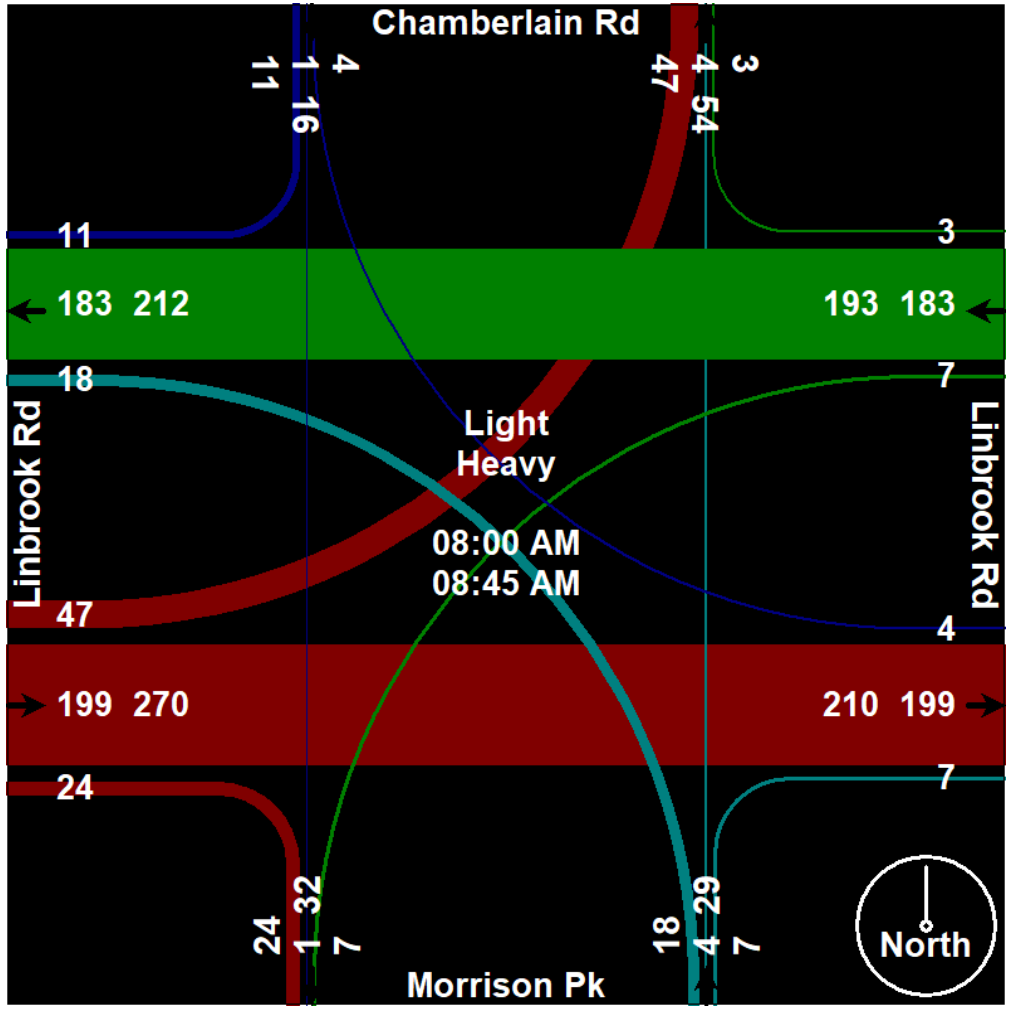


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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27

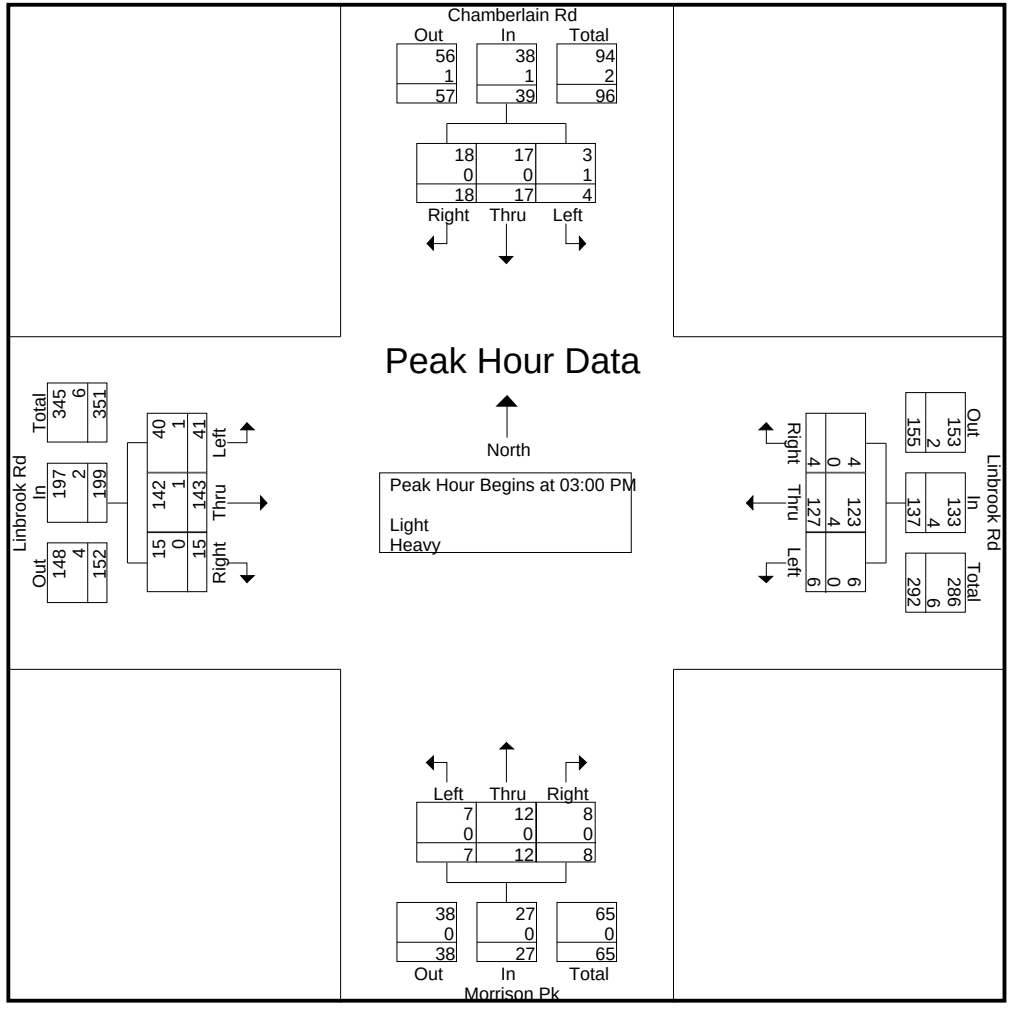
	Chamberlain Rd From North				Linbrook Rd From East				Morrison Pk From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	2	0	4	0	31	**4**	35	2	1	0	3	**5**	28	6	39	81
03:15 PM	**7**	**6**	0	**13**	**2**	34	0	36	1	0	1	2	5	42	6	53	104
03:30 PM	5	4	**2**	11	2	**41**	2	**45**	**4**	2	2	8	3	26	**15**	44	108
03:45 PM	4	5	2	11	0	21	0	21	1	**9**	**4**	**14**	2	**47**	14	**63**	**109**
Total Volume	18	17	4	39	4	127	6	137	8	12	7	27	15	143	41	199	402
% App. Total	46.2	43.6	10.3		2.9	92.7	4.4		29.6	44.4	25.9		7.5	71.9	20.6		
PHF	.643	.708	.500	.750	.500	.774	.375	.761	.500	.333	.438	.482	.750	.761	.683	.790	.922
Light	18	17	3	38	4	123	6	133	8	12	7	27	15	142	40	197	395
% Light	100	100	75.0	97.4	100	96.9	100	97.1	100	100	100	100	100	99.3	97.6	99.0	98.3
Heavy	0	0	1	1	0	4	0	4	0	0	0	0	0	1	1	2	7
% Heavy	0	0	25.0	2.6	0	3.1	0	2.9	0	0	0	0	0	0.7	2.4	1.0	1.7

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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
Page No : 8

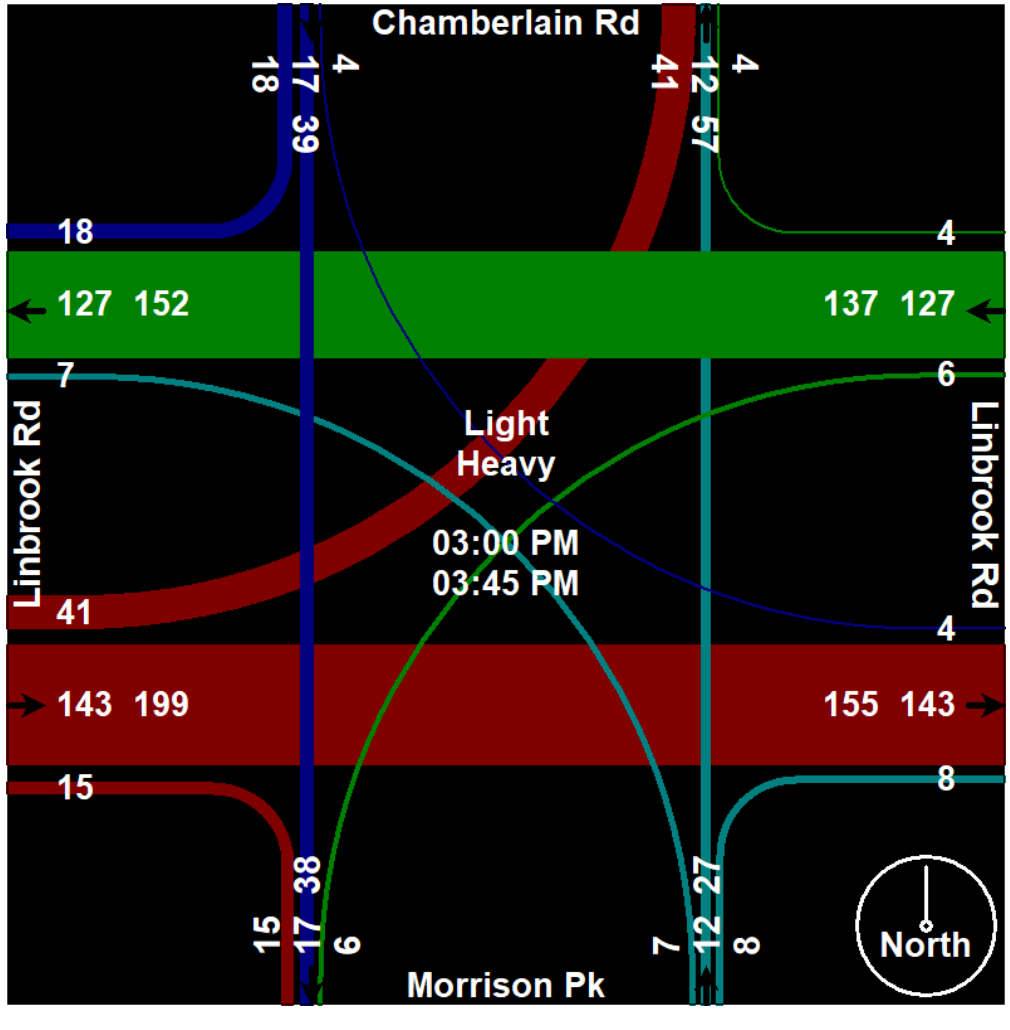


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Your Traffic Count Specialist

File Name : Linbrook Road at Chamberlain
Site Code : Loc-8
Start Date : 2025-05-27
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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	Chartwell Rd From North				Linbrook Rd From East				Chartwell Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	1	10	6	17	2	0	0	2	4	13	0	17	0	1	0	1	37
07:15 AM	0	10	9	19	6	0	0	6	0	18	0	18	0	2	2	4	47
07:30 AM	1	17	25	43	7	2	3	12	7	26	0	33	1	3	0	4	92
07:45 AM	0	29	24	53	11	5	1	17	4	27	0	31	1	7	3	11	112
Total	2	66	64	132	26	7	4	37	15	84	0	99	2	13	5	20	288
08:00 AM	5	27	42	74	23	9	13	45	17	37	2	56	10	24	2	36	211
08:15 AM	3	37	61	101	49	26	5	80	40	27	4	71	5	30	5	40	292
08:30 AM	8	27	41	76	37	18	13	68	31	30	2	63	2	23	4	29	236
08:45 AM	2	24	11	37	17	16	14	47	16	40	0	56	0	5	1	6	146
Total	18	115	155	288	126	69	45	240	104	134	8	246	17	82	12	111	885
09:00 AM	2	31	13	46	10	5	4	19	8	41	1	50	1	5	3	9	124
09:15 AM	4	30	12	46	8	1	4	13	4	28	1	33	0	1	1	2	94
Total	6	61	25	92	18	6	8	32	12	69	2	83	1	6	4	11	218
02:00 PM	1	26	7	34	8	1	6	15	3	30	0	33	1	3	1	5	87
02:15 PM	4	28	7	39	8	4	2	14	5	40	1	46	4	3	3	10	109
02:30 PM	2	33	12	47	14	7	1	22	10	25	1	36	5	5	2	12	117
02:45 PM	1	34	18	53	6	8	3	17	14	34	3	51	1	8	1	10	131
Total	8	121	44	173	36	20	12	68	32	129	5	166	11	19	7	37	444
03:00 PM	2	33	33	68	17	9	1	27	13	43	3	59	1	12	0	13	167
03:15 PM	5	33	30	68	28	22	12	62	25	29	1	55	1	18	6	25	210
03:30 PM	5	38	25	68	32	9	11	52	24	44	0	68	1	10	2	13	201
03:45 PM	6	31	29	66	65	17	27	109	14	57	0	71	1	4	5	10	256
Total	18	135	117	270	142	57	51	250	76	173	4	253	4	44	13	61	834
04:00 PM	4	36	10	50	31	9	9	49	6	28	4	38	1	7	8	16	153
04:15 PM	5	37	14	56	17	7	8	32	7	36	3	46	4	5	4	13	147
04:30 PM	3	28	9	40	26	4	7	37	7	35	0	42	1	8	4	13	132
04:45 PM	1	35	9	45	13	9	8	30	6	41	2	49	0	5	3	8	132
Total	13	136	42	191	87	29	32	148	26	140	9	175	6	25	19	50	564

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27

Groups Printed- Light - Heavy

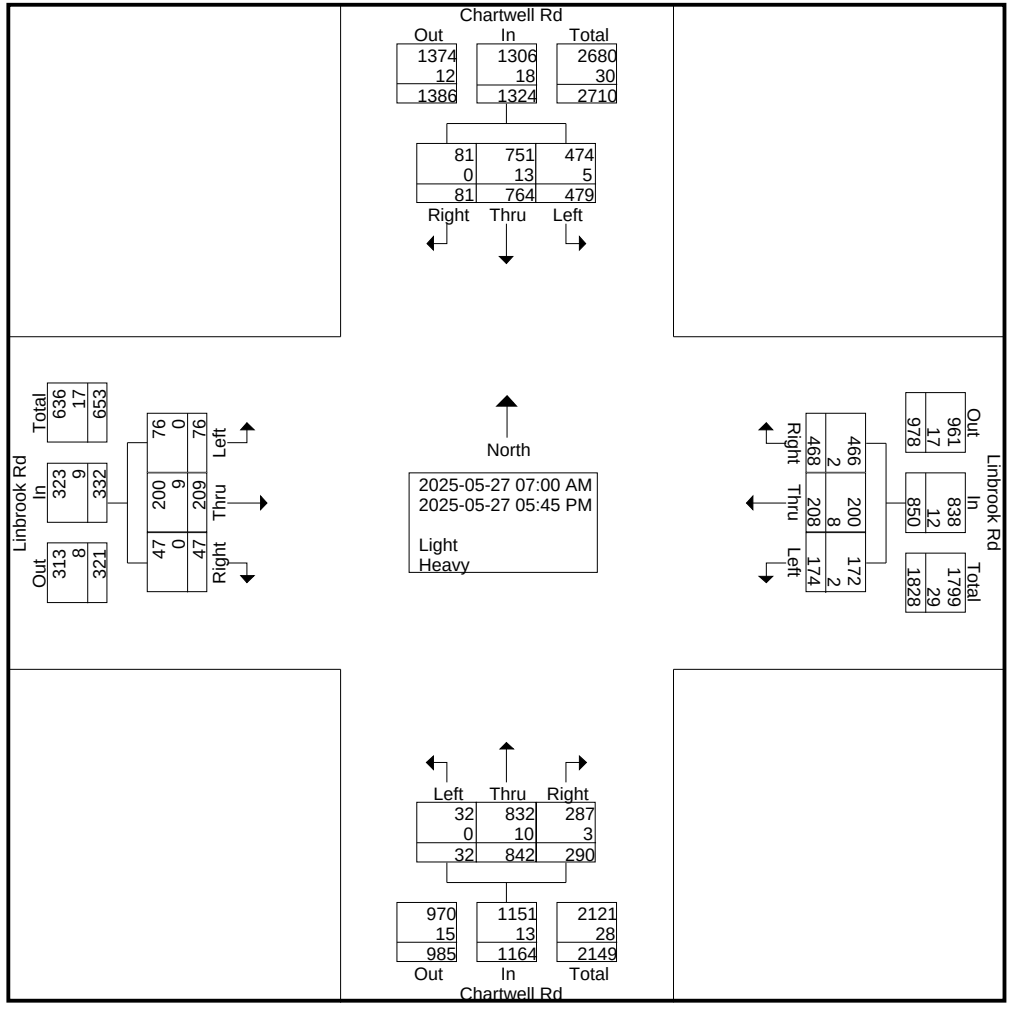
	Chartwell Rd From North				Linbrook Rd From East				Chartwell Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	4	38	9	51	8	6	10	24	5	30	0	35	2	5	4	11	121
05:15 PM	5	29	10	44	10	4	1	15	4	24	2	30	0	6	5	11	100
05:30 PM	3	33	6	42	11	6	5	22	9	29	1	39	2	3	4	9	112
05:45 PM	4	30	7	41	4	4	6	14	7	30	1	38	2	6	3	11	104
Total	16	130	32	178	33	20	22	75	25	113	4	142	6	20	16	42	437
Grand Total	81	764	479	1324	468	208	174	850	290	842	32	1164	47	209	76	332	3670
Apprch %	6.1	57.7	36.2		55.1	24.5	20.5		24.9	72.3	2.7		14.2	63	22.9		
Total %	2.2	20.8	13.1	36.1	12.8	5.7	4.7	23.2	7.9	22.9	0.9	31.7	1.3	5.7	2.1	9	
Light	81	751	474	1306	466	200	172	838	287	832	32	1151	47	200	76	323	3618
% Light	100	98.3	99	98.6	99.6	96.2	98.9	98.6	99	98.8	100	98.9	100	95.7	100	97.3	98.6
Heavy	0	13	5	18	2	8	2	12	3	10	0	13	0	9	0	9	52
% Heavy	0	1.7	1	1.4	0.4	3.8	1.1	1.4	1	1.2	0	1.1	0	4.3	0	2.7	1.4

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
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Horizon Data Services Ltd

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27

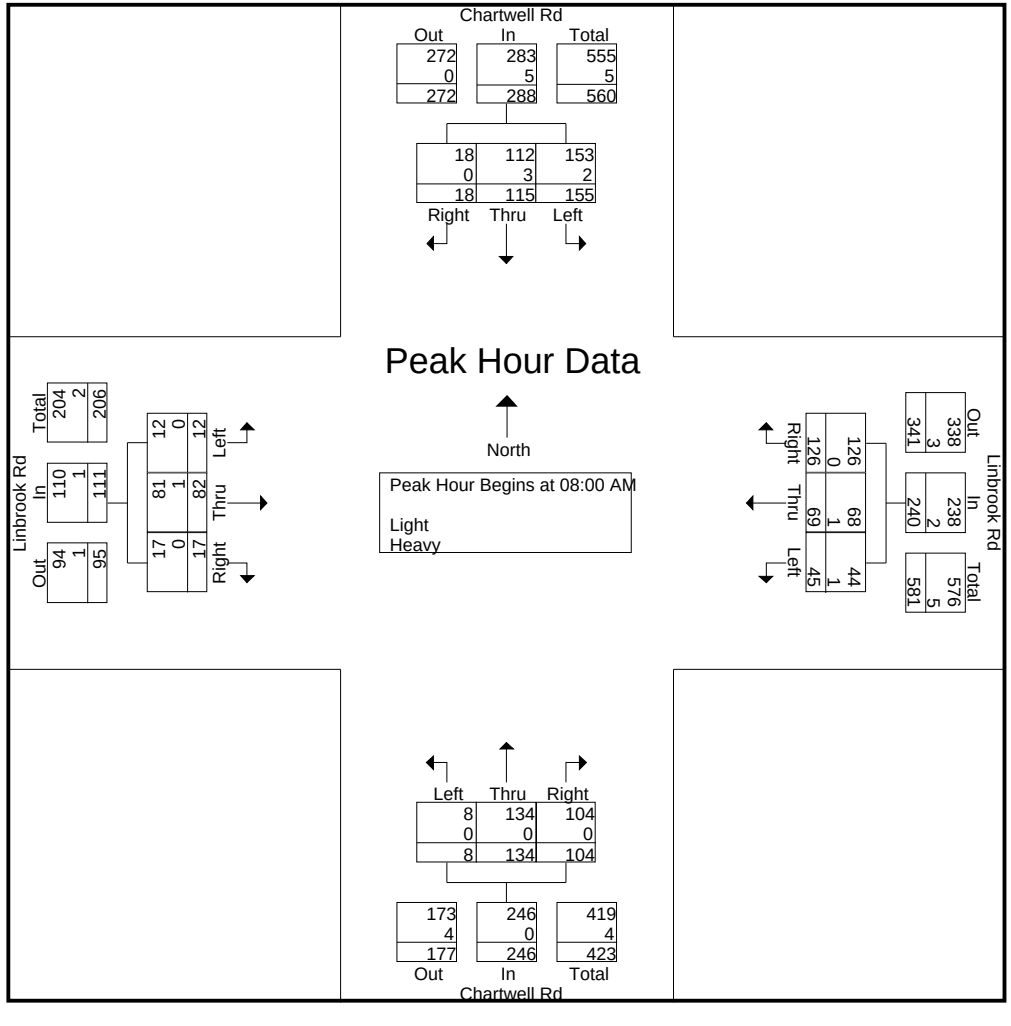
	Chartwell Rd From North				Linbrook Rd From East				Chartwell Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	27	42	74	23	9	13	45	17	37	2	56	**10**	24	2	36	211
08:15 AM	3	**37**	**61**	**101**	**49**	**26**	5	**80**	**40**	27	**4**	**71**	5	**30**	**5**	**40**	**292**
08:30 AM	**8**	27	41	76	37	18	13	68	31	30	2	63	2	23	4	29	236
08:45 AM	2	24	11	37	17	16	**14**	47	16	**40**	0	56	0	5	1	6	146
Total Volume	18	115	155	288	126	69	45	240	104	134	8	246	17	82	12	111	885
% App. Total	6.2	39.9	53.8		52.5	28.8	18.8		42.3	54.5	3.3		15.3	73.9	10.8		
PHF	.563	.777	.635	.713	.643	.663	.804	.750	.650	.838	.500	.866	.425	.683	.600	.694	.758
Light	18	112	153	283	126	68	44	238	104	134	8	246	17	81	12	110	877
% Light	100	97.4	98.7	98.3	100	98.6	97.8	99.2	100	100	100	100	100	98.8	100	99.1	99.1
Heavy	0	3	2	5	0	1	1	2	0	0	0	0	0	1	0	1	8
% Heavy	0	2.6	1.3	1.7	0	1.4	2.2	0.8	0	0	0	0	0	1.2	0	0.9	0.9

Horizon Data Services Ltd

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
Page No : 5

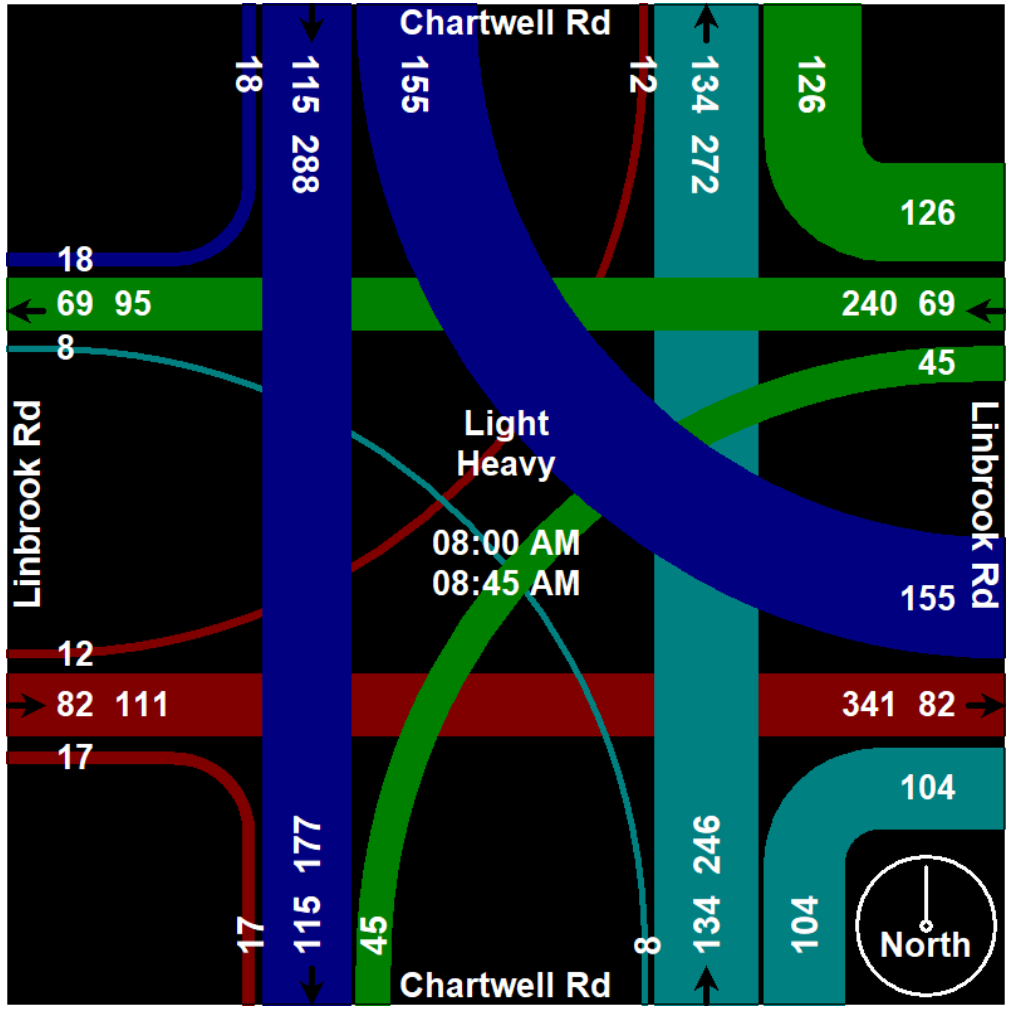


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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
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Horizon Data Services Ltd

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27

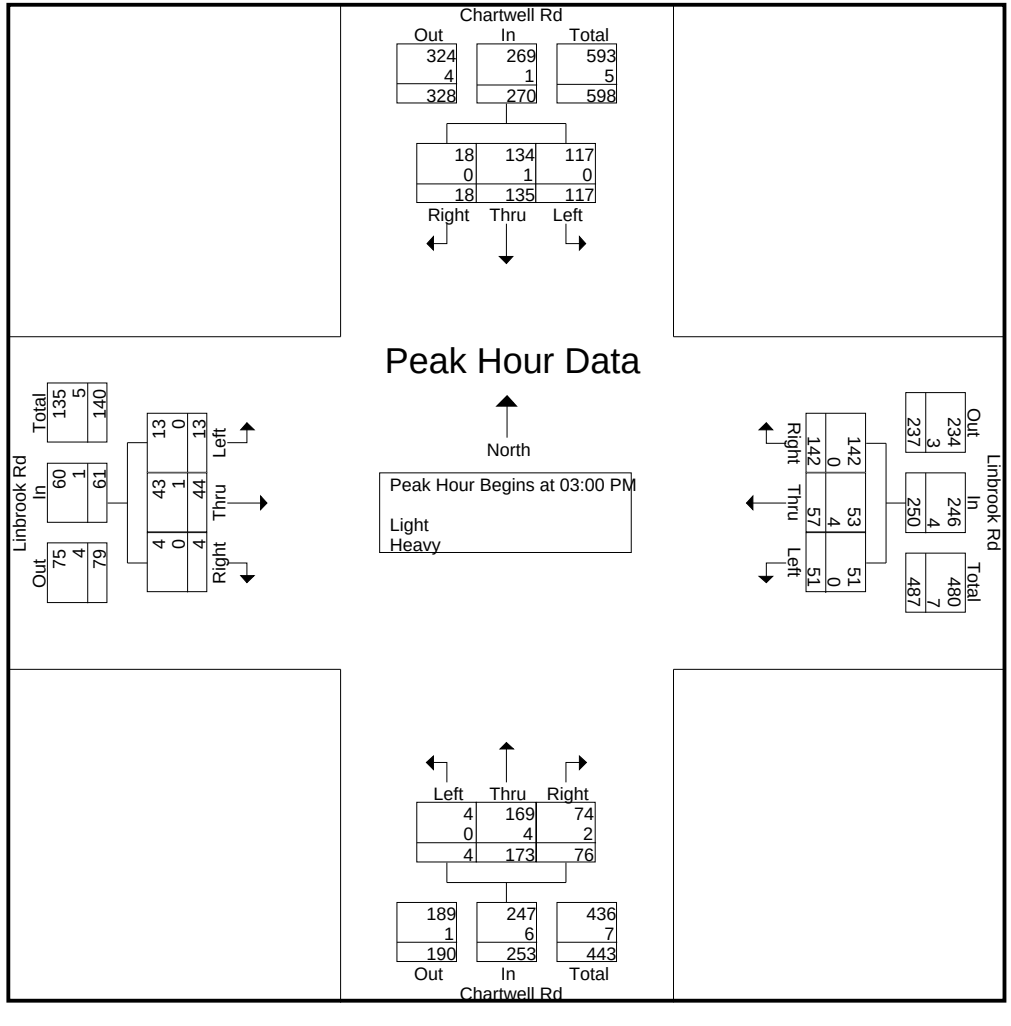
	Chartwell Rd From North				Linbrook Rd From East				Chartwell Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	33	**33**	**68**	17	9	1	27	13	43	**3**	59	**1**	12	0	13	167
03:15 PM	5	33	30	68	28	**22**	12	62	**25**	29	1	55	1	**18**	**6**	**25**	210
03:30 PM	5	**38**	25	68	32	9	11	52	24	44	0	68	1	10	2	13	201
03:45 PM	**6**	31	29	66	**65**	17	**27**	**109**	14	**57**	0	**71**	1	4	5	10	**256**
Total Volume	18	135	117	270	142	57	51	250	76	173	4	253	4	44	13	61	834
% App. Total	6.7	50	43.3		56.8	22.8	20.4		30	68.4	1.6		6.6	72.1	21.3		
PHF	.750	.888	.886	.993	.546	.648	.472	.573	.760	.759	.333	.891	1.00	.611	.542	.610	.814
Light	18	134	117	269	142	53	51	246	74	169	4	247	4	43	13	60	822
% Light	100	99.3	100	99.6	100	93.0	100	98.4	97.4	97.7	100	97.6	100	97.7	100	98.4	98.6
Heavy	0	1	0	1	0	4	0	4	2	4	0	6	0	1	0	1	12
% Heavy	0	0.7	0	0.4	0	7.0	0	1.6	2.6	2.3	0	2.4	0	2.3	0	1.6	1.4

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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
Page No : 8

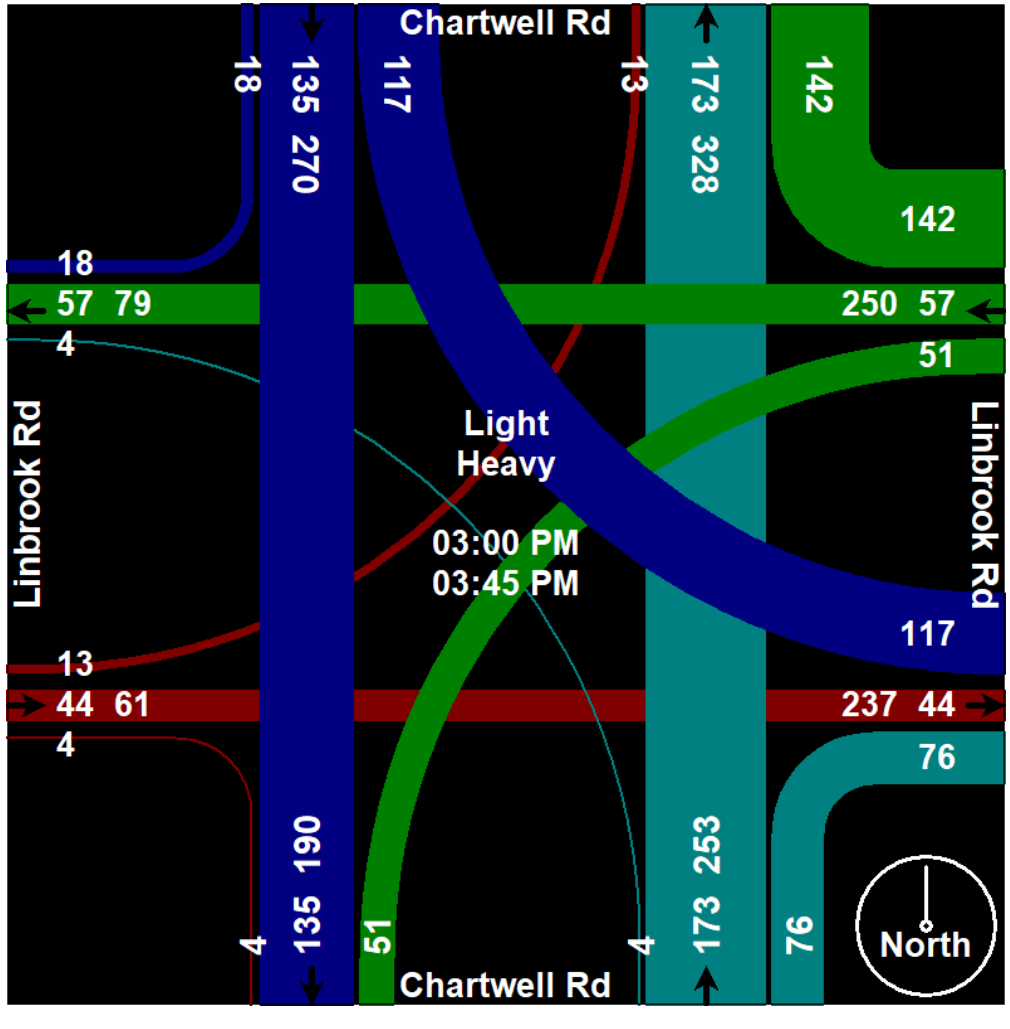


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Your Traffic Count Specialist

File Name : Linbrook Road at Chartwell Road
Site Code : Loc-7
Start Date : 2025-05-27
Page No : 9



Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	From North				Linbrook Rd From East				East Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	5	0	5	7
07:15 AM	0	0	0	0	0	5	1	6	0	0	0	0	3	3	0	6	12
07:30 AM	0	0	0	0	0	8	2	10	0	0	1	1	8	2	0	10	21
07:45 AM	0	0	0	0	0	19	5	24	1	0	0	1	9	11	0	20	45
Total	0	0	0	0	0	33	8	41	1	0	2	3	20	21	0	41	85
08:00 AM	0	0	0	0	0	40	6	46	0	0	3	3	14	28	0	42	91
08:15 AM	0	0	0	0	0	52	15	67	32	0	10	42	25	75	0	100	209
08:30 AM	0	0	0	0	0	52	11	63	27	0	9	36	23	80	0	103	202
08:45 AM	0	0	0	0	0	38	0	38	3	0	1	4	1	25	0	26	68
Total	0	0	0	0	0	182	32	214	62	0	23	85	63	208	0	271	570
09:00 AM	0	0	0	0	0	19	1	20	0	0	1	1	1	22	0	23	44
09:15 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	12	0	12	25
Total	0	0	0	0	0	32	1	33	0	0	1	1	1	34	0	35	69
02:00 PM	0	0	0	0	0	15	0	15	0	0	0	0	1	8	0	9	24
02:15 PM	0	0	0	0	0	17	0	17	0	0	1	1	0	15	0	15	33
02:30 PM	0	0	0	0	0	13	3	16	1	0	1	2	3	18	0	21	39
02:45 PM	0	0	0	0	0	27	9	36	2	0	4	6	7	20	0	27	69
Total	0	0	0	0	0	72	12	84	3	0	6	9	11	61	0	72	165
03:00 PM	0	0	0	0	0	29	2	31	16	0	6	22	7	24	0	31	84
03:15 PM	0	0	0	0	0	33	10	43	11	0	5	16	6	43	0	49	108
03:30 PM	0	0	0	0	0	25	12	37	21	0	3	24	3	23	0	26	87
03:45 PM	0	0	0	0	0	25	4	29	8	0	10	18	2	57	0	59	106
Total	0	0	0	0	0	112	28	140	56	0	24	80	18	147	0	165	385
04:00 PM	0	0	0	0	0	20	1	21	2	0	12	14	1	22	0	23	58
04:15 PM	0	0	0	0	0	10	7	17	1	0	6	7	9	15	0	24	48
04:30 PM	0	0	0	0	0	17	3	20	7	0	10	17	2	15	0	17	54
04:45 PM	0	0	0	0	0	15	1	16	3	0	3	6	5	20	0	25	47
Total	0	0	0	0	0	62	12	74	13	0	31	44	17	72	0	89	207

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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

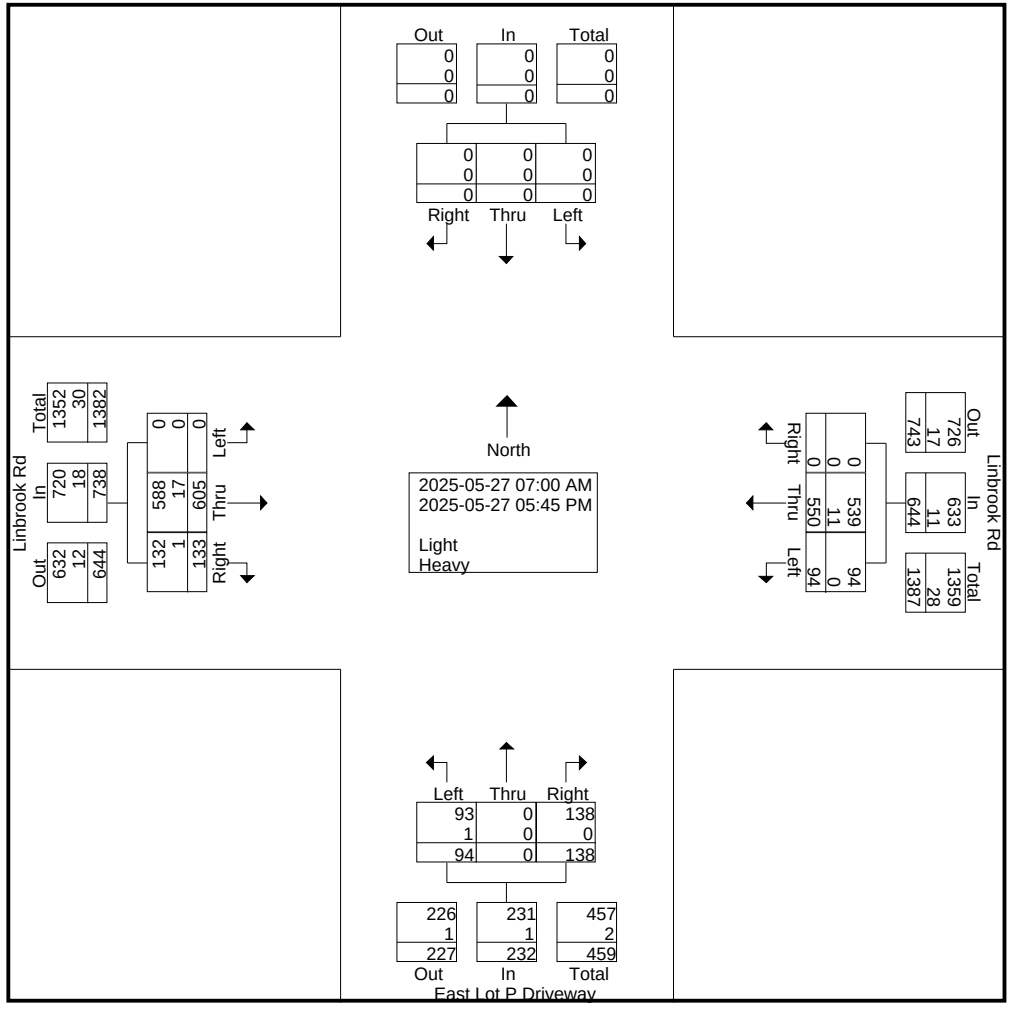
	From North				Linbrook Rd From East				East Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	0	0	0	0	0	23	1	24	0	0	4	4	2	14	0	16	44
05:15 PM	0	0	0	0	0	9	0	9	3	0	2	5	0	18	0	18	32
05:30 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	13	0	13	27
05:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	1	17	0	18	30
Total	0	0	0	0	0	57	1	58	3	0	7	10	3	62	0	65	133
Grand Total	0	0	0	0	0	550	94	644	138	0	94	232	133	605	0	738	1614
Apprch %	0	0	0		0	85.4	14.6		59.5	0	40.5		18	82	0		
Total %	0	0	0	0	0	34.1	5.8	39.9	8.6	0	5.8	14.4	8.2	37.5	0	45.7	
Light	0	0	0	0	0	539	94	633	138	0	93	231	132	588	0	720	1584
% Light	0	0	0	0	0	98	100	98.3	100	0	98.9	99.6	99.2	97.2	0	97.6	98.1
Heavy	0	0	0	0	0	11	0	11	0	0	1	1	1	17	0	18	30
% Heavy	0	0	0	0	0	2	0	1.7	0	0	1.1	0.4	0.8	2.8	0	2.4	1.9

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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27

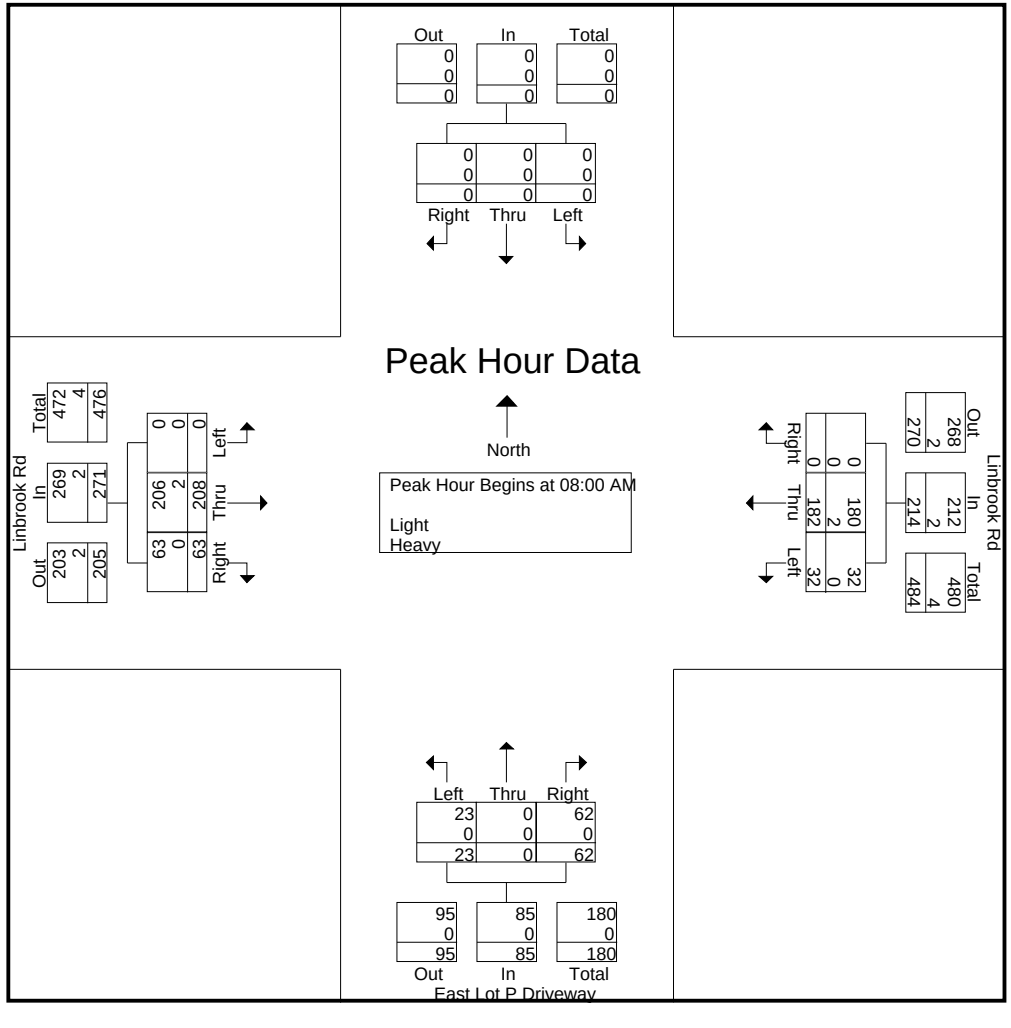
	From North				Linbrook Rd From East				East Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	40	6	46	0	0	3	3	14	28	0	42	91
08:15 AM	0	0	0	0	0	**52**	**15**	**67**	**32**	0	**10**	**42**	**25**	75	0	100	**209**
08:30 AM	0	0	0	0	0	52	11	63	27	0	9	36	23	**80**	0	**103**	202
08:45 AM	0	0	0	0	0	38	0	38	3	0	1	4	1	25	0	26	68
Total Volume	0	0	0	0	0	182	32	214	62	0	23	85	63	208	0	271	570
% App. Total	0	0	0		0	85	15		72.9	0	27.1		23.2	76.8	0		
PHF	.000	.000	.000	.000	.000	.875	.533	.799	.484	.000	.575	.506	.630	.650	.000	.658	.682
Light	0	0	0	0	0	180	32	212	62	0	23	85	63	206	0	269	566
% Light	0	0	0	0	0	98.9	100	99.1	100	0	100	100	100	99.0	0	99.3	99.3
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% Heavy	0	0	0	0	0	1.1	0	0.9	0	0	0	0	0	1.0	0	0.7	0.7

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Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 5

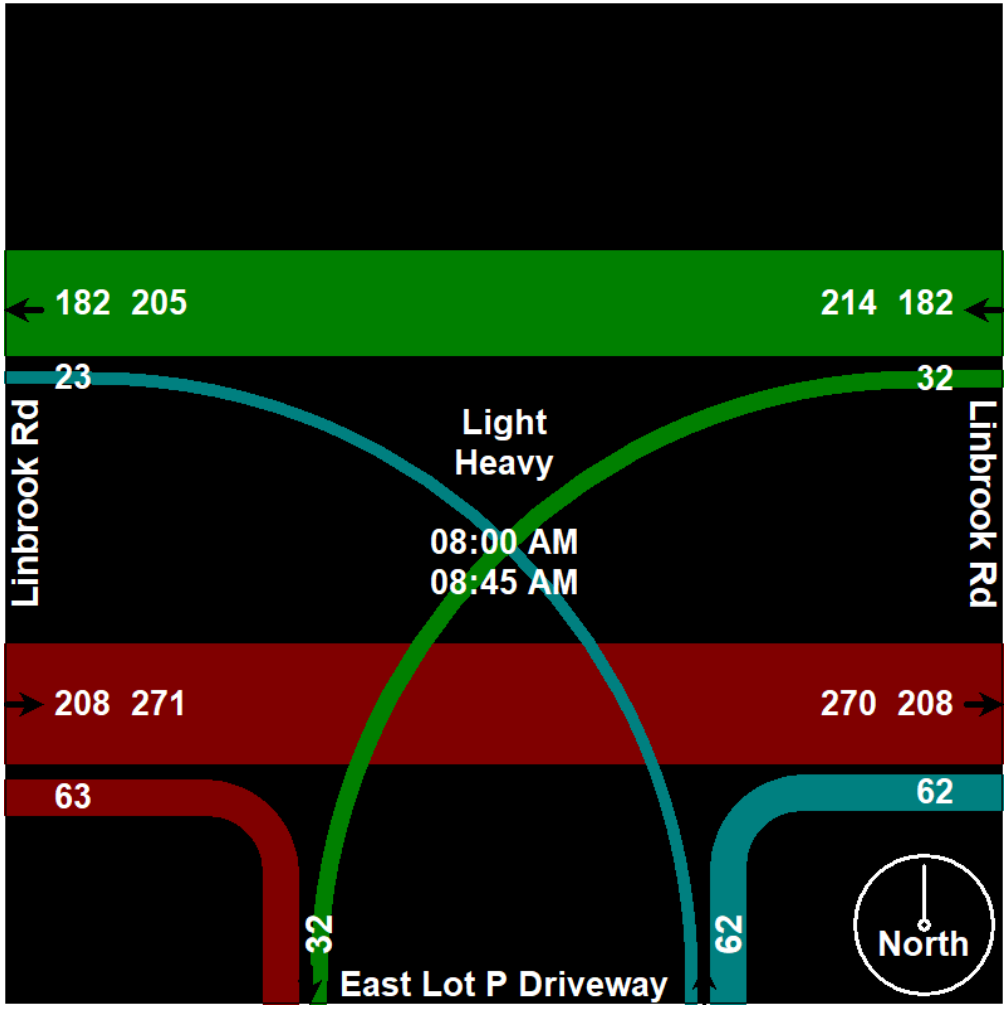


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Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27

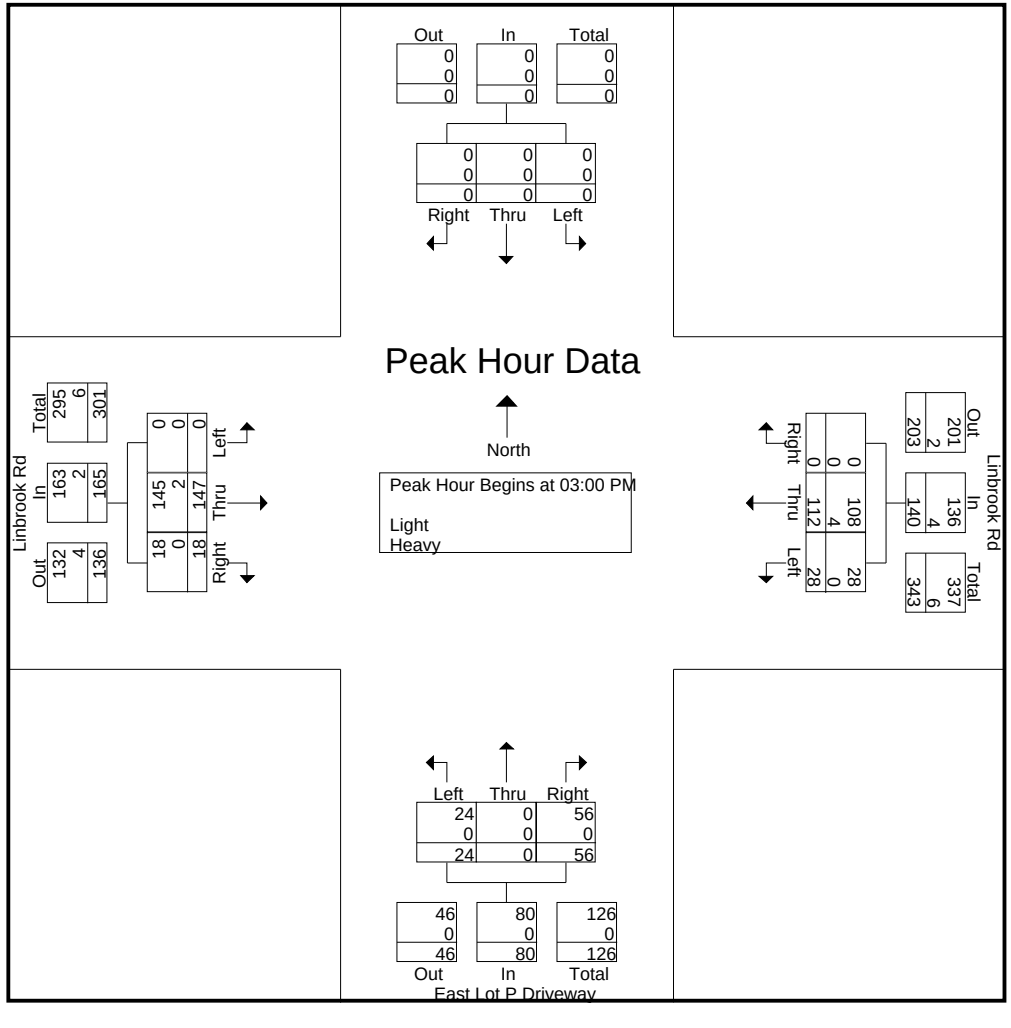
	From North				Linbrook Rd From East				East Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	29	2	31	16	0	6	22	**7**	24	0	31	84
03:15 PM	0	0	0	0	0	**33**	10	**43**	11	0	5	16	6	43	0	49	**108**
03:30 PM	0	0	0	0	0	25	**12**	37	**21**	0	3	**24**	3	23	0	26	87
03:45 PM	0	0	0	0	0	25	4	29	8	0	**10**	18	2	**57**	0	**59**	106
Total Volume	0	0	0	0	0	112	28	140	56	0	24	80	18	147	0	165	385
% App. Total	0	0	0		0	80	20		70	0	30		10.9	89.1	0		
PHF	.000	.000	.000	.000	.000	.848	.583	.814	.667	.000	.600	.833	.643	.645	.000	.699	.891
Light	0	0	0	0	0	108	28	136	56	0	24	80	18	145	0	163	379
% Light	0	0	0	0	0	96.4	100	97.1	100	0	100	100	100	98.6	0	98.8	98.4
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy	0	0	0	0	0	3.6	0	2.9	0	0	0	0	0	1.4	0	1.2	1.6

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Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 8

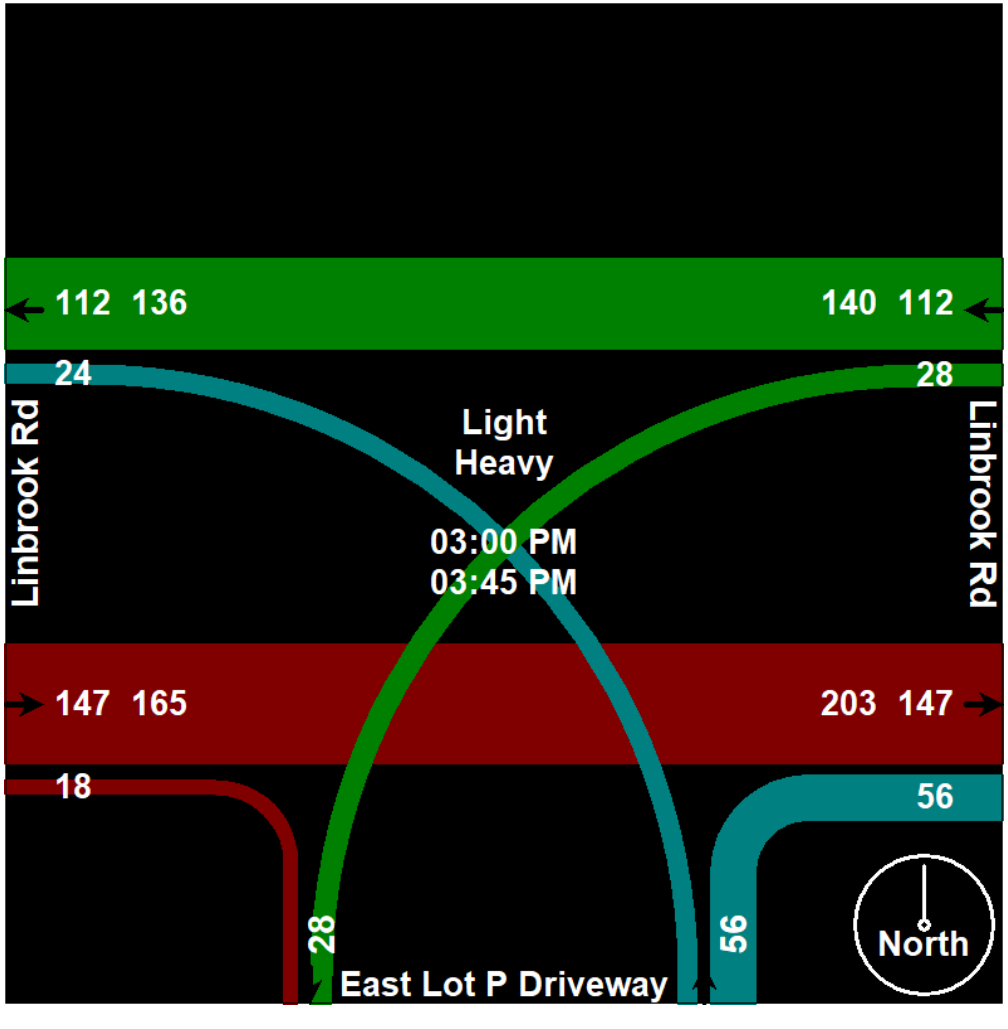


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Your Traffic Count Specialist

File Name : Linbrook Road at East Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	From North				Linbrook Rd From East				Front Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	1	6	0	7	12
07:30 AM	0	0	0	0	0	8	2	10	0	0	1	1	5	11	0	16	27
07:45 AM	0	0	0	0	0	16	3	19	2	0	3	5	3	17	0	20	44
Total	0	0	0	0	0	32	5	37	2	0	4	6	10	39	0	49	92
08:00 AM	0	0	0	0	0	39	5	44	2	0	4	6	15	39	0	54	104
08:15 AM	0	0	0	0	0	44	20	64	45	0	10	55	33	59	0	92	211
08:30 AM	0	0	0	0	0	47	20	67	41	0	6	47	29	62	0	91	205
08:45 AM	0	0	0	0	0	34	9	43	16	0	16	32	18	10	0	28	103
Total	0	0	0	0	0	164	54	218	104	0	36	140	95	170	0	265	623
09:00 AM	0	0	0	0	0	17	4	21	2	0	3	5	2	23	0	25	51
09:15 AM	0	0	0	0	0	9	4	13	1	0	5	6	6	11	0	17	36
Total	0	0	0	0	0	26	8	34	3	0	8	11	8	34	0	42	87
02:00 PM	0	0	0	0	0	9	4	13	0	0	1	1	0	9	0	9	23
02:15 PM	0	0	0	0	0	17	2	19	3	0	1	4	2	13	0	15	38
02:30 PM	0	0	0	0	0	14	0	14	1	0	4	5	4	18	0	22	41
02:45 PM	0	0	0	0	0	27	2	29	2	0	1	3	2	25	0	27	59
Total	0	0	0	0	0	67	8	75	6	0	7	13	8	65	0	73	161
03:00 PM	0	0	0	0	0	32	5	37	3	0	2	5	7	29	0	36	78
03:15 PM	0	0	0	0	0	27	14	41	9	0	10	19	8	41	0	49	109
03:30 PM	0	0	0	0	0	26	6	32	11	0	3	14	14	15	0	29	75
03:45 PM	0	0	0	0	0	33	3	36	23	0	15	38	13	35	0	48	122
Total	0	0	0	0	0	118	28	146	46	0	30	76	42	120	0	162	384
04:00 PM	0	0	0	0	0	32	1	33	1	0	3	4	2	24	0	26	63
04:15 PM	0	0	0	0	0	15	1	16	0	0	3	3	1	26	0	27	46
04:30 PM	0	0	0	0	0	26	0	26	0	0	2	2	1	18	0	19	47
04:45 PM	0	0	0	0	0	17	0	17	2	0	2	4	0	22	0	22	43
Total	0	0	0	0	0	90	2	92	3	0	10	13	4	90	0	94	199

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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

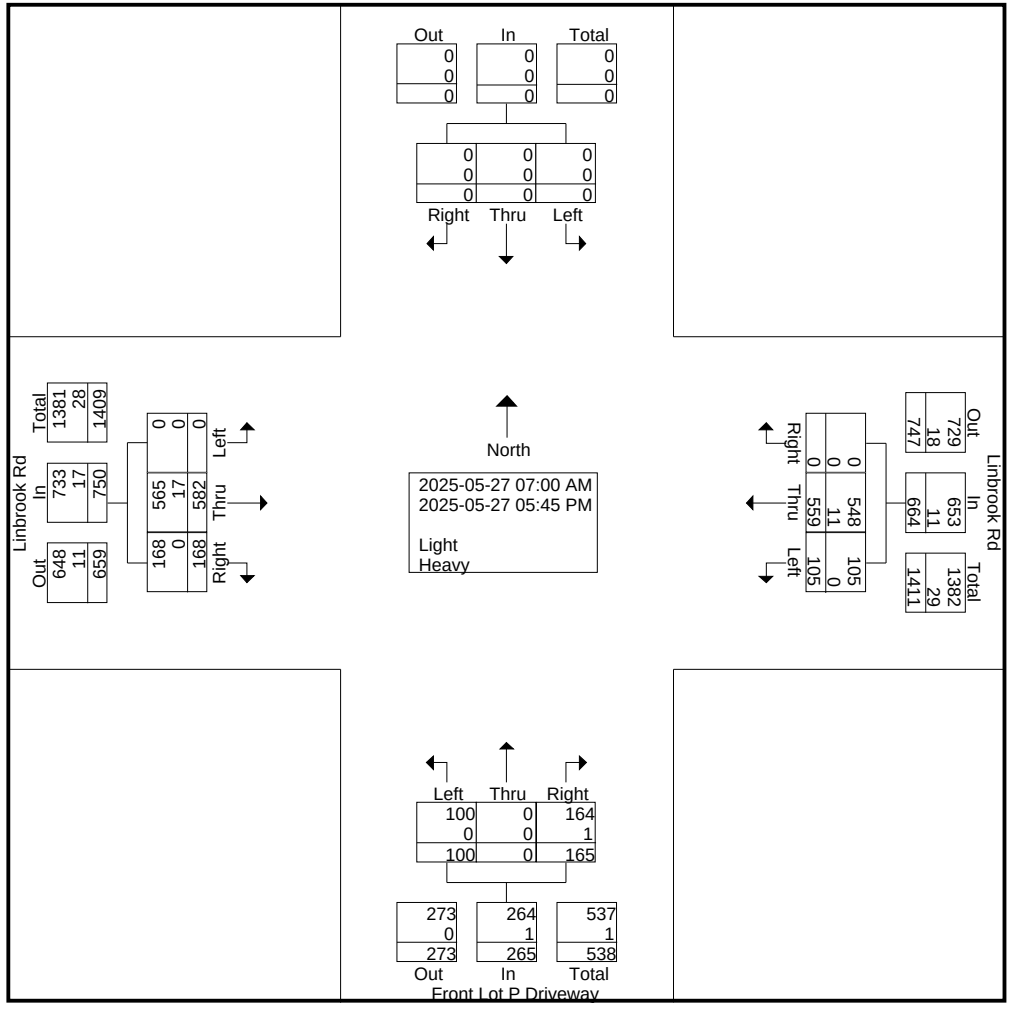
	From North				Linbrook Rd From East				Front Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	0	0	0	0	0	21	0	21	0	0	2	2	0	12	0	12	35
05:15 PM	0	0	0	0	0	12	0	12	0	0	2	2	0	19	0	19	33
05:30 PM	0	0	0	0	0	16	0	16	0	0	1	1	1	13	0	14	31
05:45 PM	0	0	0	0	0	13	0	13	1	0	0	1	0	20	0	20	34
Total	0	0	0	0	0	62	0	62	1	0	5	6	1	64	0	65	133
Grand Total	0	0	0	0	0	559	105	664	165	0	100	265	168	582	0	750	1679
Apprch %	0	0	0		0	84.2	15.8		62.3	0	37.7		22.4	77.6	0		
Total %	0	0	0	0	0	33.3	6.3	39.5	9.8	0	6	15.8	10	34.7	0	44.7	
Light	0	0	0	0	0	548	105	653	164	0	100	264	168	565	0	733	1650
% Light	0	0	0	0	0	98	100	98.3	99.4	0	100	99.6	100	97.1	0	97.7	98.3
Heavy	0	0	0	0	0	11	0	11	1	0	0	1	0	17	0	17	29
% Heavy	0	0	0	0	0	2	0	1.7	0.6	0	0	0.4	0	2.9	0	2.3	1.7

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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 4

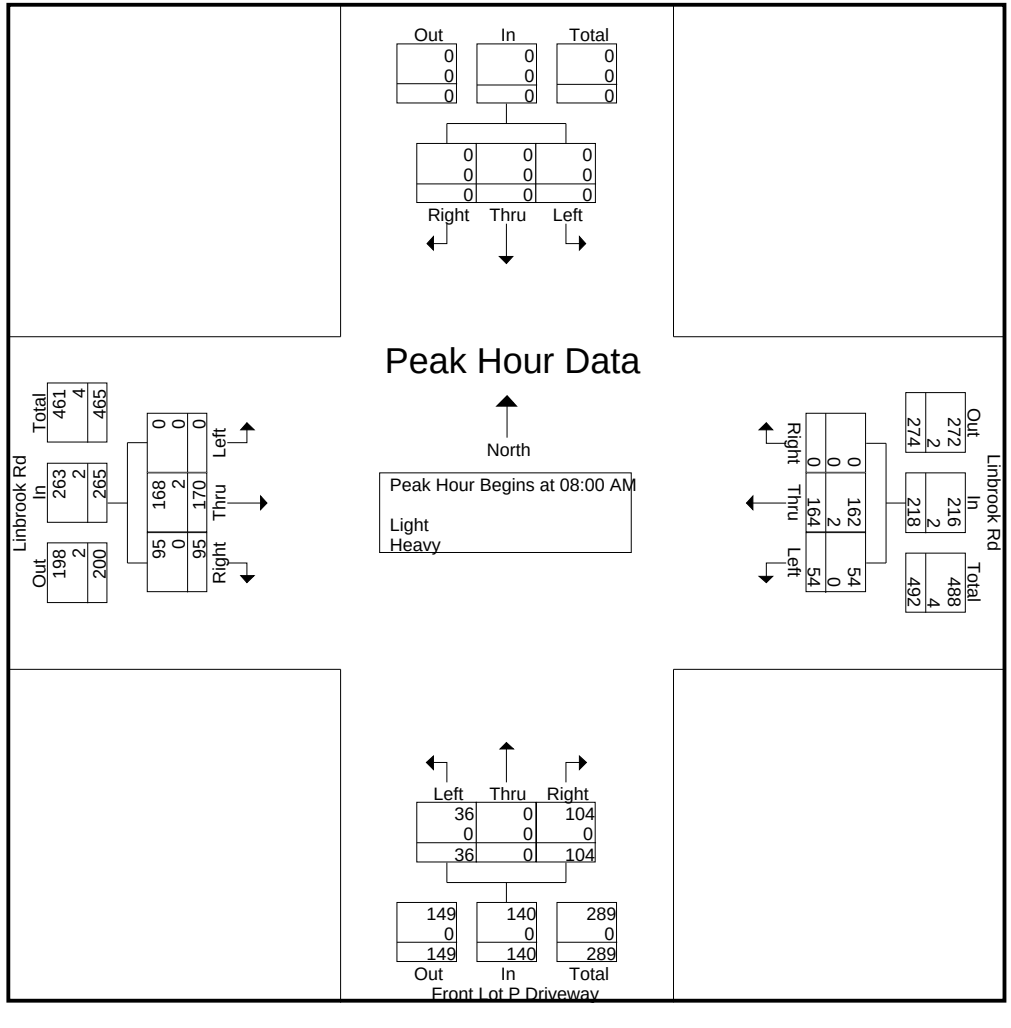
	From North				Linbrook Rd From East				Front Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	39	5	44	2	0	4	6	15	39	0	54	104
08:15 AM	0	0	0	0	0	44	**20**	64	**45**	0	10	**55**	**33**	59	0	**92**	**211**
08:30 AM	0	0	0	0	0	**47**	20	**67**	41	0	6	47	29	**62**	0	91	205
08:45 AM	0	0	0	0	0	34	9	43	16	0	**16**	32	18	10	0	28	103
Total Volume	0	0	0	0	0	164	54	218	104	0	36	140	95	170	0	265	623
% App. Total	0	0	0		0	75.2	24.8		74.3	0	25.7		35.8	64.2	0		
PHF	.000	.000	.000	.000	.000	.872	.675	.813	.578	.000	.563	.636	.720	.685	.000	.720	.738
Light	0	0	0	0	0	162	54	216	104	0	36	140	95	168	0	263	619
% Light	0	0	0	0	0	98.8	100	99.1	100	0	100	100	100	98.8	0	99.2	99.4
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% Heavy	0	0	0	0	0	1.2	0	0.9	0	0	0	0	0	1.2	0	0.8	0.6

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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 5

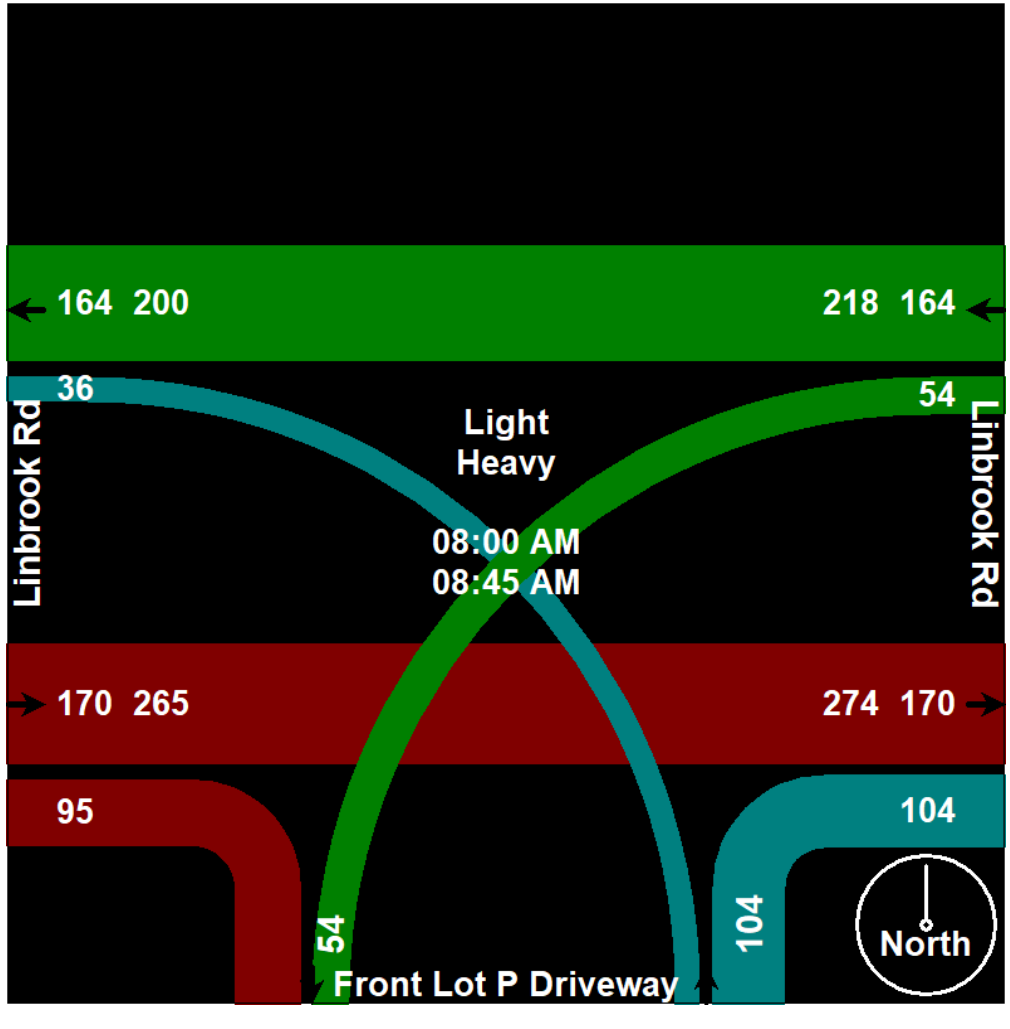


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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 7

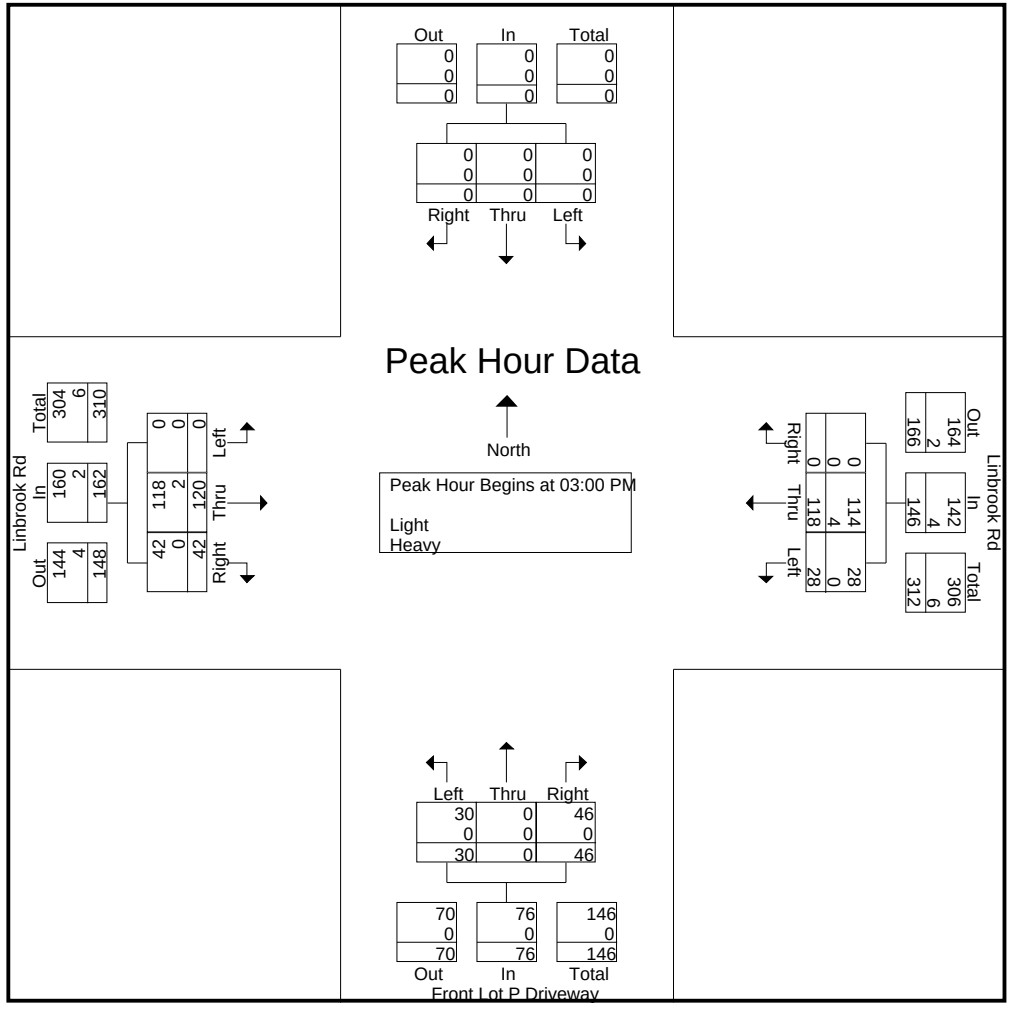
	From North				Linbrook Rd From East				Front Lot P Driveway From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	32	5	37	3	0	2	5	7	29	0	36	78
03:15 PM	0	0	0	0	0	27	**14**	**41**	9	0	10	19	8	**41**	0	**49**	109
03:30 PM	0	0	0	0	0	26	6	32	11	0	3	14	**14**	15	0	29	75
03:45 PM	0	0	0	0	0	**33**	3	36	**23**	0	**15**	**38**	13	35	0	48	**122**
Total Volume	0	0	0	0	0	118	28	146	46	0	30	76	42	120	0	162	384
% App. Total	0	0	0		0	80.8	19.2		60.5	0	39.5		25.9	74.1	0		
PHF	.000	.000	.000	.000	.000	.894	.500	.890	.500	.000	.500	.500	.750	.732	.000	.827	.787
Light	0	0	0	0	0	114	28	142	46	0	30	76	42	118	0	160	378
% Light	0	0	0	0	0	96.6	100	97.3	100	0	100	100	100	98.3	0	98.8	98.4
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy	0	0	0	0	0	3.4	0	2.7	0	0	0	0	0	1.7	0	1.2	1.6

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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
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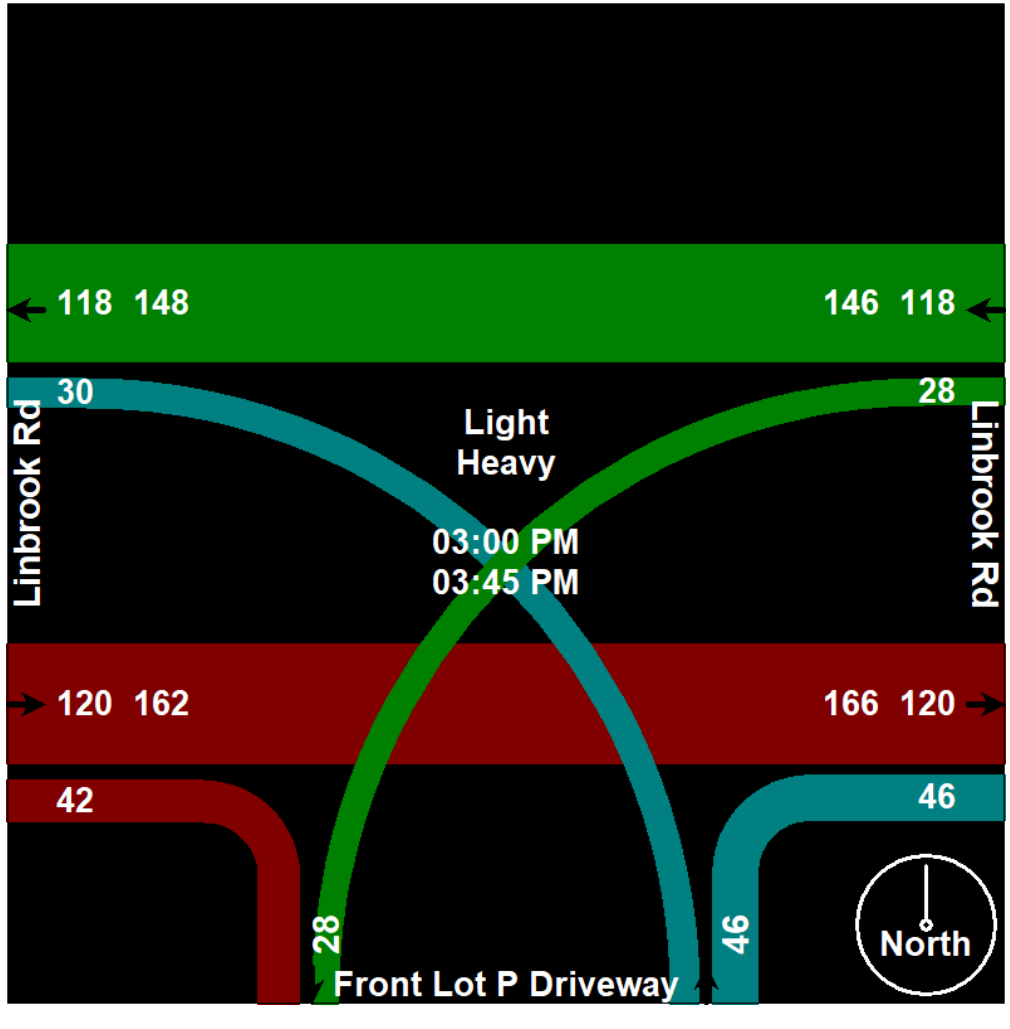


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Your Traffic Count Specialist

File Name : Linbrook Road at Front Lot P Driveway
Site Code : Loc-6
Start Date : 2025-05-27
Page No : 9



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Your Traffic Count Specialist

File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	Morrison Rd From North				Linbrook Rd From East				Morrison Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	2	7	0	9	0	0	0	0	0	3	2	5	2	0	0	2	16
07:15 AM	1	6	0	7	0	0	0	0	0	2	4	6	3	0	2	5	18
07:30 AM	4	17	0	21	0	0	0	0	0	11	3	14	0	0	0	0	35
07:45 AM	13	22	0	35	0	0	0	0	0	21	9	30	9	0	2	11	76
Total	20	52	0	72	0	0	0	0	0	37	18	55	14	0	4	18	145
08:00 AM	19	34	0	53	0	0	0	0	0	35	23	58	27	0	6	33	144
08:15 AM	27	34	0	61	0	0	0	0	0	27	28	55	30	0	40	70	186
08:30 AM	22	51	0	73	0	0	0	0	0	49	36	85	55	0	32	87	245
08:45 AM	9	29	0	38	0	0	0	0	0	43	27	70	13	0	10	23	131
Total	77	148	0	225	0	0	0	0	0	154	114	268	125	0	88	213	706
09:00 AM	6	27	0	33	0	0	0	0	0	25	12	37	12	0	7	19	89
09:15 AM	4	11	0	15	0	0	0	0	0	15	8	23	8	0	1	9	47
Total	10	38	0	48	0	0	0	0	0	40	20	60	20	0	8	28	136
02:00 PM	9	14	0	23	0	0	0	0	0	15	5	20	6	0	1	7	50
02:15 PM	3	14	0	17	0	0	0	0	0	19	8	27	10	0	3	13	57
02:30 PM	3	23	0	26	0	0	0	0	0	21	6	27	9	0	5	14	67
02:45 PM	20	38	0	58	0	0	0	0	0	35	24	59	14	0	6	20	137
Total	35	89	0	124	0	0	0	0	0	90	43	133	39	0	15	54	311
03:00 PM	9	47	0	56	0	0	0	0	0	28	25	53	20	0	13	33	142
03:15 PM	11	35	0	46	0	0	0	0	0	58	25	83	19	0	22	41	170
03:30 PM	25	32	0	57	0	0	0	0	0	23	19	42	14	0	16	30	129
03:45 PM	10	32	0	42	0	0	0	0	0	32	11	43	27	0	25	52	137
Total	55	146	0	201	0	0	0	0	0	141	80	221	80	0	76	156	578
04:00 PM	7	20	0	27	0	0	0	0	0	26	7	33	8	0	10	18	78
04:15 PM	7	19	0	26	0	0	0	0	0	23	9	32	7	0	8	15	73
04:30 PM	10	23	0	33	0	0	0	0	0	20	9	29	12	0	8	20	82
04:45 PM	4	26	0	30	0	0	0	0	0	14	7	21	14	0	6	20	71
Total	28	88	0	116	0	0	0	0	0	83	32	115	41	0	32	73	304

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Your Traffic Count Specialist

File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
Start Date : 2025-05-27
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Groups Printed- Light - Heavy

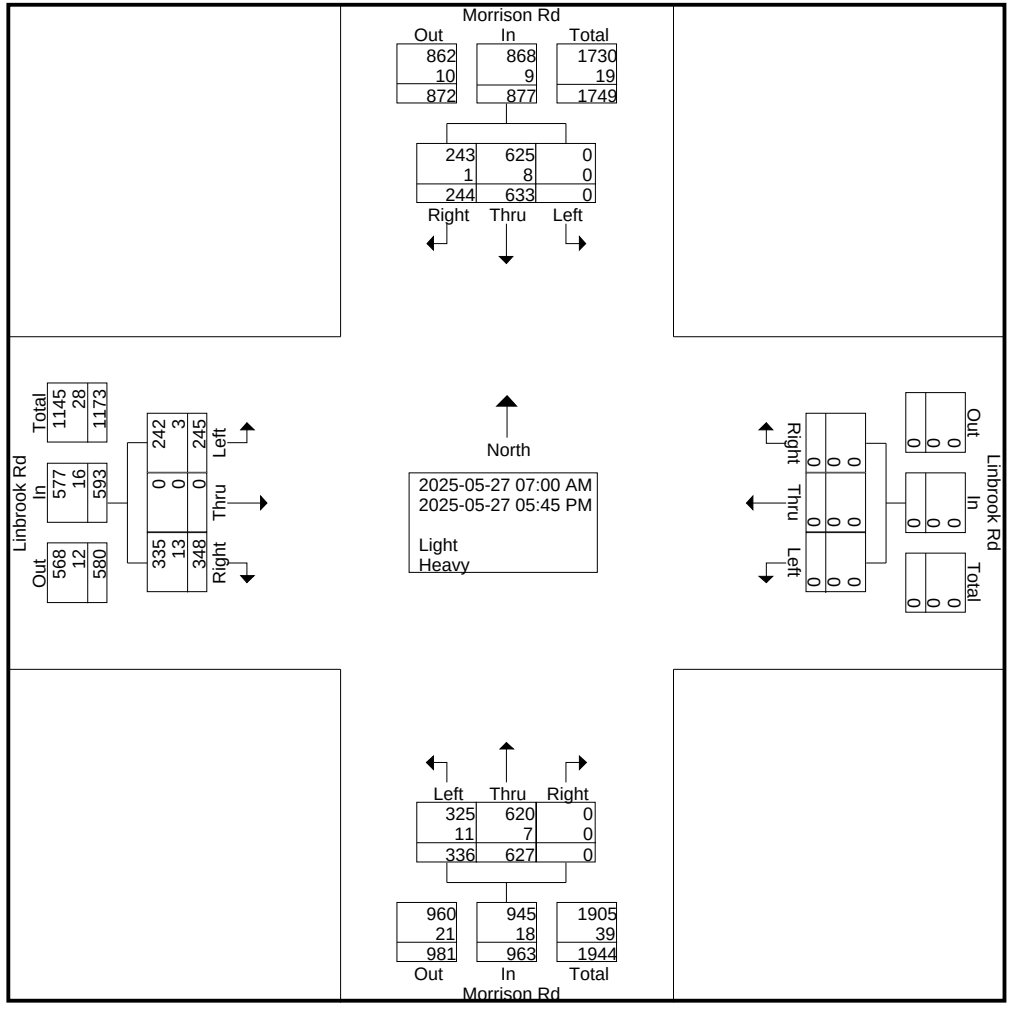
	Morrison Rd From North				Linbrook Rd From East				Morrison Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	5	24	0	29	0	0	0	0	0	18	13	31	5	0	5	10	70
05:15 PM	4	11	0	15	0	0	0	0	0	17	2	19	11	0	8	19	53
05:30 PM	5	17	0	22	0	0	0	0	0	26	8	34	7	0	5	12	68
05:45 PM	5	20	0	25	0	0	0	0	0	21	6	27	6	0	4	10	62
Total	19	72	0	91	0	0	0	0	0	82	29	111	29	0	22	51	253
Grand Total	244	633	0	877	0	0	0	0	0	627	336	963	348	0	245	593	2433
Apprch %	27.8	72.2	0		0	0	0		0	65.1	34.9		58.7	0	41.3		
Total %	10	26	0	36	0	0	0	0	0	25.8	13.8	39.6	14.3	0	10.1	24.4	
Light	243	625	0	868	0	0	0	0	0	620	325	945	335	0	242	577	2390
% Light	99.6	98.7	0	99	0	0	0	0	0	98.9	96.7	98.1	96.3	0	98.8	97.3	98.2
Heavy	1	8	0	9	0	0	0	0	0	7	11	18	13	0	3	16	43
% Heavy	0.4	1.3	0	1	0	0	0	0	0	1.1	3.3	1.9	3.7	0	1.2	2.7	1.8

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Your Traffic Count Specialist

File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
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Your Traffic Count Specialist

File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
Start Date : 2025-05-27

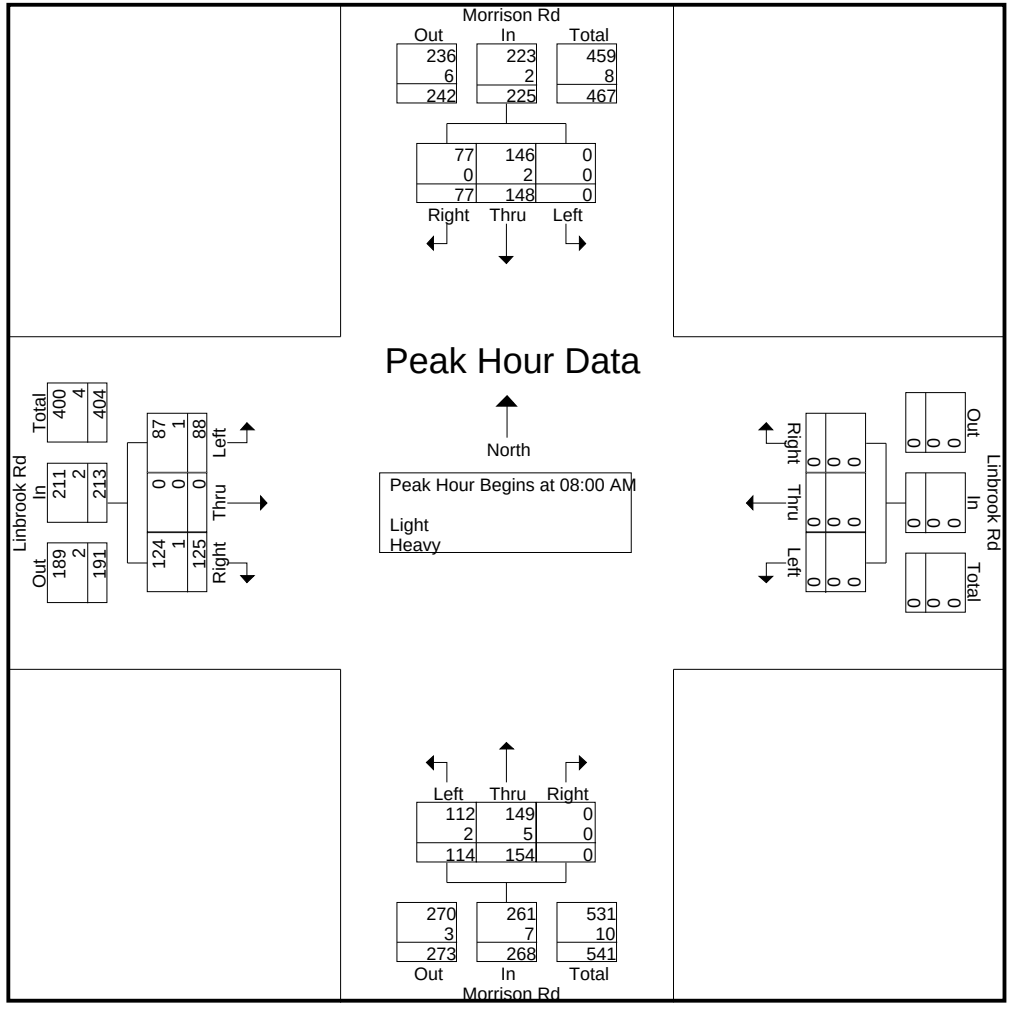
	Morrison Rd From North				Linbrook Rd From East				Morrison Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	19	34	0	53	0	0	0	0	0	35	23	58	27	0	6	33	144
08:15 AM	**27**	34	0	61	0	0	0	0	0	27	28	55	30	0	**40**	70	186
08:30 AM	22	**51**	0	**73**	0	0	0	0	0	**49**	**36**	**85**	**55**	0	32	**87**	**245**
08:45 AM	9	29	0	38	0	0	0	0	0	43	27	70	13	0	10	23	131
Total Volume	77	148	0	225	0	0	0	0	0	154	114	268	125	0	88	213	706
% App. Total	34.2	65.8	0		0	0	0		0	57.5	42.5		58.7	0	41.3		
PHF	.713	.725	.000	.771	.000	.000	.000	.000	.000	.786	.792	.788	.568	.000	.550	.612	.720
Light	77	146	0	223	0	0	0	0	0	149	112	261	124	0	87	211	695
% Light	100	98.6	0	99.1	0	0	0	0	0	96.8	98.2	97.4	99.2	0	98.9	99.1	98.4
Heavy	0	2	0	2	0	0	0	0	0	5	2	7	1	0	1	2	11
% Heavy	0	1.4	0	0.9	0	0	0	0	0	3.2	1.8	2.6	0.8	0	1.1	0.9	1.6

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File Name : Linbrook Road at Morrison Road
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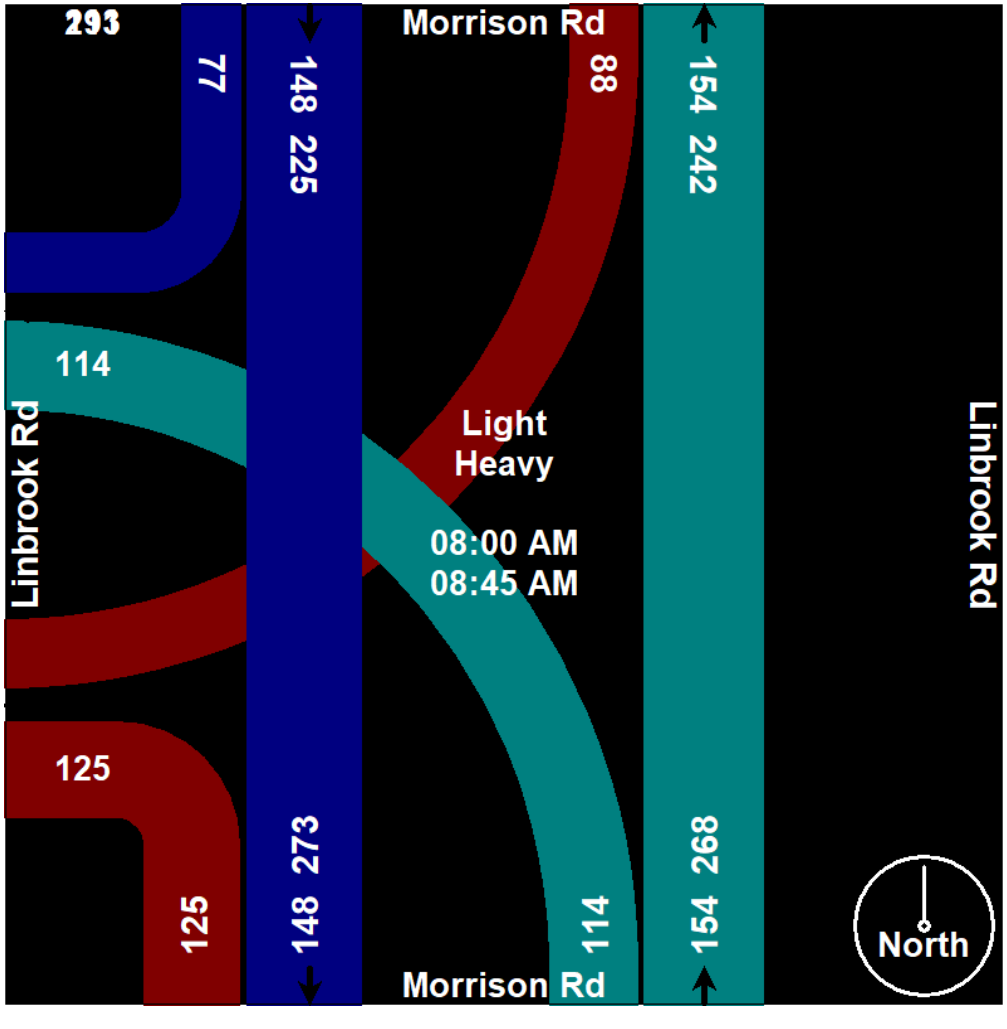


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File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
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File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
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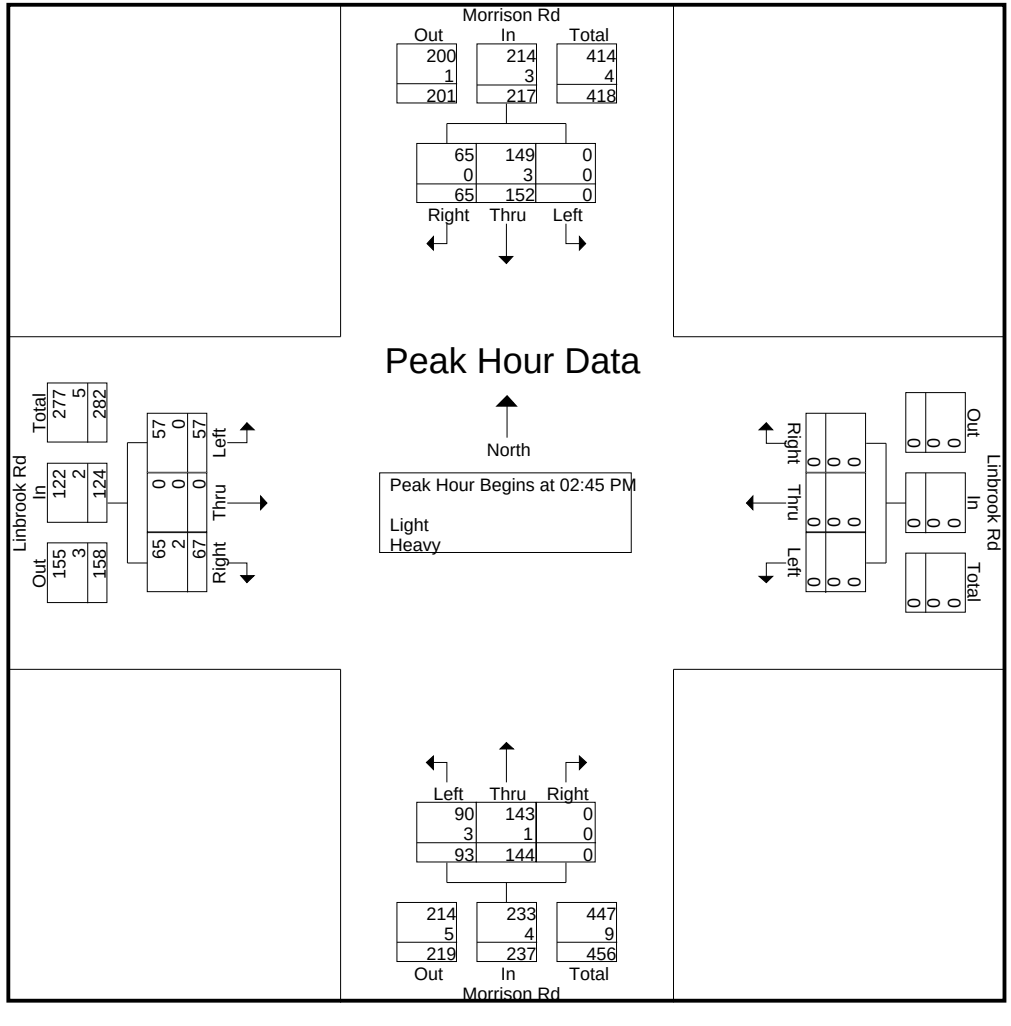
	Morrison Rd From North				Linbrook Rd From East				Morrison Rd From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	20	38	0	**58**	0	0	0	0	0	35	24	59	14	0	6	20	137
03:00 PM	9	**47**	0	56	0	0	0	0	0	28	**25**	53	**20**	0	13	33	142
03:15 PM	11	35	0	46	0	0	0	0	0	**58**	25	**83**	19	0	**22**	**41**	**170**
03:30 PM	**25**	32	0	57	0	0	0	0	0	23	19	42	14	0	16	30	129
Total Volume	65	152	0	217	0	0	0	0	0	144	93	237	67	0	57	124	578
% App. Total	30	70	0		0	0	0		0	60.8	39.2		54	0	46		
PHF	.650	.809	.000	.935	.000	.000	.000	.000	.000	.621	.930	.714	.838	.000	.648	.756	.850
Light	65	149	0	214	0	0	0	0	0	143	90	233	65	0	57	122	569
% Light	100	98.0	0	98.6	0	0	0	0	0	99.3	96.8	98.3	97.0	0	100	98.4	98.4
Heavy	0	3	0	3	0	0	0	0	0	1	3	4	2	0	0	2	9
% Heavy	0	2.0	0	1.4	0	0	0	0	0	0.7	3.2	1.7	3.0	0	0	1.6	1.6

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Your Traffic Count Specialist

File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
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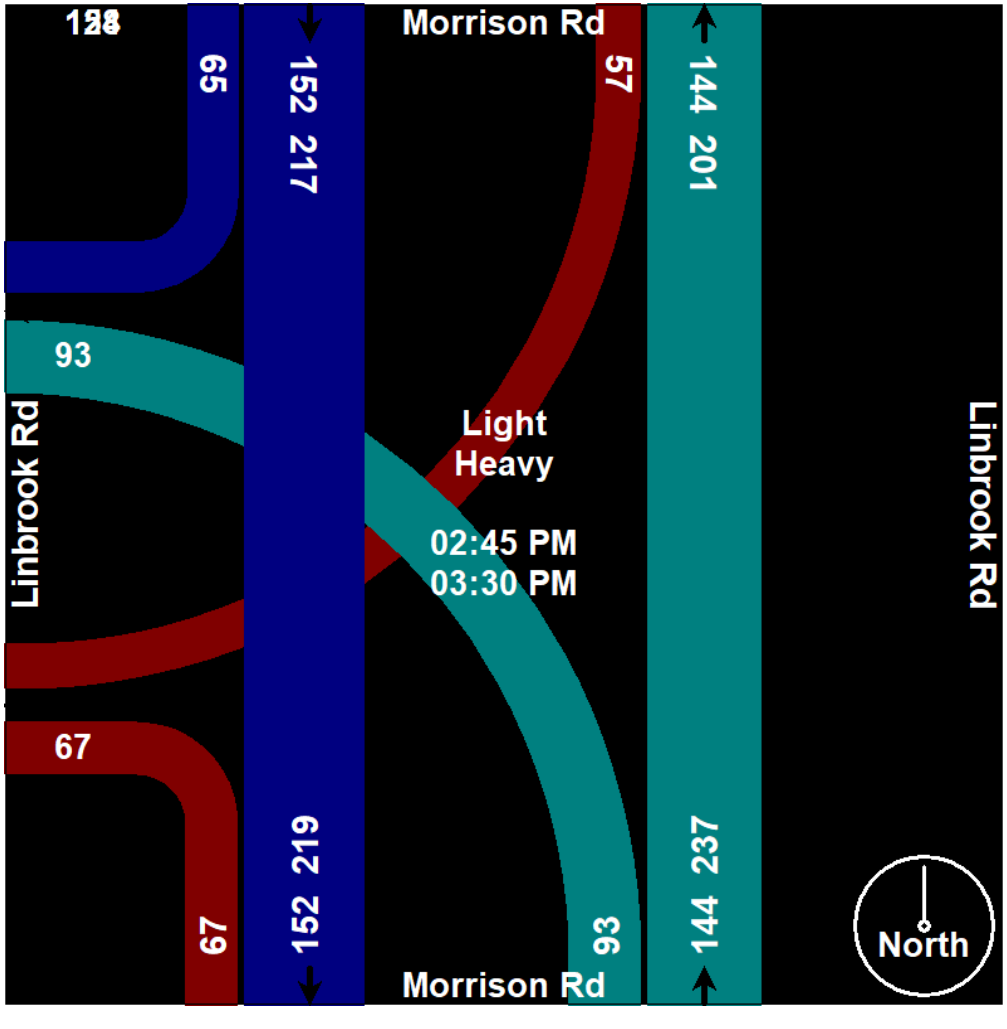


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File Name : Linbrook Road at Morrison Road
Site Code : Loc-9
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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Entry
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	From North				Linbrook Rd From East				South Loop Entrance From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	25	0	25	30
07:45 AM	0	0	0	0	0	20	1	21	0	0	0	0	0	26	0	26	47
Total	0	0	0	0	0	31	1	32	0	0	0	0	0	67	0	67	99
08:00 AM	0	0	0	0	0	34	3	37	0	0	0	0	4	74	0	78	115
08:15 AM	0	0	0	0	0	36	1	37	0	0	0	0	1	117	0	118	155
08:30 AM	0	0	0	0	0	26	0	26	0	0	0	0	0	108	0	108	134
08:45 AM	0	0	0	0	0	37	0	37	0	0	0	0	1	36	0	37	74
Total	0	0	0	0	0	133	4	137	0	0	0	0	6	335	0	341	478
09:00 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	26	0	26	44
09:15 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	17	0	17	30
Total	0	0	0	0	0	31	0	31	0	0	0	0	0	43	0	43	74
02:00 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
02:15 PM	0	0	0	0	0	15	0	15	0	0	0	0	0	14	0	14	29
02:30 PM	0	0	0	0	0	18	0	18	0	0	0	0	0	25	0	25	43
02:45 PM	0	0	0	0	0	22	1	23	0	0	0	0	0	28	0	28	51
Total	0	0	0	0	0	65	1	66	0	0	0	0	0	77	0	77	143
03:00 PM	0	0	0	0	0	27	0	27	0	0	1	1	2	44	0	46	74
03:15 PM	0	0	0	0	0	30	0	30	1	0	0	1	2	65	0	67	98
03:30 PM	0	0	0	0	0	17	0	17	0	0	0	0	2	43	0	45	62
03:45 PM	0	0	0	0	0	45	0	45	0	0	0	0	5	52	0	57	102
Total	0	0	0	0	0	119	0	119	1	0	1	2	11	204	0	215	336
04:00 PM	0	0	0	0	0	35	0	35	0	0	0	0	0	30	0	30	65
04:15 PM	0	0	0	0	0	16	0	16	0	0	0	0	0	32	0	32	48
04:30 PM	0	0	0	0	0	31	0	31	0	0	0	0	1	21	0	22	53
04:45 PM	0	0	0	0	0	18	0	18	0	0	0	0	0	25	0	25	43
Total	0	0	0	0	0	100	0	100	0	0	0	0	1	108	0	109	209

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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Entry
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

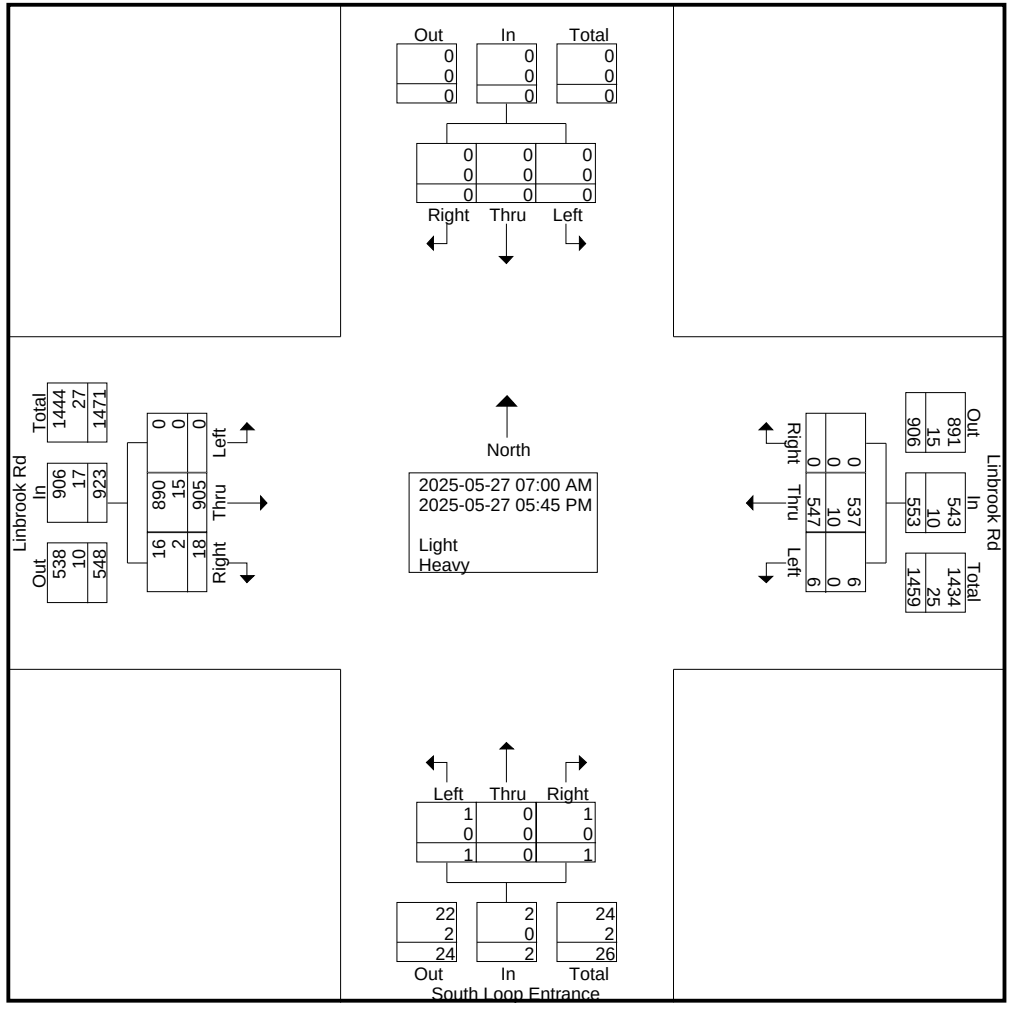
	From North				Linbrook Rd From East				South Loop Entrance From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	0	0	0	0	0	22	0	22	0	0	0	0	0	17	0	17	39
05:15 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	19	0	19	33
05:30 PM	0	0	0	0	0	19	0	19	0	0	0	0	0	16	0	16	35
05:45 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	19	0	19	32
Total	0	0	0	0	0	68	0	68	0	0	0	0	0	71	0	71	139
Grand Total	0	0	0	0	0	547	6	553	1	0	1	2	18	905	0	923	1478
Apprch %	0	0	0		0	98.9	1.1		50	0	50		2	98	0		
Total %	0	0	0	0	0	37	0.4	37.4	0.1	0	0.1	0.1	1.2	61.2	0	62.4	
Light	0	0	0	0	0	537	6	543	1	0	1	2	16	890	0	906	1451
% Light	0	0	0	0	0	98.2	100	98.2	100	0	100	100	88.9	98.3	0	98.2	98.2
Heavy	0	0	0	0	0	10	0	10	0	0	0	0	2	15	0	17	27
% Heavy	0	0	0	0	0	1.8	0	1.8	0	0	0	0	11.1	1.7	0	1.8	1.8

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File Name : Linbrook Road at South Loop Entry
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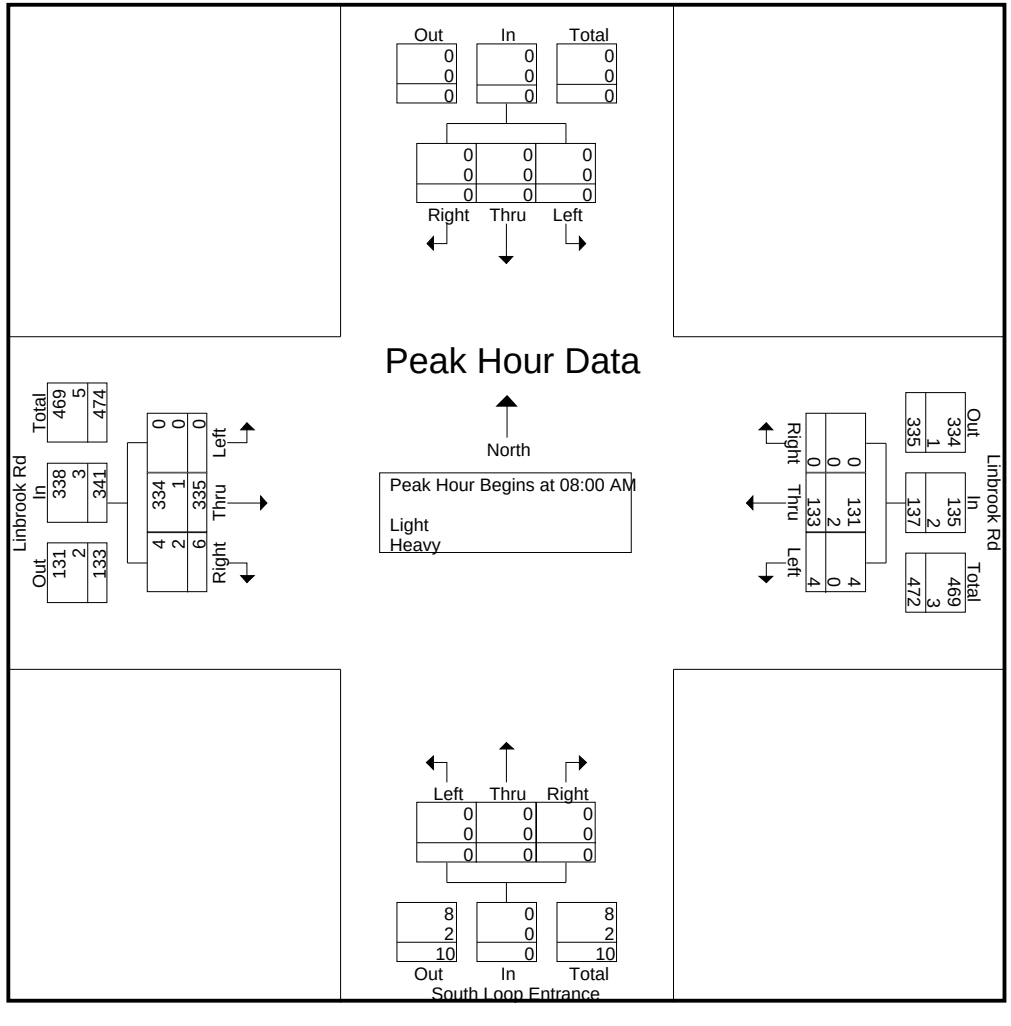
	From North				Linbrook Rd From East				South Loop Entrance From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	34	**3**	**37**	0	0	0	0	**4**	74	0	78	115
08:15 AM	0	0	0	0	0	36	1	37	0	0	0	0	1	**117**	0	**118**	**155**
08:30 AM	0	0	0	0	0	26	0	26	0	0	0	0	0	108	0	108	134
08:45 AM	0	0	0	0	0	**37**	0	37	0	0	0	0	1	36	0	37	74
Total Volume	0	0	0	0	0	133	4	137	0	0	0	0	6	335	0	341	478
% App. Total	0	0	0		0	97.1	2.9		0	0	0		1.8	98.2	0		
PHF	.000	.000	.000	.000	.000	.899	.333	.926	.000	.000	.000	.000	.375	.716	.000	.722	.771
Light	0	0	0	0	0	131	4	135	0	0	0	0	4	334	0	338	473
% Light	0	0	0	0	0	98.5	100	98.5	0	0	0	0	66.7	99.7	0	99.1	99.0
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	5
% Heavy	0	0	0	0	0	1.5	0	1.5	0	0	0	0	33.3	0.3	0	0.9	1.0

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File Name : Linbrook Road at South Loop Entry
Site Code : Loc-3
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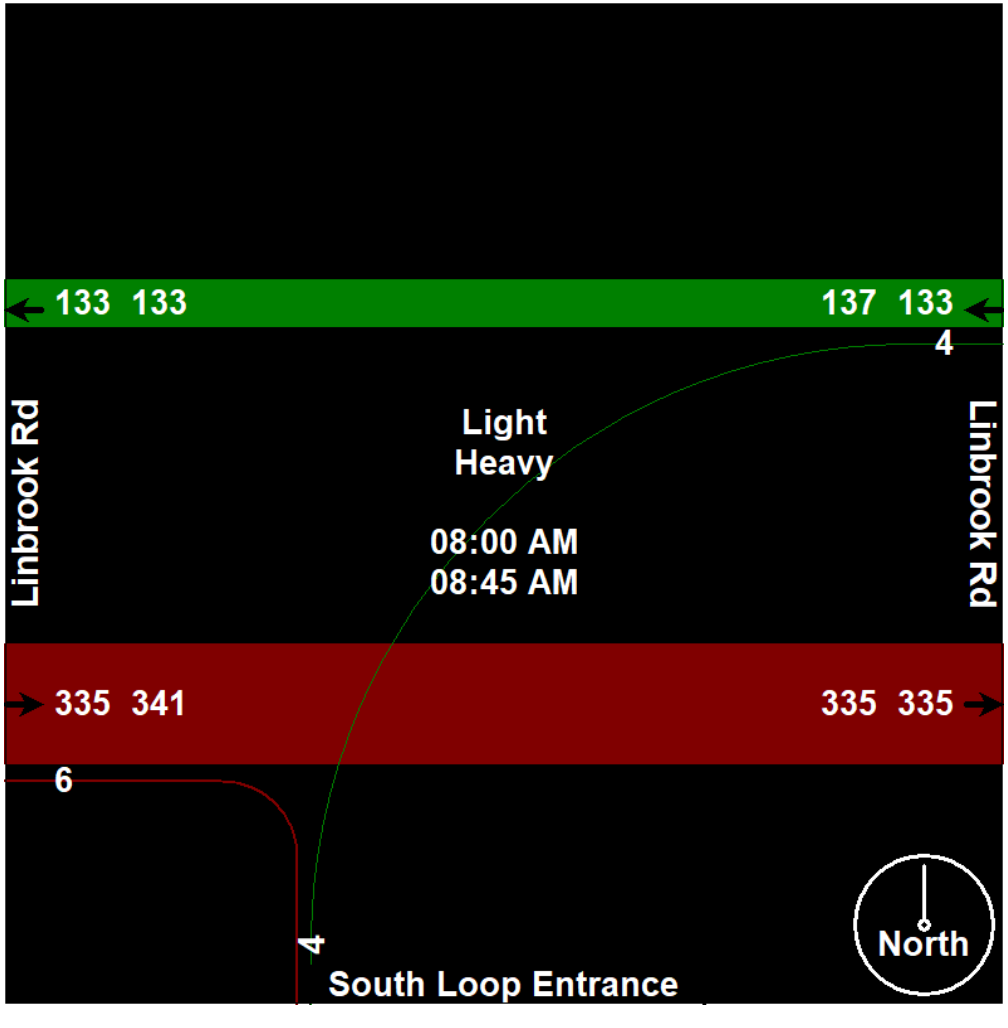


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File Name : Linbrook Road at South Loop Entry
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File Name : Linbrook Road at South Loop Entry
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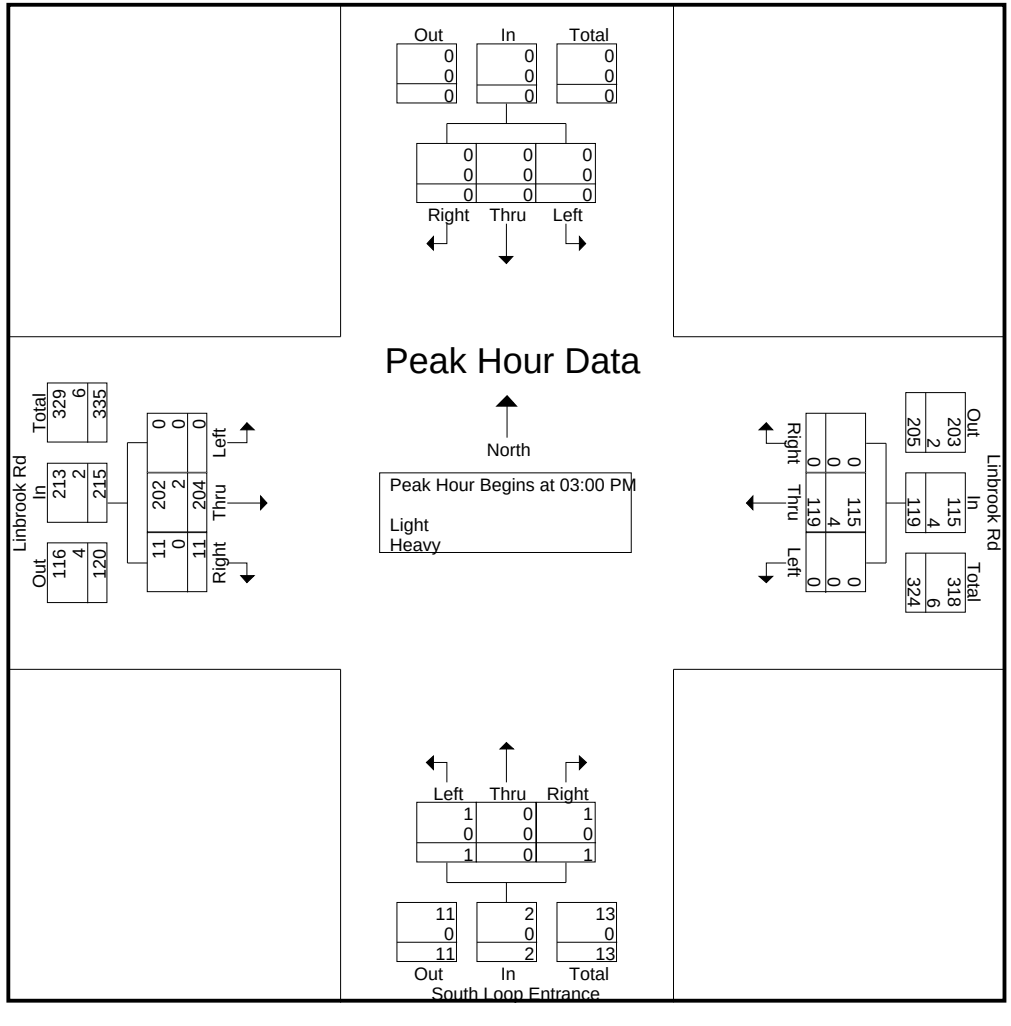
	From North				Linbrook Rd From East				South Loop Entrance From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	27	0	27	0	0	**1**	**1**	2	44	0	46	74
03:15 PM	0	0	0	0	0	30	0	30	**1**	0	0	1	2	**65**	0	**67**	98
03:30 PM	0	0	0	0	0	17	0	17	0	0	0	0	2	43	0	45	62
03:45 PM	0	0	0	0	0	**45**	0	**45**	0	0	0	0	**5**	52	0	57	**102**
Total Volume	0	0	0	0	0	119	0	119	1	0	1	2	11	204	0	215	336
% App. Total	0	0	0		0	100	0		50	0	50		5.1	94.9	0		
PHF	.000	.000	.000	.000	.000	.661	.000	.661	.250	.000	.250	.500	.550	.785	.000	.802	.824
Light	0	0	0	0	0	115	0	115	1	0	1	2	11	202	0	213	330
% Light	0	0	0	0	0	96.6	0	96.6	100	0	100	100	100	99.0	0	99.1	98.2
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy	0	0	0	0	0	3.4	0	3.4	0	0	0	0	0	1.0	0	0.9	1.8

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Start Date : 2025-05-27
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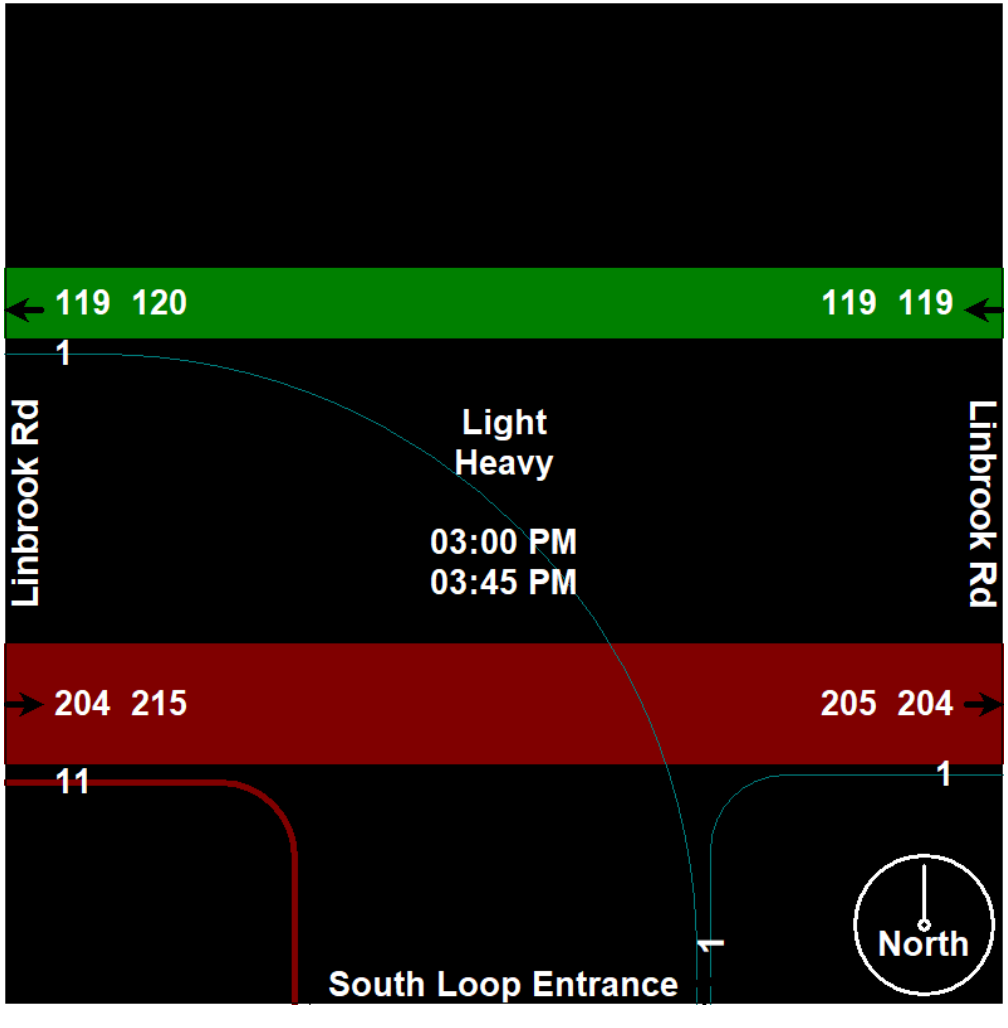


Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Entry
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 9



Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	From North				Linbrook Rd From East				South Loop Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	6	2	8	11
07:15 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	7	1	8	13
07:30 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	16	8	24	31
07:45 AM	0	0	0	0	1	20	0	21	0	0	1	1	0	20	7	27	49
Total	0	0	0	0	4	32	0	36	0	0	1	1	0	49	18	67	104
08:00 AM	1	0	0	1	11	32	0	43	3	0	4	7	0	52	22	74	125
08:15 AM	0	0	0	0	19	36	0	55	0	1	1	2	0	95	21	116	173
08:30 AM	0	0	0	0	26	26	0	52	0	0	0	0	0	88	21	109	161
08:45 AM	0	0	0	0	13	37	0	50	0	0	0	0	0	28	8	36	86
Total	1	0	0	1	69	131	0	200	3	1	5	9	0	263	72	335	545
09:00 AM	1	0	0	1	3	17	0	20	1	0	0	1	0	23	3	26	48
09:15 AM	0	0	0	0	1	13	0	14	0	0	0	0	0	17	0	17	31
Total	1	0	0	1	4	30	0	34	1	0	0	1	0	40	3	43	79
02:00 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	9	0	9	19
02:15 PM	0	0	0	0	2	15	0	17	0	0	0	0	0	15	0	15	32
02:30 PM	0	0	0	0	1	18	0	19	0	0	0	0	0	23	2	25	44
02:45 PM	0	0	0	0	5	23	0	28	0	0	0	0	0	26	1	27	55
Total	0	0	0	0	8	66	0	74	0	0	0	0	0	73	3	76	150
03:00 PM	0	0	1	1	7	27	0	34	0	0	0	0	0	35	10	45	80
03:15 PM	0	0	0	0	7	30	0	37	0	0	0	0	0	49	17	66	103
03:30 PM	1	0	1	2	12	16	0	28	0	0	0	0	0	30	9	39	69
03:45 PM	3	0	1	4	9	40	0	49	9	0	2	11	0	36	20	56	120
Total	4	0	3	7	35	113	0	148	9	0	2	11	0	150	56	206	372
04:00 PM	4	0	1	5	4	31	0	35	0	0	0	0	0	24	6	30	70
04:15 PM	1	0	1	2	3	15	0	18	0	0	0	0	0	27	4	31	51
04:30 PM	4	0	1	5	2	26	0	28	0	0	1	1	0	17	5	22	56
04:45 PM	0	0	0	0	2	18	0	20	0	0	0	0	0	23	2	25	45
Total	9	0	3	12	11	90	0	101	0	0	1	1	0	91	17	108	222

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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

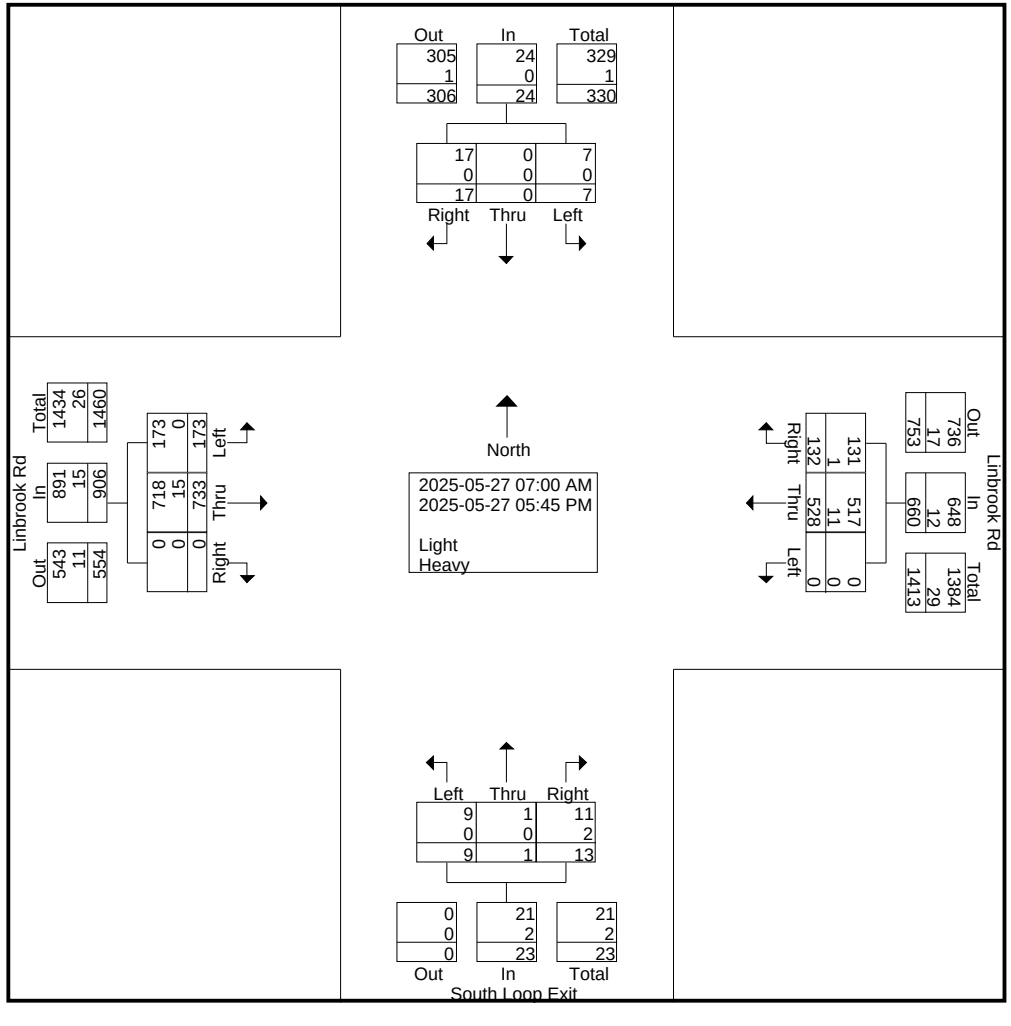
	From North				Linbrook Rd From East				South Loop Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	0	0	0	0	1	22	0	23	0	0	0	0	0	15	2	17	40
05:15 PM	1	0	1	2	0	14	0	14	0	0	0	0	0	18	1	19	35
05:30 PM	1	0	0	1	0	17	0	17	0	0	0	0	0	15	1	16	34
05:45 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	19	0	19	32
Total	2	0	1	3	1	66	0	67	0	0	0	0	0	67	4	71	141
Grand Total	17	0	7	24	132	528	0	660	13	1	9	23	0	733	173	906	1613
Apprch %	70.8	0	29.2		20	80	0		56.5	4.3	39.1		0	80.9	19.1		
Total %	1.1	0	0.4	1.5	8.2	32.7	0	40.9	0.8	0.1	0.6	1.4	0	45.4	10.7	56.2	
Light	17	0	7	24	131	517	0	648	11	1	9	21	0	718	173	891	1584
% Light	100	0	100	100	99.2	97.9	0	98.2	84.6	100	100	91.3	0	98	100	98.3	98.2
Heavy	0	0	0	0	1	11	0	12	2	0	0	2	0	15	0	15	29
% Heavy	0	0	0	0	0.8	2.1	0	1.8	15.4	0	0	8.7	0	2	0	1.7	1.8

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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 3



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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 4

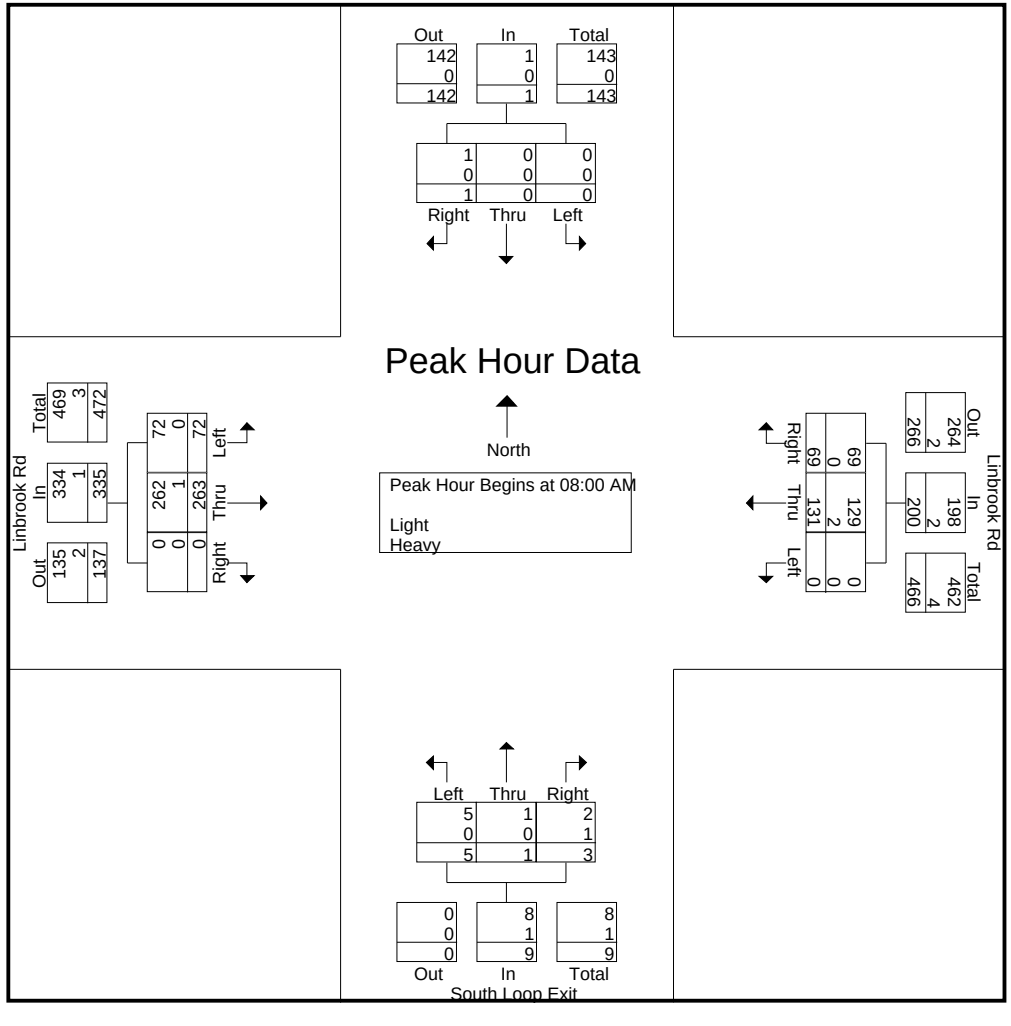
	From North				Linbrook Rd From East				South Loop Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	11	32	0	43	**3**	0	**4**	**7**	0	52	**22**	74	125
08:15 AM	0	0	0	0	19	36	0	**55**	0	**1**	1	2	0	**95**	21	**116**	**173**
08:30 AM	0	0	0	0	**26**	26	0	52	0	0	0	0	0	88	21	109	161
08:45 AM	0	0	0	0	13	**37**	0	50	0	0	0	0	0	28	8	36	86
Total Volume	1	0	0	1	69	131	0	200	3	1	5	9	0	263	72	335	545
% App. Total	100	0	0		34.5	65.5	0		33.3	11.1	55.6		0	78.5	21.5		
PHF	.250	.000	.000	.250	.663	.885	.000	.909	.250	.250	.313	.321	.000	.692	.818	.722	.788
Light	1	0	0	1	69	129	0	198	2	1	5	8	0	262	72	334	541
% Light	100	0	0	100	100	98.5	0	99.0	66.7	100	100	88.9	0	99.6	100	99.7	99.3
Heavy	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
% Heavy	0	0	0	0	0	1.5	0	1.0	33.3	0	0	11.1	0	0.4	0	0.3	0.7

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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 5

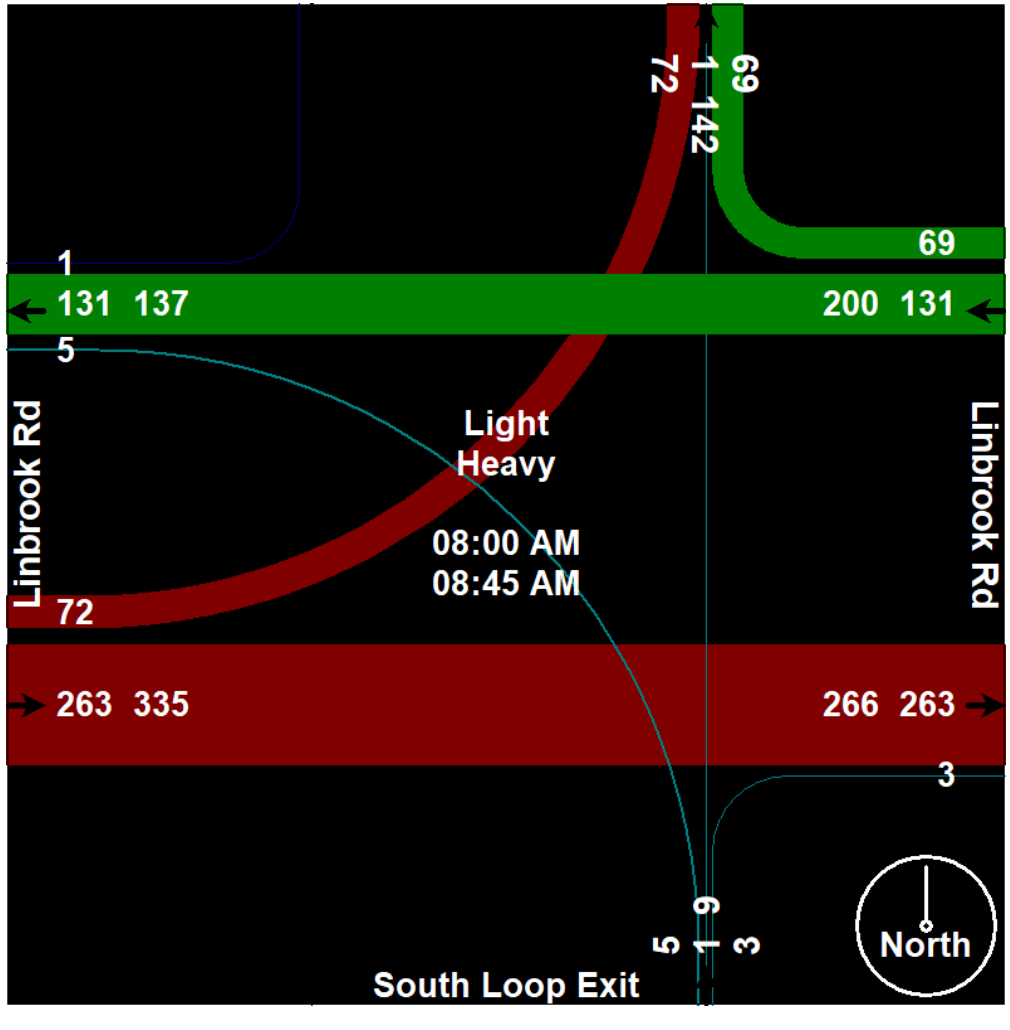


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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 6



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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 7

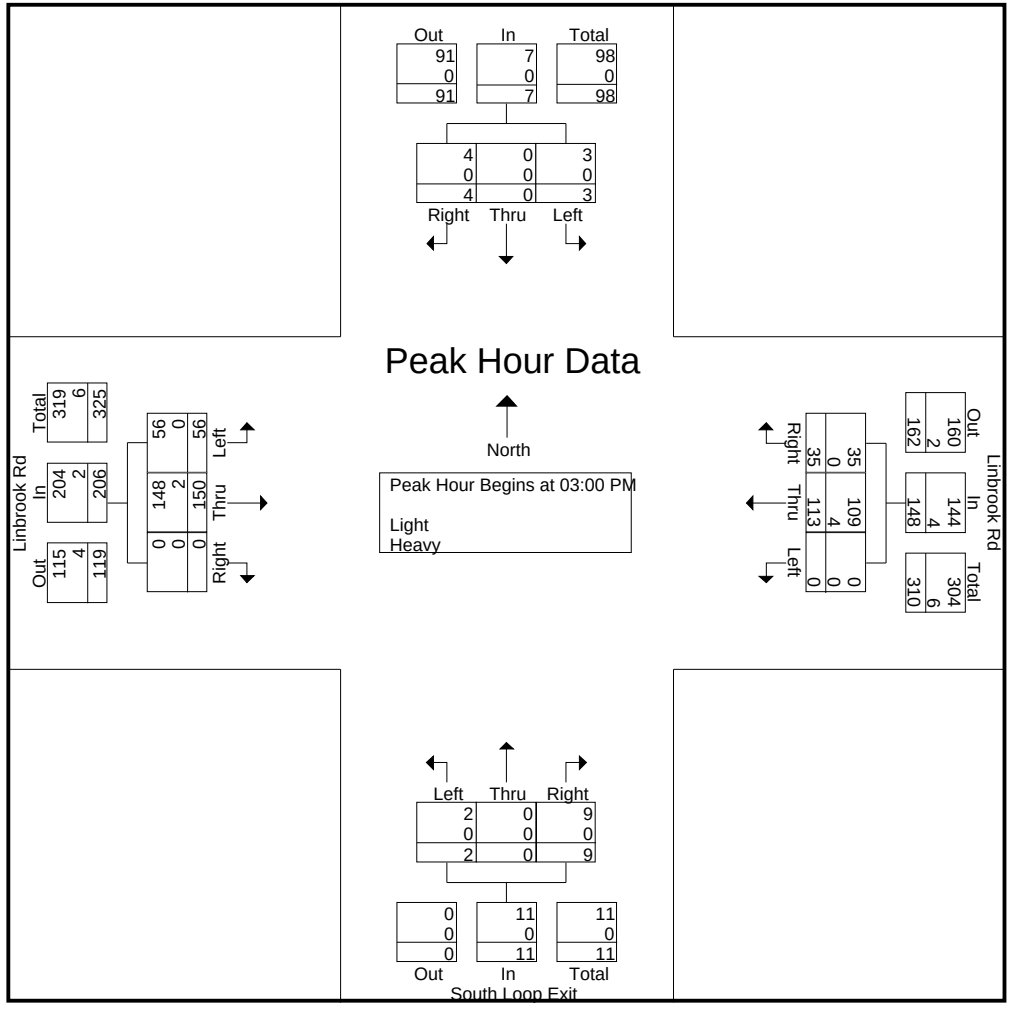
	From North				Linbrook Rd From East				South Loop Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	1	7	27	0	34	0	0	0	0	0	35	10	45	80
03:15 PM	0	0	0	0	7	30	0	37	0	0	0	0	0	**49**	17	**66**	103
03:30 PM	1	0	1	2	**12**	16	0	28	0	0	0	0	0	30	9	39	69
03:45 PM	**3**	0	1	**4**	9	**40**	0	**49**	**9**	0	**2**	**11**	0	36	**20**	56	**120**
Total Volume	4	0	3	7	35	113	0	148	9	0	2	11	0	150	56	206	372
% App. Total	57.1	0	42.9		23.6	76.4	0		81.8	0	18.2		0	72.8	27.2		
PHF	.333	.000	.750	.438	.729	.706	.000	.755	.250	.000	.250	.250	.000	.765	.700	.780	.775
Light	4	0	3	7	35	109	0	144	9	0	2	11	0	148	56	204	366
% Light	100	0	100	100	100	96.5	0	97.3	100	0	100	100	0	98.7	100	99.0	98.4
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy	0	0	0	0	0	3.5	0	2.7	0	0	0	0	0	1.3	0	1.0	1.6

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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
Page No : 8

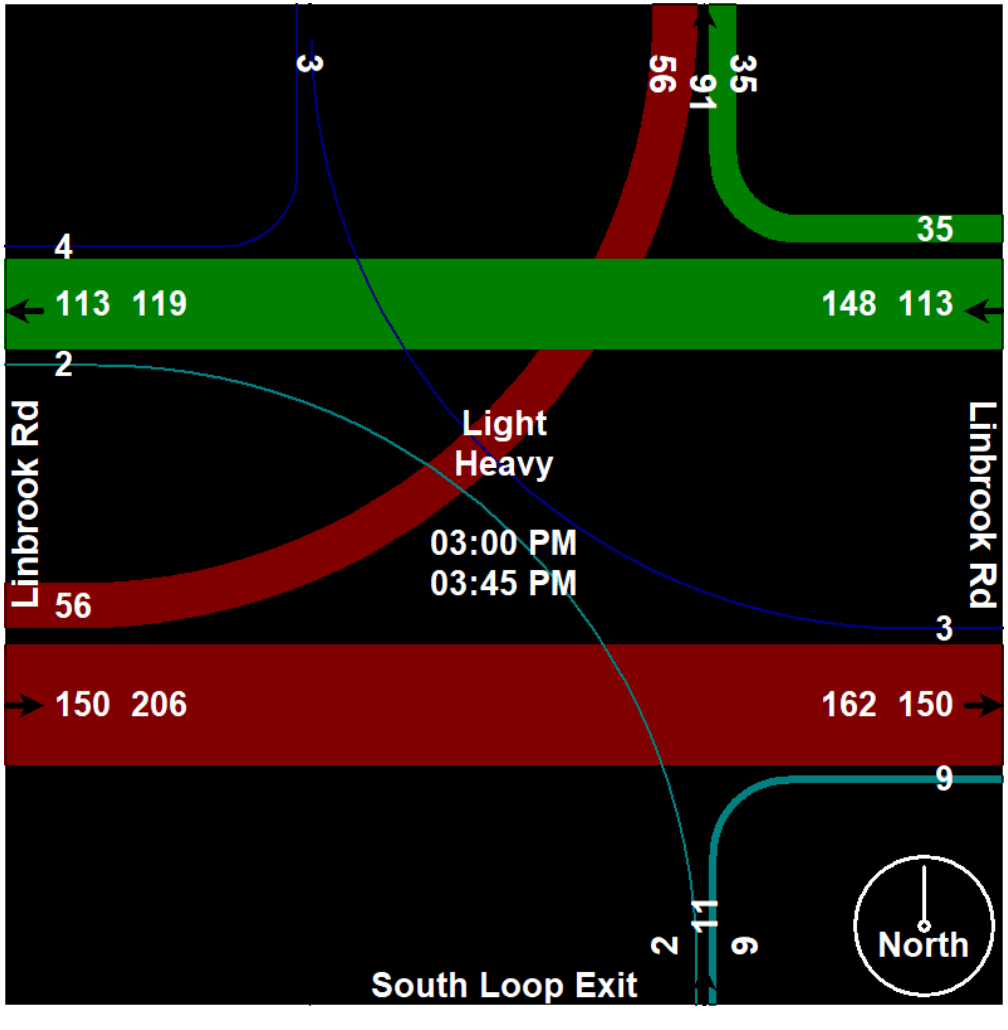


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Your Traffic Count Specialist

File Name : Linbrook Road at South Loop Exit
Site Code : Loc-3
Start Date : 2025-05-27
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(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	North Loop Exit From North				Linbrook Rd From East				West Parking Lot P Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
07:15 AM	0	0	1	1	0	4	0	4	0	0	2	2	0	7	0	7	14
07:30 AM	3	0	1	4	0	5	0	5	0	0	2	2	1	24	0	25	36
07:45 AM	2	0	0	2	0	20	0	20	0	0	2	2	0	26	0	26	50
Total	5	0	2	7	0	31	0	31	0	0	6	6	1	65	0	66	110
08:00 AM	11	0	4	15	0	34	0	34	3	0	3	6	1	71	0	72	127
08:15 AM	19	0	12	31	0	36	0	36	17	0	31	48	0	90	0	90	205
08:30 AM	31	0	20	51	0	26	0	26	6	0	13	19	0	81	0	81	177
08:45 AM	7	0	3	10	0	37	0	37	0	0	0	0	0	34	0	34	81
Total	68	0	39	107	0	133	0	133	26	0	47	73	1	276	0	277	590
09:00 AM	0	0	1	1	0	18	0	18	1	0	0	1	0	24	0	24	44
09:15 AM	0	0	1	1	0	13	0	13	1	0	0	1	0	15	0	15	30
Total	0	0	2	2	0	31	0	31	2	0	0	2	0	39	0	39	74
02:00 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	11	0	11	22
02:15 PM	0	0	0	0	0	15	0	15	1	0	0	1	0	12	0	12	28
02:30 PM	1	0	2	3	0	18	0	18	1	0	0	1	0	22	0	22	44
02:45 PM	1	0	1	2	0	22	0	22	0	0	0	0	0	28	0	28	52
Total	2	0	3	5	0	65	0	65	2	0	1	3	0	73	0	73	146
03:00 PM	4	0	3	7	0	27	0	27	0	0	0	0	0	43	0	43	77
03:15 PM	14	0	10	24	0	31	0	31	19	0	23	42	0	39	0	39	136
03:30 PM	12	0	2	14	0	17	0	17	0	0	16	16	0	46	0	46	93
03:45 PM	31	0	6	37	0	44	0	44	9	0	32	41	0	38	0	38	160
Total	61	0	21	82	0	119	0	119	28	0	71	99	0	166	0	166	466
04:00 PM	5	0	4	9	0	36	0	36	3	0	8	11	0	23	0	23	79
04:15 PM	11	0	5	16	0	16	0	16	1	0	2	3	0	26	0	26	61
04:30 PM	4	0	1	5	0	31	0	31	0	0	2	2	0	21	0	21	59
04:45 PM	9	0	4	13	0	17	1	18	0	0	0	0	0	21	0	21	52
Total	29	0	14	43	0	100	1	101	4	0	12	16	0	91	0	91	251

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

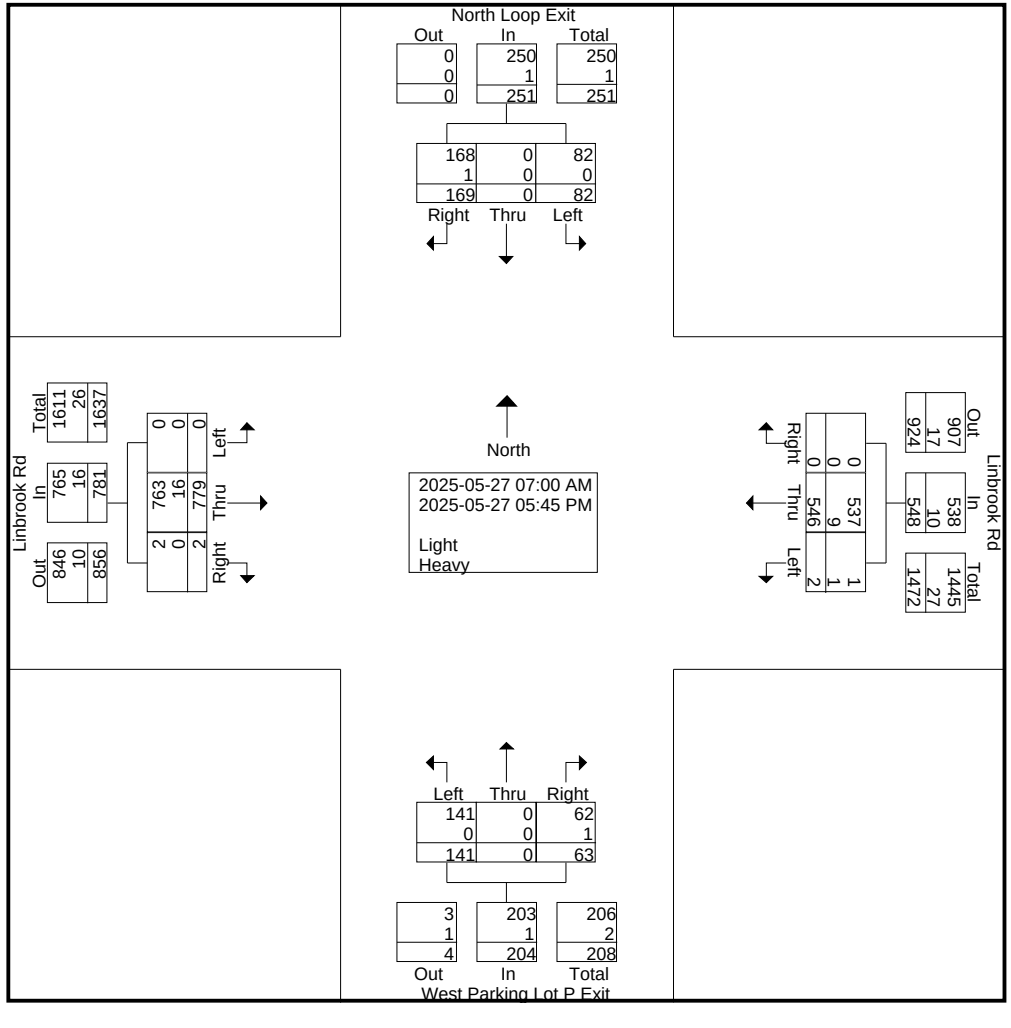
	North Loop Exit From North				Linbrook Rd From East				West Parking Lot P Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	2	0	0	2	0	22	0	22	0	0	1	1	0	17	0	17	42
05:15 PM	1	0	1	2	0	14	0	14	0	0	0	0	0	18	0	18	34
05:30 PM	0	0	0	0	0	19	0	19	1	0	1	2	0	15	0	15	36
05:45 PM	1	0	0	1	0	12	1	13	0	0	2	2	0	19	0	19	35
Total	4	0	1	5	0	67	1	68	1	0	4	5	0	69	0	69	147
Grand Total	169	0	82	251	0	546	2	548	63	0	141	204	2	779	0	781	1784
Apprch %	67.3	0	32.7		0	99.6	0.4		30.9	0	69.1		0.3	99.7	0		
Total %	9.5	0	4.6	14.1	0	30.6	0.1	30.7	3.5	0	7.9	11.4	0.1	43.7	0	43.8	
Light	168	0	82	250	0	537	1	538	62	0	141	203	2	763	0	765	1756
% Light	99.4	0	100	99.6	0	98.4	50	98.2	98.4	0	100	99.5	100	97.9	0	98	98.4
Heavy	1	0	0	1	0	9	1	10	1	0	0	1	0	16	0	16	28
% Heavy	0.6	0	0	0.4	0	1.6	50	1.8	1.6	0	0	0.5	0	2.1	0	2	1.6

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 3



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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27

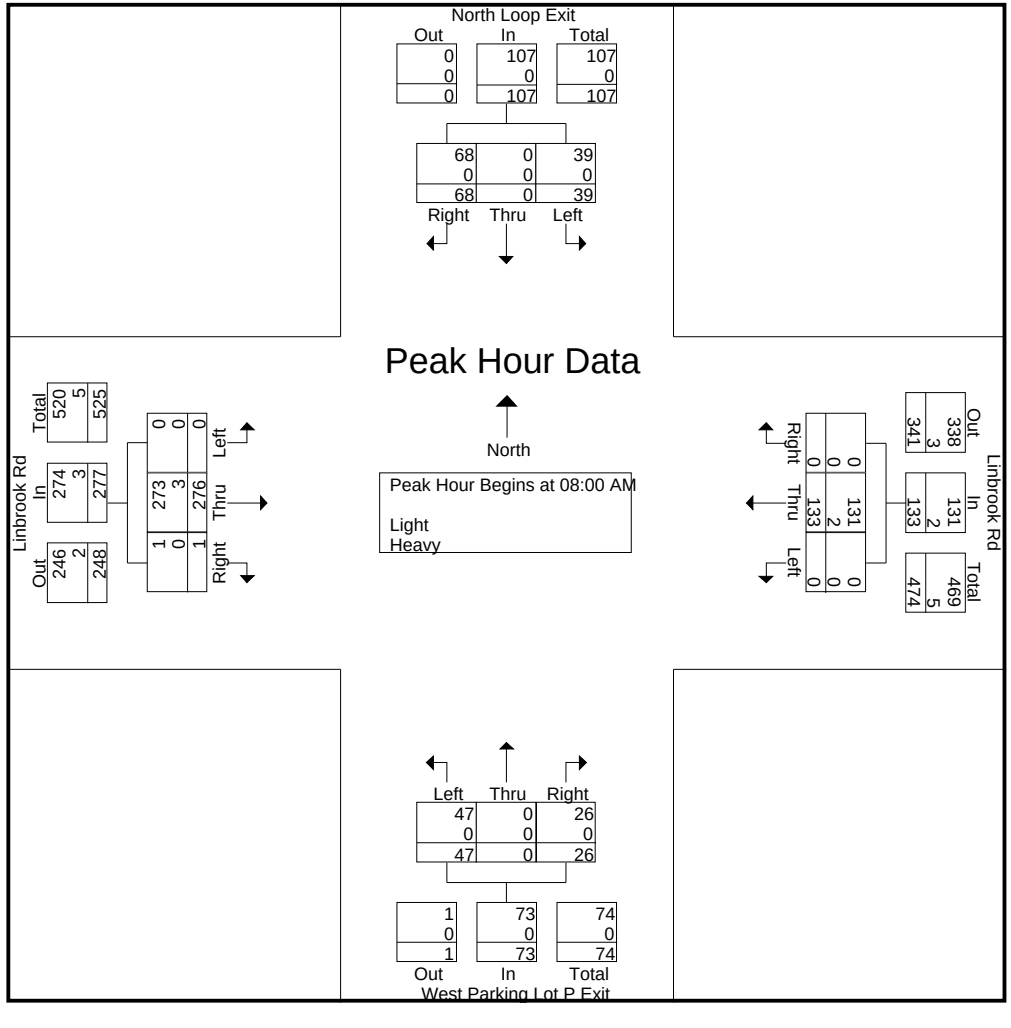
	North Loop Exit From North				Linbrook Rd From East				West Parking Lot P Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	11	0	4	15	0	34	0	34	3	0	3	6	**1**	71	0	72	127
08:15 AM	19	0	12	31	0	36	0	36	**17**	0	**31**	**48**	0	**90**	0	**90**	**205**
08:30 AM	**31**	0	**20**	**51**	0	26	0	26	6	0	13	19	0	81	0	81	177
08:45 AM	7	0	3	10	0	**37**	0	**37**	0	0	0	0	0	34	0	34	81
Total Volume	68	0	39	107	0	133	0	133	26	0	47	73	1	276	0	277	590
% App. Total	63.6	0	36.4		0	100	0		35.6	0	64.4		0.4	99.6	0		
PHF	.548	.000	.488	.525	.000	.899	.000	.899	.382	.000	.379	.380	.250	.767	.000	.769	.720
Light	68	0	39	107	0	131	0	131	26	0	47	73	1	273	0	274	585
% Light	100	0	100	100	0	98.5	0	98.5	100	0	100	100	100	98.9	0	98.9	99.2
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% Heavy	0	0	0	0	0	1.5	0	1.5	0	0	0	0	0	1.1	0	1.1	0.8

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 5

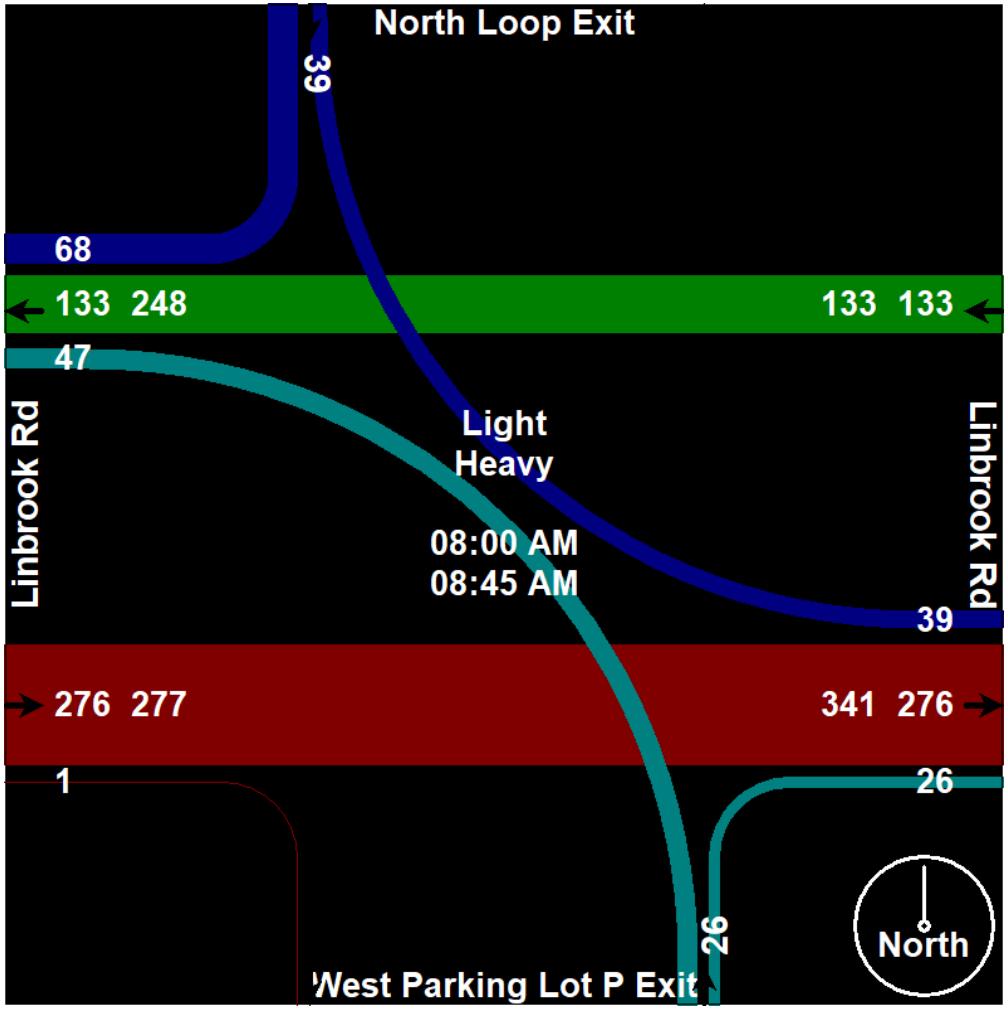


Horizon Data Services Ltd

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
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Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 7

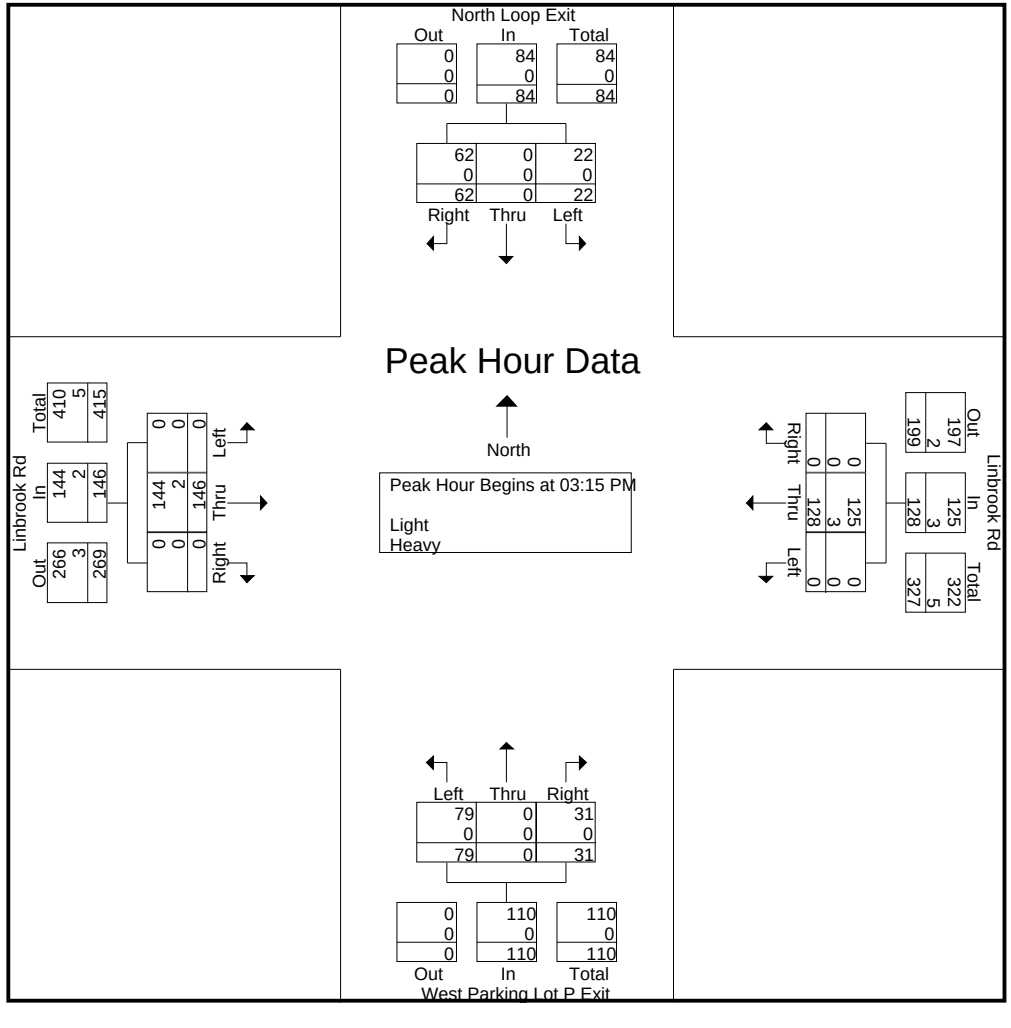
	North Loop Exit From North				Linbrook Rd From East				West Parking Lot P Exit From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	14	0	**10**	24	0	31	0	31	**19**	0	23	**42**	0	39	0	39	136
03:30 PM	12	0	2	14	0	17	0	17	0	0	16	16	0	**46**	0	**46**	93
03:45 PM	**31**	0	6	**37**	0	**44**	0	**44**	9	0	**32**	41	0	38	0	38	**160**
04:00 PM	5	0	4	9	0	36	0	36	3	0	8	11	0	23	0	23	79
Total Volume	62	0	22	84	0	128	0	128	31	0	79	110	0	146	0	146	468
% App. Total	73.8	0	26.2		0	100	0		28.2	0	71.8		0	100	0		
PHF	.500	.000	.550	.568	.000	.727	.000	.727	.408	.000	.617	.655	.000	.793	.000	.793	.731
Light	62	0	22	84	0	125	0	125	31	0	79	110	0	144	0	144	463
% Light	100	0	100	100	0	97.7	0	97.7	100	0	100	100	0	98.6	0	98.6	98.9
Heavy	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% Heavy	0	0	0	0	0	2.3	0	2.3	0	0	0	0	0	1.4	0	1.4	1.1

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 8

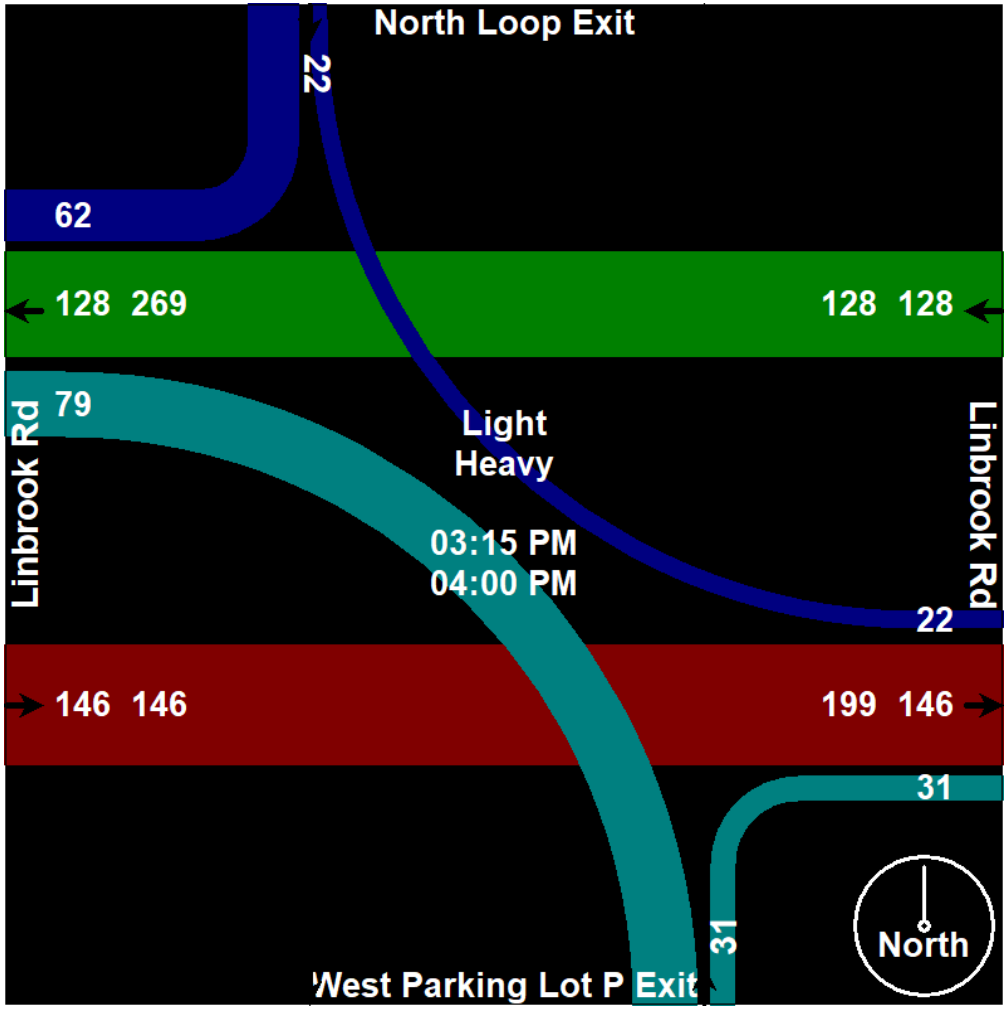


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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P Exit
Site Code : Loc-2
Start Date : 2025-05-27
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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 1

Groups Printed- Light - Heavy

	From North				Linbrook Rd From East				West Parking Lot P From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	3	8	0	11	13
07:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	4	7	0	11	17
07:30 AM	0	0	0	0	0	9	1	10	0	0	0	0	5	26	0	31	41
07:45 AM	0	0	0	0	0	19	5	24	0	0	0	0	8	27	0	35	59
Total	0	0	0	0	0	36	6	42	0	0	0	0	20	68	0	88	130
08:00 AM	0	0	0	0	0	44	5	49	0	0	0	0	9	74	0	83	132
08:15 AM	0	0	0	0	0	77	9	86	0	0	0	0	40	89	0	129	215
08:30 AM	0	0	0	0	0	70	1	71	0	0	0	0	16	81	0	97	168
08:45 AM	0	0	0	0	0	43	1	44	0	0	0	0	1	35	0	36	80
Total	0	0	0	0	0	234	16	250	0	0	0	0	66	279	0	345	595
09:00 AM	0	0	0	0	0	15	0	15	0	0	0	0	2	24	0	26	41
09:15 AM	0	0	0	0	0	13	2	15	0	0	0	0	0	15	0	15	30
Total	0	0	0	0	0	28	2	30	0	0	0	0	2	39	0	41	71
02:00 PM	0	0	0	0	0	11	0	11	0	0	0	0	2	11	0	13	24
02:15 PM	0	0	0	0	0	13	1	14	0	0	0	0	1	12	0	13	27
02:30 PM	0	0	0	0	0	20	0	20	0	0	0	0	0	22	0	22	42
02:45 PM	0	0	0	0	0	17	5	22	0	0	0	0	7	29	0	36	58
Total	0	0	0	0	0	61	6	67	0	0	0	0	10	74	0	84	151
03:00 PM	0	0	0	0	0	27	3	30	0	0	0	0	11	44	0	55	85
03:15 PM	0	0	0	0	0	63	4	67	0	0	0	0	19	38	0	57	124
03:30 PM	0	0	0	0	0	41	3	44	0	0	1	1	18	54	0	72	117
03:45 PM	0	0	0	0	0	107	2	109	0	0	0	0	15	32	0	47	156
Total	0	0	0	0	0	238	12	250	0	0	1	1	63	168	0	231	482
04:00 PM	0	0	0	0	0	49	2	51	0	0	0	0	1	23	0	24	75
04:15 PM	0	0	0	0	0	28	1	29	0	0	0	0	1	24	0	25	54
04:30 PM	0	0	0	0	0	36	0	36	0	0	0	0	0	22	0	22	58
04:45 PM	0	0	0	0	0	27	0	27	0	0	0	0	0	21	0	21	48
Total	0	0	0	0	0	140	3	143	0	0	0	0	2	90	0	92	235

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 2

Groups Printed- Light - Heavy

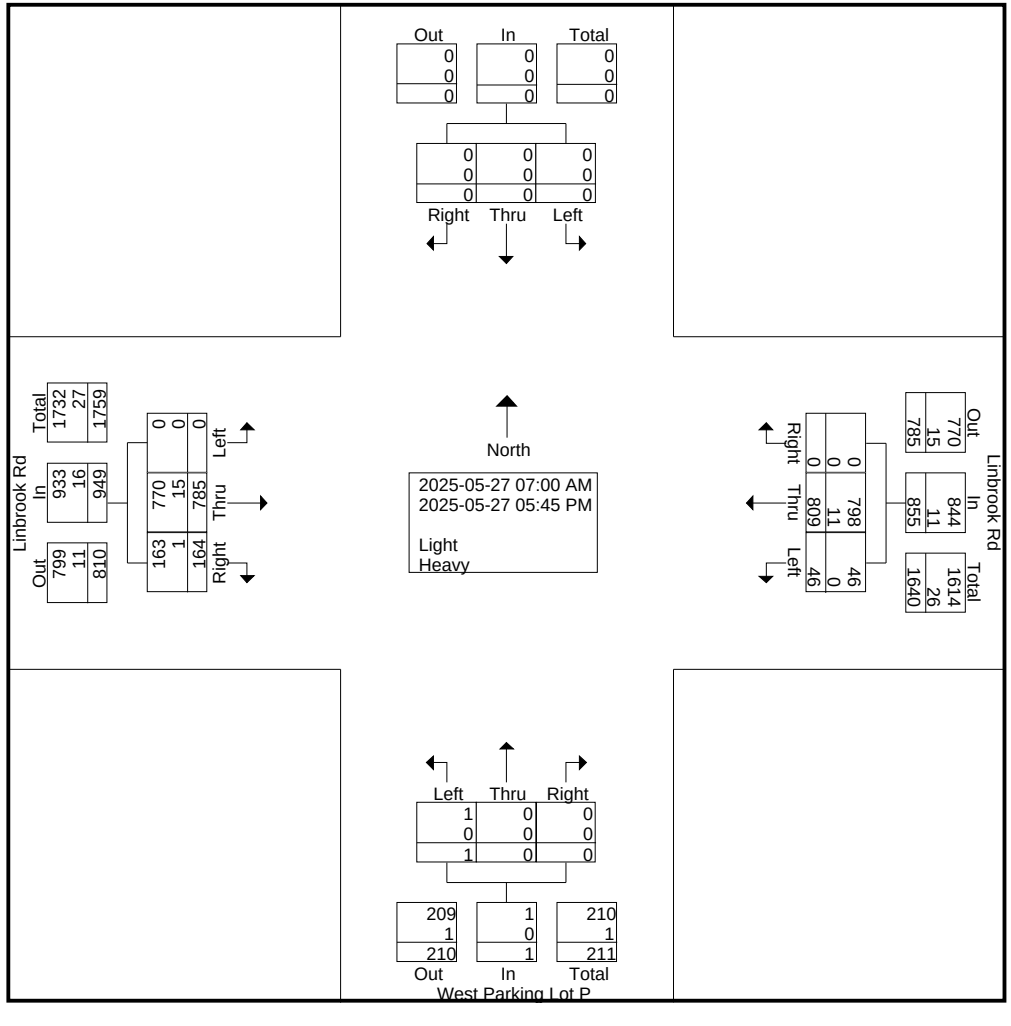
	From North				Linbrook Rd From East				West Parking Lot P From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
05:00 PM	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16	41
05:15 PM	0	0	0	0	0	14	1	15	0	0	0	0	1	18	0	19	34
05:30 PM	0	0	0	0	0	20	0	20	0	0	0	0	0	15	0	15	35
05:45 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	18	0	18	31
Total	0	0	0	0	0	72	1	73	0	0	0	0	1	67	0	68	141
Grand Total	0	0	0	0	0	809	46	855	0	0	1	1	164	785	0	949	1805
Apprch %	0	0	0		0	94.6	5.4		0	0	100		17.3	82.7	0		
Total %	0	0	0	0	0	44.8	2.5	47.4	0	0	0.1	0.1	9.1	43.5	0	52.6	
Light	0	0	0	0	0	798	46	844	0	0	1	1	163	770	0	933	1778
% Light	0	0	0	0	0	98.6	100	98.7	0	0	100	100	99.4	98.1	0	98.3	98.5
Heavy	0	0	0	0	0	11	0	11	0	0	0	0	1	15	0	16	27
% Heavy	0	0	0	0	0	1.4	0	1.3	0	0	0	0	0.6	1.9	0	1.7	1.5

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 3



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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 4

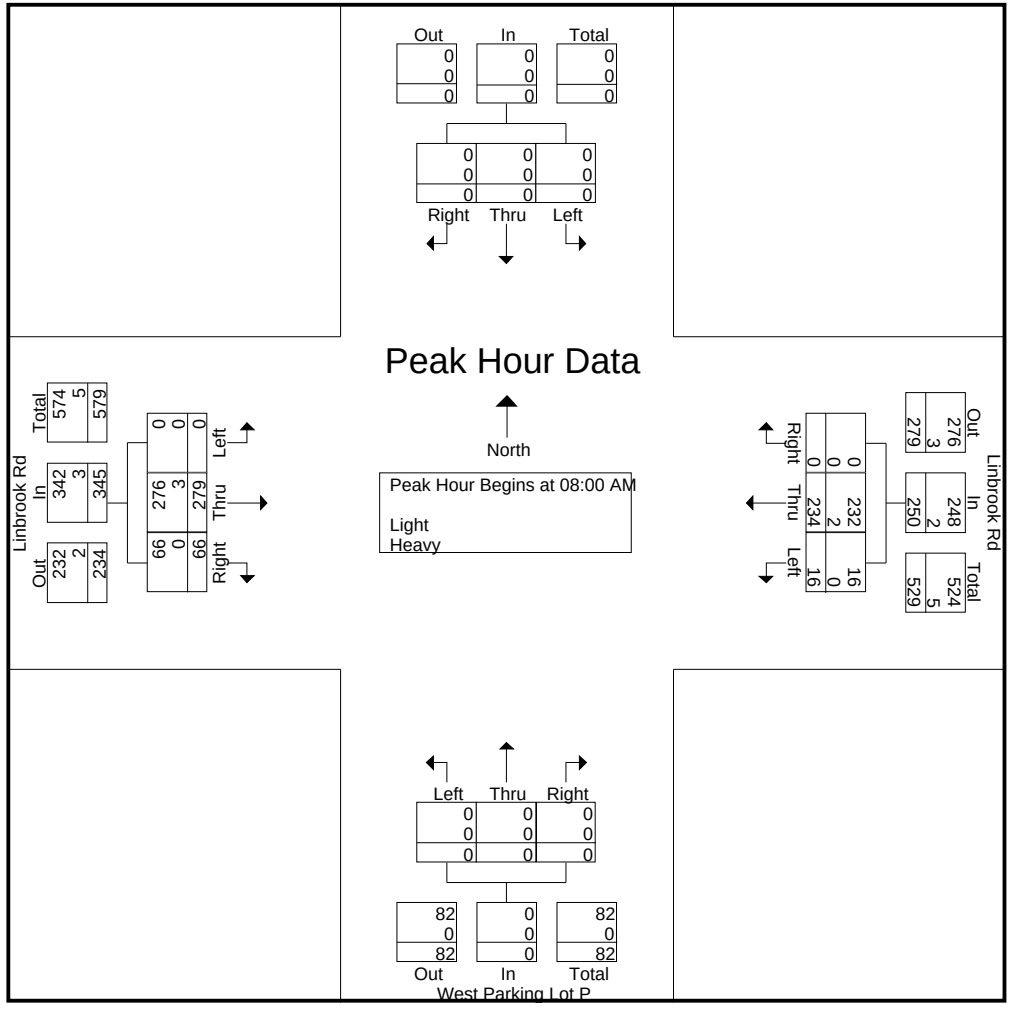
	From North				Linbrook Rd From East				West Parking Lot P From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	44	5	49	0	0	0	0	9	74	0	83	132
08:15 AM	0	0	0	0	0	**77**	**9**	**86**	0	0	0	0	**40**	**89**	0	**129**	**215**
08:30 AM	0	0	0	0	0	70	1	71	0	0	0	0	16	81	0	97	168
08:45 AM	0	0	0	0	0	43	1	44	0	0	0	0	1	35	0	36	80
Total Volume	0	0	0	0	0	234	16	250	0	0	0	0	66	279	0	345	595
% App. Total	0	0	0		0	93.6	6.4		0	0	0		19.1	80.9	0		
PHF	.000	.000	.000	.000	.000	.760	.444	.727	.000	.000	.000	.000	.413	.784	.000	.669	.692
Light	0	0	0	0	0	232	16	248	0	0	0	0	66	276	0	342	590
% Light	0	0	0	0	0	99.1	100	99.2	0	0	0	0	100	98.9	0	99.1	99.2
Heavy	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% Heavy	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	1.1	0	0.9	0.8

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 5

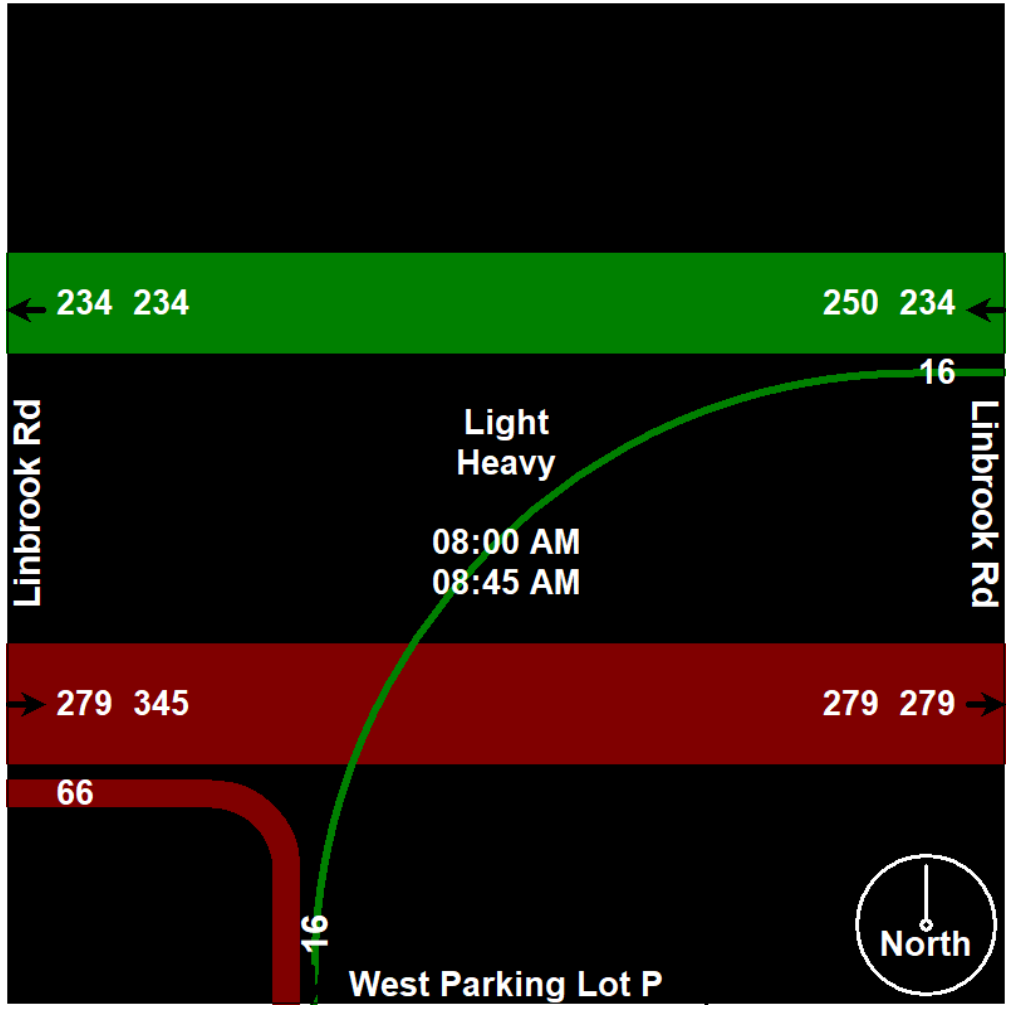


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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 6



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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 7

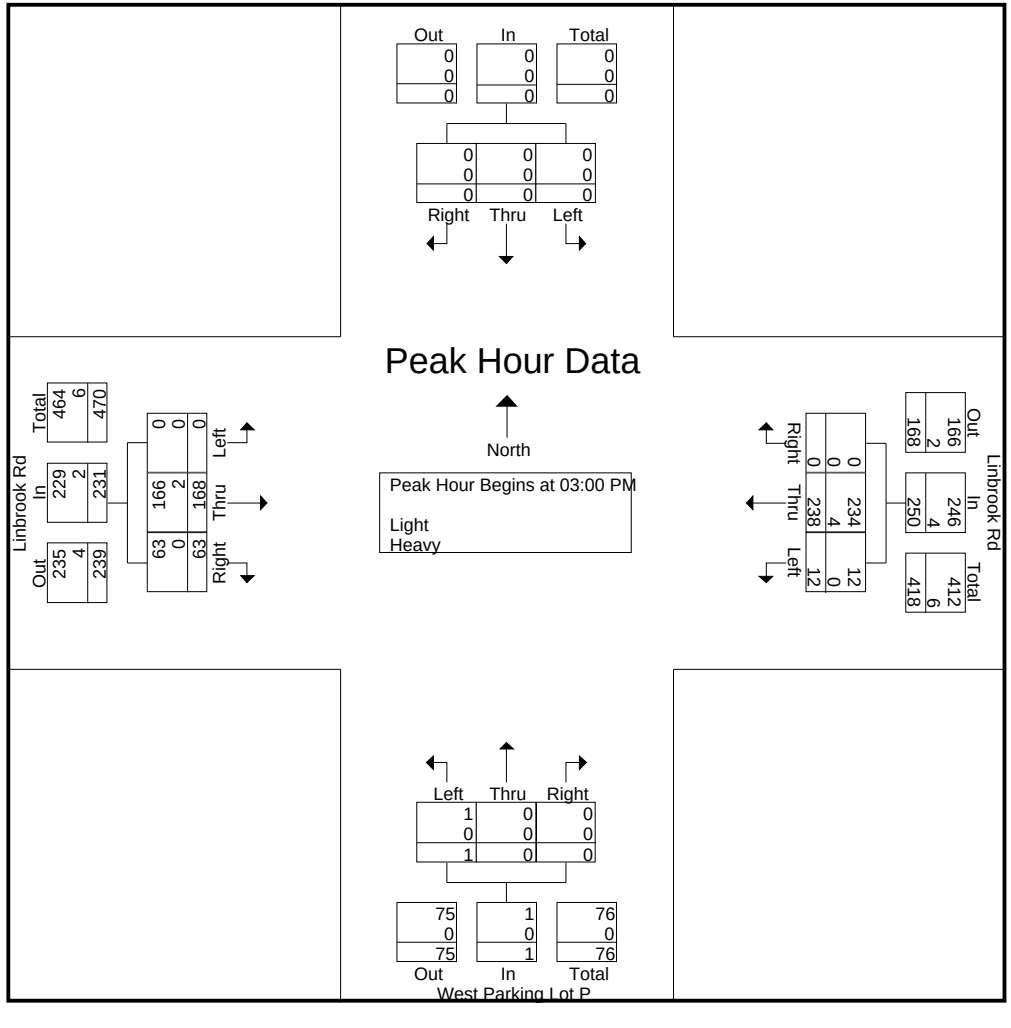
	From North				Linbrook Rd From East				West Parking Lot P From South				Linbrook Rd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	27	3	30	0	0	0	0	11	44	0	55	85
03:15 PM	0	0	0	0	0	63	**4**	67	0	0	0	0	**19**	38	0	57	124
03:30 PM	0	0	0	0	0	41	3	44	0	0	**1**	**1**	18	**54**	0	**72**	117
03:45 PM	0	0	0	0	0	**107**	2	**109**	0	0	0	0	15	32	0	47	**156**
Total Volume	0	0	0	0	0	238	12	250	0	0	1	1	63	168	0	231	482
% App. Total	0	0	0		0	95.2	4.8		0	0	100		27.3	72.7	0		
PHF	.000	.000	.000	.000	.000	.556	.750	.573	.000	.000	.250	.250	.829	.778	.000	.802	.772
Light	0	0	0	0	0	234	12	246	0	0	1	1	63	166	0	229	476
% Light	0	0	0	0	0	98.3	100	98.4	0	0	100	100	100	98.8	0	99.1	98.8
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy	0	0	0	0	0	1.7	0	1.6	0	0	0	0	0	1.2	0	0.9	1.2

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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 8

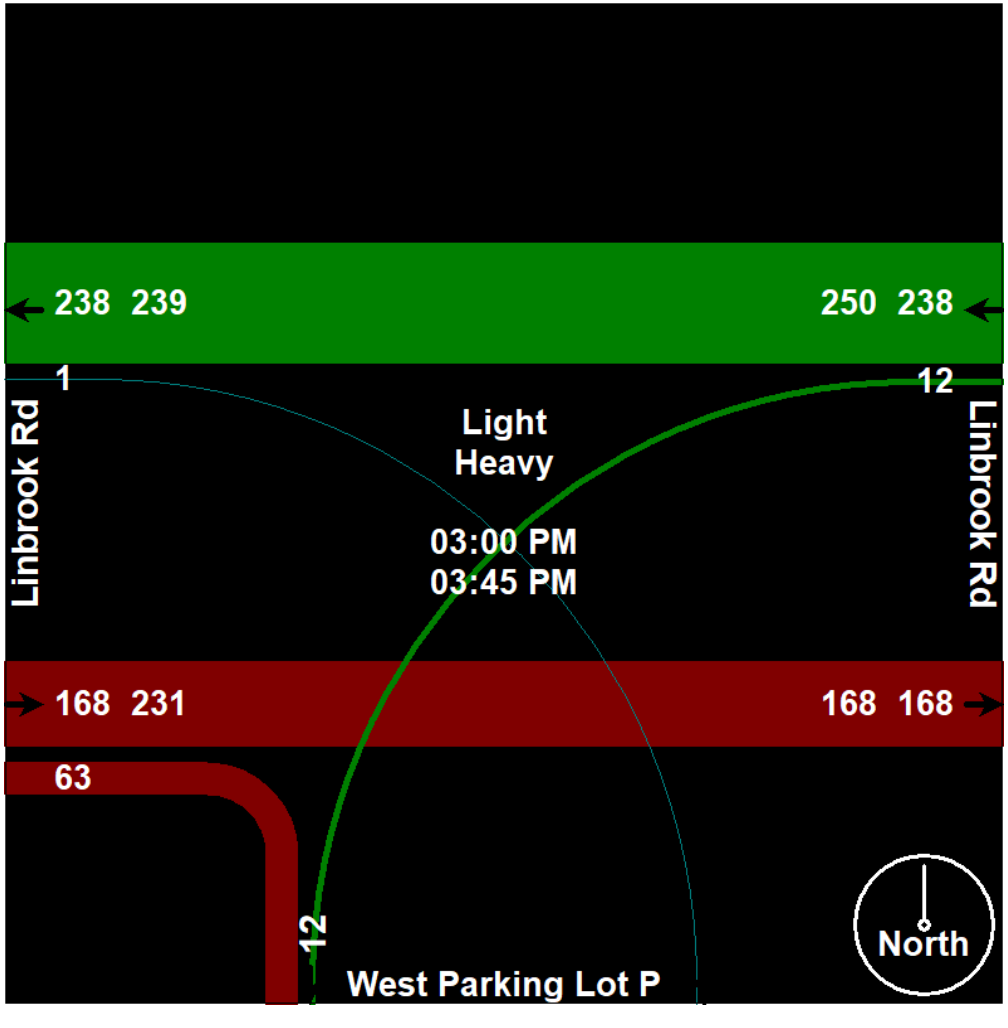


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Your Traffic Count Specialist

File Name : Linbrook Road at West Lot P
Site Code : Loc-2
Start Date : 2025-05-27
Page No : 9



APPENDIX

C Background Growth Information

Linbrook Rd at LABS West Dwy - Comparison TMCs between 2017 and 2025

AM Peak													Total
Movement	**Northbound**			**Souththbound**			**Eastbound**			**Westbound**			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2025 (Horizon Data Services)	0	0	0	39	0	68	0	302	0	0	133	0	
2017 (Accu-Traffic Inc.)	0	0	0	33	0	58	0	368	0	0	180	0	
2025		**0**			**107**			**302**			**133**		**542**
2017		**0**			**91**			**368**			**180**		**639**
Difference		**0**			**16**			**-66**			**-47**		**-97**

PM Peak													Total
Movement	**Northbound**			**Souththbound**			**Eastbound**			**Westbound**			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2025 (Horizon Data Services)	0	0	0	22	0	62	0	177	0	0	119	0	
2017 (Accu-Traffic Inc.)	0	0	0	31	0	37	0	223	0	0	158	0	
2025		**0**			**84**			**177**			**119**		**380**
2017		**0**			**68**			**223**			**158**		**449**
Difference		**0**			**16**			**-46**			**-39**		**-69**

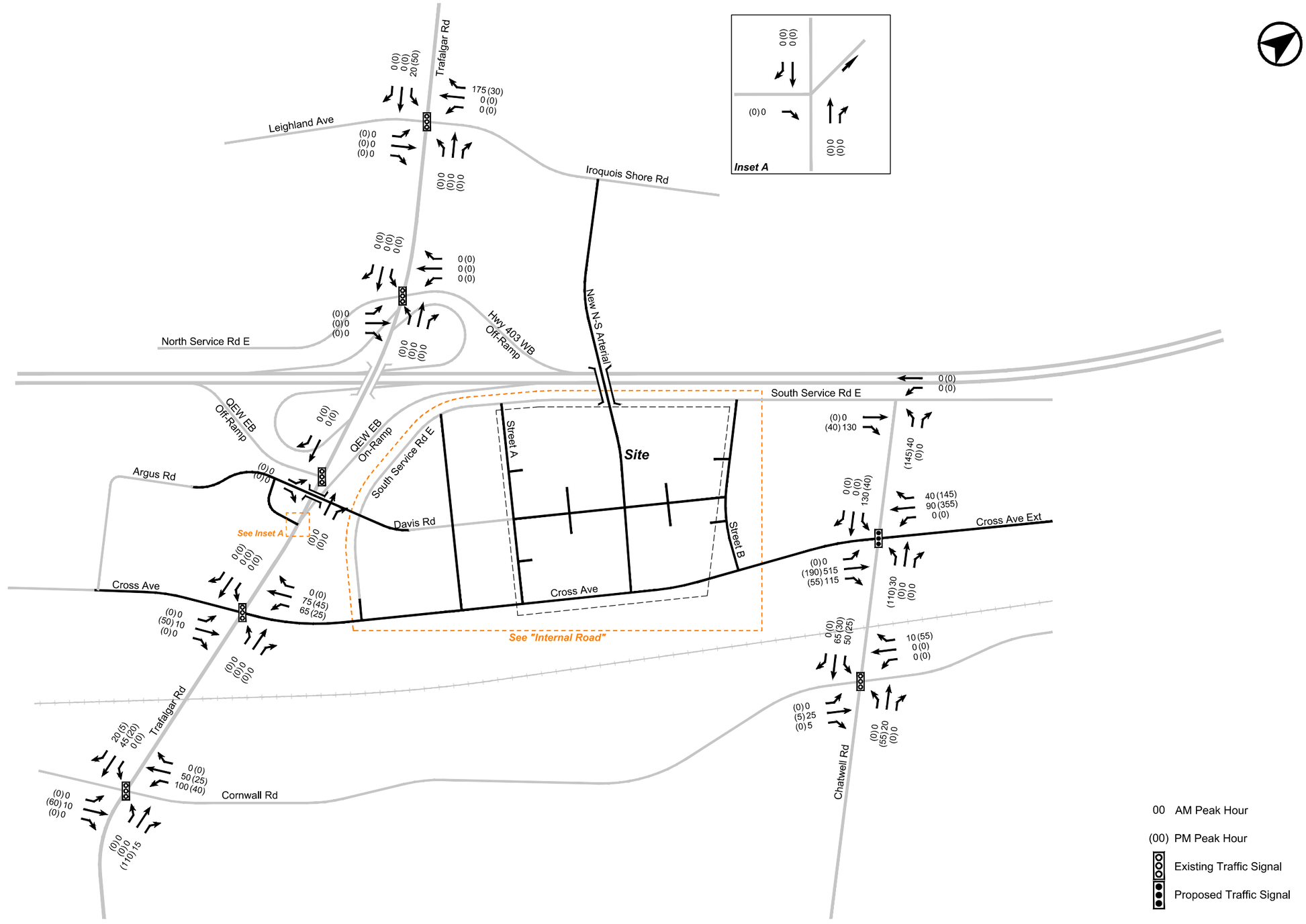
Linbrook Rd at LABS East Dwy - Comparison TMCs between 2017 and 2025

AM Peak													Total
Movement	**Northbound**			**Souththbound**			**Eastbound**			**Westbound**			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2025 (Horizon Data Services)	5	1	3	0	0	1	72	263	0	0	131	69	
2017 (Accu-Traffic Inc.)	3	0	8	0	0	0	57	342	0	0	166	43	
2025	**9**			**1**			**335**			**200**			**545**
2017	**11**			**0**			**399**			**209**			**619**
Difference	**-2**			**1**			**-64**			**-9**			**-74**

PM Peak													Total
Movement	**Northbound**			**Souththbound**			**Eastbound**			**Westbound**			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2025 (Horizon Data Services)	2	0	9	3	0	4	56	150	0	0	113	35	
2017 (Accu-Traffic Inc.)	0	0	2	0	0	0	43	211	0	0	170	19	
2025	**11**			**7**			**206**			**148**			**372**
2017	**2**			**0**			**254**			**189**			**445**
Difference	**9**			**7**			**-48**			**-41**			**-73**

APPENDIX

D Background Development



Date Plotted: October 28, 2025 Filename: P:\69\31\03\Graphics\CAD\Fig30-02-ST.dwg

FIGURE 30 SITE TRAFFIC VOLUMES

APPENDIX

E TTS Information

School

Outbound

Tue Jun 10 2025 16:11:41 GMT-0400 (Eastern Daylight Time) - Run Time: 4685ms

Cross Tabu 2016 2022

Row: Primary travel mode of trip - mode_prime
Column: 2006 GTA zone of origin - gta06_orig

RowG:
ColG:(4015 4017 4018 4020)
TblG:(700-9 1430-1800)

Filters:
Trip purpos

Trip 2011
Table:

	1
Transit excl	212
Cycle	218
Auto driver	169
Other	22
Auto passe	926
School bus	457
Walk	459
Total	**2463**

Trip 2016
Table:

	1
Transit excl	18
Cycle	170
Auto driver	203
Other	33
Auto passe	765
School bus	480
Taxi passer	85
Walk	540
Total	**2294**

Trip 2022
Table:

	1
Transit excl	64
Cycle	60
Auto driver	76
Joint GO rai	4
Auto passe	2093
School bus	918
Walk	218
Total	**3433**

Inbound

Tue Jun 10 2025 16:12:33 GMT-0400 (Eastern Daylight Time) - Run Time: 3711ms

Cross Tabu 2016 2022

Row: Primary travel mode of trip - mode_prime
Column: 2006 GTA zone of destination - gta06_dest

RowG:
ColG:(4015 4017 4018 4020)
TblG:(700-9 1430-1800)

Filters:
Trip purpos

Trip 2011
Table:

	1
Transit excl	171
Cycle	175
Auto driver	169
Other	44
Auto passe	1080
School bus	475
Walk	284
Total	**2398**

Trip 2016
Table:

	1
Transit excl	18
Cycle	155
Auto driver	193
Other	33
Auto passe	643
School bus	719
Walk	509
Total	**2270**

Trip 2022
Table:

	1
Transit excl	28
Cycle	60
Auto driver	66
Auto passe	2361
School bus	656
Walk	179
Total	**3350**

Work

Outbound

Tue Jun 10 2025 16:14:07 GMT-0400 (Eastern Daylight Time) - Run Time: 3371ms

Cross Tabu 2016 2022

Row: Primary travel mode of trip - mode_prime
Column: 2006 GTA zone of origin - gta06_orig

RowG:
ColG:(4015 4017 4018 4020)
TblG:(700-9 1430-1800)

Filters:
Trip purpos

Trip 2011
Table:

	1
Transit excl	70
Cycle	17
Auto driver	2944
Auto passe	170
Walk	36

Trip 2016
Table:

	1
Transit excl	56
Cycle	23
Auto driver	1617
Joint GO rai	29
Auto passe	122
Walk	36

Trip 2022
Table:

	1
Transit excl	74
Auto driver	1415
Joint GO rai	41
Auto passe	49
Walk	61
Total	**1640**

Inbound

Tue Jun 10 2025 16:13:35 GMT-0400 (Eastern Daylight Time) - Run Time: 3458ms

Cross Tabu 2016 2022

Row: Primary travel mode of trip - mode_prime
Column: 2006 GTA zone of destination - gta06_dest

RowG:
ColG:(4015 4017 4018 4020)
TblG:(700-9 1430-1800)

Filters:
Trip purpos

Trip 2011
Table:

	1
Transit excl	70
Auto driver	2646
Auto passe	164
Walk	36

Trip 2016
Table:

	1
Transit excl	52
Cycle	23
Auto driver	1178
Joint GO rai	29
Auto passe	107
Walk	36

Trip 2022
Table:

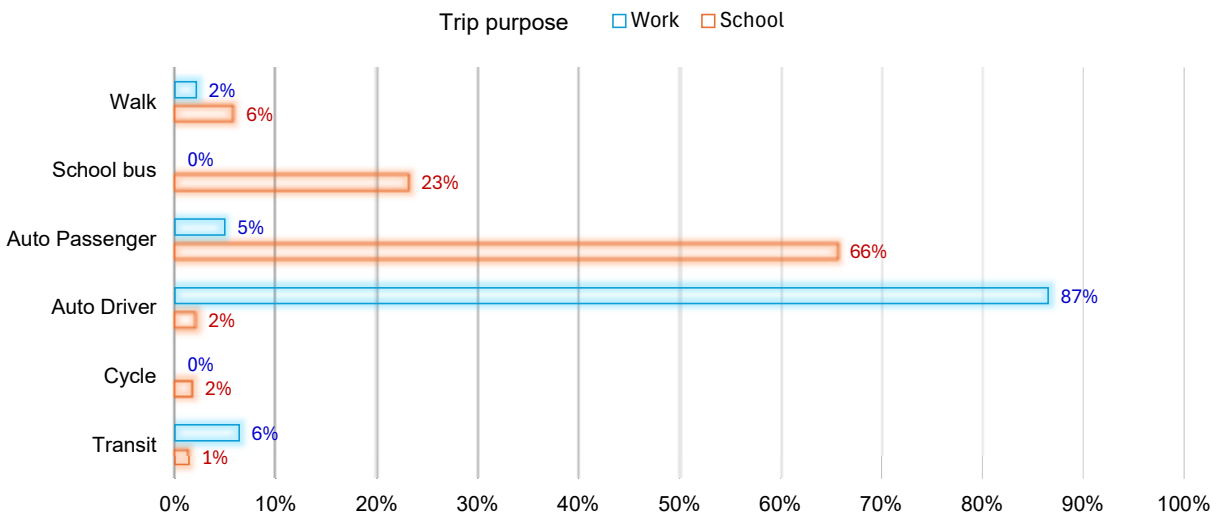
	1
Transit excl	28
Auto driver	1081
GO rail only	38
Joint GO rai	3
Auto passe	94
Total	**1244**

	School		
	2011	2016	2022
Transit	383	36	96
Cycle	393	325	120
Auto Driver	338	396	142
uto Passeng	2006	1493	4454
School bus	932	1199	1574
Walk	743	1049	397
Total	**4795**	**4498**	**6783**

	2011	2016	2022
Transit	7.99%	0.80%	1.42%
Cycle	8.20%	7.23%	1.77%
Auto Driver	7.05%	8.80%	2.09%
uto Passeng	41.84%	33.19%	65.66%
School bus	19.44%	26.66%	23.21%
Walk	15.50%	23.32%	5.85%

	School	Work
Transit	96	184
Cycle	120	0
Auto Driver	142	2496
Auto Passeng	4454	143
School bus	1574	0
Walk	397	61
Total	**6783**	**2884**

	School	Work	Blend
Transit	1%	6%	3%
Cycle	2%	0%	1%
Auto Driver	2%	87%	27%
Auto Passeng	66%	5%	48%
School bus	23%	0%	16%
Walk	6%	2%	5%



APPENDIX

F Trip Generation Calculations

Linbrook Road at West Lot P Exit

Start Date: 2025-05-27
Start Time: 7:00:00 AM
Site Code: Loc-2

Light

	North Loop Exit From North			Linbrook Rd From East			West Parking Lot P Exit From South			Linbrook Rd From West				LABS Inbound	LABS Outbound
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left			
07:00 AM	0	0	0	0	2	0	0	0	0	0	6	0	07:00 AM	0	0
07:15 AM	0	0	1	0	4	0	0	0	2	0	6	0	07:15 AM	0	1
07:30 AM	3	0	1	0	5	0	0	0	2	1	24	0	07:30 AM	0	4
07:45 AM	2	0	0	0	20	0	0	0	2	0	24	0	07:45 AM	0	2
08:00 AM	11	0	4	0	33	0	3	0	3	1	70	0	08:00 AM	0	15
08:15 AM	19	0	12	0	36	0	17	0	31	0	90	0	08:15 AM	0	31
08:30 AM	31	0	20	0	26	0	6	0	13	0	81	0	08:30 AM	0	51
08:45 AM	7	0	3	0	36	0	0	0	0	0	32	0	08:45 AM	0	10
09:00 AM	0	0	1	0	18	0	0	0	0	0	23	0	09:00 AM	0	1
09:15 AM	0	0	1	0	13	0	1	0	0	0	15	0	09:15 AM	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	09:30 AM	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	09:45 AM	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:00 AM	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:15 AM	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:30 AM	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:45 AM	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:00 AM	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:15 AM	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:30 AM	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:45 AM	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:00 PM	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:15 PM	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:30 PM	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:45 PM	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:00 PM	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:15 PM	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:30 PM	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:45 PM	0	0
02:00 PM	0	0	0	0	10	0	0	0	1	0	10	0	02:00 PM	0	0
02:15 PM	0	0	0	0	15	0	1	0	0	0	12	0	02:15 PM	0	0
02:30 PM	1	0	2	0	18	0	1	0	0	0	22	0	02:30 PM	0	3
02:45 PM	1	0	1	0	21	0	0	0	0	0	27	0	02:45 PM	0	2
03:00 PM	4	0	3	0	26	0	0	0	0	0	41	0	03:00 PM	0	7
03:15 PM	14	0	10	0	30	0	19	0	23	0	39	0	03:15 PM	0	24
03:30 PM	12	0	2	0	17	0	0	0	16	0	46	0	03:30 PM	0	14
03:45 PM	31	0	6	0	42	0	9	0	32	0	38	0	03:45 PM	0	37
04:00 PM	5	0	4	0	36	0	3	0	8	0	21	0	04:00 PM	0	9
04:15 PM	10	0	5	0	16	0	1	0	2	0	26	0	04:15 PM	0	16
04:30 PM	4	0	1	0	30	0	0	0	2	0	21	0	04:30 PM	0	5
04:45 PM	9	0	4	0	16	0	0	0	0	0	21	0	04:45 PM	0	13
05:00 PM	2	0	0	0	22	0	0	0	1	0	17	0	05:00 PM	0	2
05:15 PM	1	0	1	0	14	0	0	0	0	0	17	0	05:15 PM	0	2
05:30 PM	0	0	0	0	19	0	1	0	1	0	15	0	05:30 PM	0	0
05:45 PM	1	0	0	0	12	1	0	0	2	0	19	0	05:45 PM	0	1

Heavy

Start Date: 2025-05-27
Start Time: 7:00:00 AM
Site Code: Loc-2

	North Loop Exit From North			Linbrook Rd From East			West Parking Lot P Exit From South			Linbrook Rd From West		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	2	0
09:00 AM	0	0	0	0	0	0	1	0	0	0	1	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	0	0	0	0	0	1	0
03:00 PM	0	0	0	0	1	0	0	0	0	0	2	0
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Linbrook Road at South Loop Exit

Start Date:	2025-05-27
Start Time:	7:00:00 AM
Site Code:	Loc-3

	Light												Heavy												LABS Inbound	LABS Outbound
	From North			Linbrook Rd From East			South Loop Exit From South			Linbrook Rd From West				From North			Linbrook Rd From East			South Loop Exit From South			Linbrook Rd From West				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
07:00 AM	0	0	0	1	2	0	0	0	0	0	4	2	07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	3	0
07:15 AM	0	0	0	1	4	0	0	0	0	0	6	1	07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0
07:30 AM	0	0	0	1	5	0	0	0	0	0	16	8	07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	9	0
07:45 AM	0	0	0	1	20	0	0	0	1	0	18	7	07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	8	0
08:00 AM	1	0	0	11	31	0	2	0	4	0	52	22	08:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	33	1
08:15 AM	0	0	0	19	36	0	0	1	1	0	95	21	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	41	0
08:30 AM	0	0	0	26	26	0	0	0	0	0	88	21	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	47	0
08:45 AM	0	0	0	13	36	0	0	0	0	0	27	8	08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	21	0
09:00 AM	1	0	0	3	17	0	0	0	0	0	21	3	09:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	6	1
09:15 AM	0	0	0	1	13	0	0	0	0	0	17	0	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	10	0	0	0	0	0	8	0	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0
02:15 PM	0	0	0	2	15	0	0	0	0	0	15	0	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0
02:30 PM	0	0	0	1	18	0	0	0	0	0	23	2	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0
02:45 PM	0	0	0	5	22	0	0	0	0	0	25	1	02:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	6	0
03:00 PM	0	0	1	7	26	0	0	0	0	0	33	10	03:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	17	1
03:15 PM	0	0	0	7	29	0	0	0	0	0	49	17	03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	24	0
03:30 PM	1	0	1	12	16	0	0	0	0	0	30	9	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	21	2
03:45 PM	3	0	1	9	38	0	9	0	2	0	36	20	03:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	29	4
04:00 PM	4	0	1	4	31	0	0	0	0	0	22	6	04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	10	5
04:15 PM	1	0	1	2	15	0	0	0	0	0	27	4	04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	7	2
04:30 PM	4	0	1	2	25	0	0	0	1	0	17	5	04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	7	5
04:45 PM	0	0	0	2	16	0	0	0	0	0	23	2	04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	4	0
05:00 PM	0	0	0	1	22	0	0	0	0	0	15	2	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0
05:15 PM	1	0	1	0	14	0	0	0	0	0	17	1	05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	1	0	0	0	17	0	0	0	0	0	15	1	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	13	0	0	0	0	0	19	0	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total LABS Inbound	Total LABS Outbound
3	0
2	1
9	4
8	2
33	16
41	31
47	51
21	10
6	2
1	1
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
2	0
3	3
6	2
17	8
24	24
21	16
29	41
10	14
7	18
7	10
4	13
3	2
1	4
1	1
0	1

	Inbound	Outbound	
07:00 AM	22	7	29
07:15 AM	52	23	75
07:30 AM	91	53	144
07:45 AM	129	100	229
08:00 AM	142	108	250
08:15 AM	115	94	209
08:30 AM	75	64	139
08:45 AM	28	13	41
09:00 AM	7	3	10
09:15 AM	1	1	2
09:30 AM	0	0	0
09:45 AM	0	0	0
10:00 AM	0	0	0
10:15 AM	0	0	0
10:30 AM	0	0	0
10:45 AM	0	0	0
11:00 AM	0	0	0
11:15 AM	0	0	0
11:30 AM	0	0	0
11:45 AM	0	0	0
12:00 PM	0	0	0
12:15 PM	0	0	0
12:30 PM	0	0	0
12:45 PM	0	0	0
01:00 PM	0	0	0
01:15 PM	0	0	0
01:30 PM	2	0	2
01:45 PM	5	3	8
02:00 PM	11	5	16
02:15 PM	28	13	41
02:30 PM	50	37	87
02:45 PM	68	50	118
03:00 PM	91	89	180
03:15 PM	84	95	179
03:30 PM	67	89	156
03:45 PM	53	83	136
04:00 PM	28	55	83
04:15 PM	21	43	64
04:30 PM	15	29	44
04:45 PM	9	20	29
05:00 PM	5	8	13
	168	128	
	108	105	

	In	Out	
Rate	0.79	0.60	1.39
	142	108	

	In	Out	
Rate	0.51	0.49	1.00
	91	89	

APPENDIX

G LOS Definition

LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS[1]

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. The criteria are given in the table below. Delay may be measured in the field or estimated using software such as Highway Capacity Software. Delay is a complex measure and is dependent upon a number of variables, including quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service	Features	Control Delay per vehicle (sec)
A	LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favourable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10
B	LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10 and ≤ 20
C	LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	> 20 and ≤ 35
D	LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, of high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35 and ≤ 55
E	LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.	> 55 and ≤ 80
F	LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	> 80

(1) Highway Capacity Manual 2000

LEVEL OF SERVICE DEFINITIONS AT UNSIGNALIZED INTERSECTIONS[1]

The level of service criteria for unsignalized intersections are given in the table below. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Level of Service	Features	Average Total Delay (sec/veh)
A	Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.	≤ 10
B	Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of freedom of operation.	> 10 and ≤ 15
C	Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement. This may occasionally impact on the stability of flow on the major street.	> 15 and ≤ 25
D	Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.	> 25 and ≤ 35
E	Very long traffic delays occur. Operations approach the capacity of the intersection.	> 35 and ≤ 50
F	Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.	> 50

(1) Highway Capacity Manual 2000.

J:\Capacity Appendix\Unsignalized\hcs unsignalized_delay.doc

APPENDIX

H Traffic Analysis Reports

APPENDIX

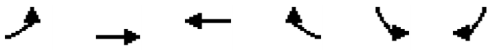
H-1 *Existing Synchro Worksheets*



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	82	17	45	69	126	8	137	104	155	117	18
Future Volume (vph)	12	82	17	45	69	126	8	137	104	155	117	18
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	16	108	22	59	91	166	11	180	137	204	154	24

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	146	316	328	382
Volume Left (vph)	16	59	11	204
Volume Right (vph)	22	166	137	24
Hadj (s)	-0.04	-0.26	-0.24	0.11
Departure Headway (s)	6.9	6.2	6.0	6.2
Degree Utilization, x	0.28	0.54	0.55	0.66
Capacity (veh/h)	432	521	553	540
Control Delay (s/veh)	12.5	16.3	16.0	20.4
Approach Delay (s/veh)	12.5	16.3	16.0	20.4
Approach LOS	B	C	C	C

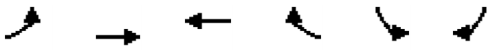
Intersection Summary				
Delay	17.1			
Level of Service	C			
Intersection Capacity Utilization	61.4%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	353	221	3	6	9
Future Volume (Veh/h)	6	353	221	3	6	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	8	497	311	4	8	13
Pedestrians					1	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	316				827	314
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				827	314
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1255				342	730

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	505	315	21
Volume Left	8	0	8
Volume Right	0	4	13
cSH	1255	1700	510
Volume to Capacity	0.01	0.19	0.04
Queue Length 95th (m)	0.2	0.0	1.0
Control Delay (s/veh)	0.2	0.0	12.4
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	12.4
Approach LOS			B

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		33.4%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	263	196	2	1	3
Future Volume (Veh/h)	1	263	196	2	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	1	393	293	3	1	4
Pedestrians			1		4	
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	300				695	299
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300				695	299
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1268				410	743

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	394	296	5
Volume Left	1	0	1
Volume Right	0	3	4
cSH	1268	1700	639
Volume to Capacity	0.00	0.17	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s/veh)	0.0	0.0	10.7
Lane LOS	A		B
Approach Delay (s/veh)	0.0	0.0	10.7
Approach LOS			B

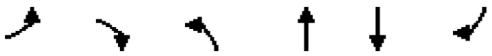
Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		24.6%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	199	24	7	183	3	18	4	7	4	1	11
Future Volume (Veh/h)	47	199	24	7	183	3	18	4	7	4	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	66	280	34	10	258	4	25	6	10	6	1	15
Pedestrians		1			1			8			2	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	264			322			734	721	306	725	736	263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			322			734	721	306	725	736	263
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			92	98	99	98	100	98
cM capacity (veh/h)	1310			1241			312	332	733	316	326	779

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	380	272	41	22
Volume Left	66	10	25	6
Volume Right	34	4	10	15
cSH	1310	1241	367	533
Volume to Capacity	0.05	0.01	0.11	0.04
Queue Length 95th (m)	1.3	0.2	3.0	1.0
Control Delay (s/veh)	1.8	0.4	16.0	12.1
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.8	0.4	16.0	12.1
Approach LOS			C	B

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	38.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	88	125	114	157	151	77
Future Volume (vph)	88	125	114	157	151	77
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	122	174	158	218	210	107

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	296	376	317
Volume Left (vph)	122	158	0
Volume Right (vph)	174	0	107
Hadj (s)	-0.25	0.14	-0.18
Departure Headway (s)	5.4	5.4	5.2
Degree Utilization, x	0.45	0.56	0.45
Capacity (veh/h)	614	638	663
Control Delay (s/veh)	12.7	15.0	12.4
Approach Delay (s/veh)	12.7	15.0	12.4
Approach LOS	B	C	B

Intersection Summary			
Delay	13.5		
Level of Service	B		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	278	67	16	234	0	0
Future Volume (Veh/h)	278	67	16	234	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	403	97	23	339	0	0
Pedestrians				1	6	
Lane Width (m)				3.6	0.0	
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			506		843	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			506		843	459
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	100
cM capacity (veh/h)			1069		330	606

Direction, Lane #	EB 1	WB 1
Volume Total	500	362
Volume Left	0	23
Volume Right	97	0
cSH	1700	1069
Volume to Capacity	0.29	0.02
Queue Length 95th (m)	0.0	0.5
Control Delay (s/veh)	0.0	0.7
Lane LOS		A
Approach Delay (s/veh)	0.0	0.7
Approach LOS		

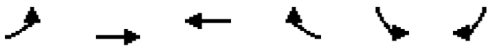
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	276	0	0	201	47	26
Future Volume (Veh/h)	276	0	0	201	47	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	383	0	0	279	65	36
Pedestrians	1				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			388		668	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			388		668	388
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		85	95
cM capacity (veh/h)			1177		424	662

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	383	279	101
Volume Left	0	0	65
Volume Right	0	0	36
cSH	1700	1700	487
Volume to Capacity	0.23	0.16	0.21
Queue Length 95th (m)	0.0	0.0	6.2
Control Delay (s/veh)	0.0	0.0	14.3
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	14.3
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	302	133	0	39	68
Future Volume (Veh/h)	0	302	133	0	39	68
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	0	419	185	0	54	94
Pedestrians		1			6	
Lane Width (m)		3.6			3.6	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	191				610	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191				610	192
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	89
cM capacity (veh/h)	1388				459	850

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	419	185	148
Volume Left	0	0	54
Volume Right	0	0	94
cSH	1700	1700	648
Volume to Capacity	0.25	0.11	0.23
Queue Length 95th (m)	0.0	0.0	7.0
Control Delay (s/veh)	0.0	0.0	12.2
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	12.2
Approach LOS			B

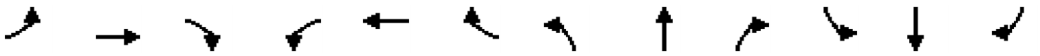
Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		29.2%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	335	6	4	133	0	0
Future Volume (Veh/h)	335	6	4	133	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	435	8	5	173	0	0
Pedestrians					3	
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)						
pX, platoon unblocked						
vC, conflicting volume			446		625	442
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			446		625	442
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1125		450	620

Direction, Lane #	EB 1	WB 1
Volume Total	443	178
Volume Left	0	5
Volume Right	8	0
cSH	1700	1125
Volume to Capacity	0.26	0.00
Queue Length 95th (m)	0.0	0.1
Control Delay (s/veh)	0.0	0.3
Lane LOS		A
Approach Delay (s/veh)	0.0	0.3
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	263	0	0	131	69	5	1	3	0	0	1
Future Volume (Veh/h)	72	263	0	0	131	69	5	1	3	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	91	333	0	0	166	87	6	1	4	0	0	1
Pedestrians		2			26			3			9	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			2			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	262			336			731	780	362	764	737	221
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	262			336			731	780	362	764	737	221
tC, single (s)	4.1			4.1			7.1	6.5	6.5	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.6	3.5	4.0	3.3
p0 queue free %	93			100			98	100	99	100	100	100
cM capacity (veh/h)	1304			1231			318	303	602	292	321	817

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	424	253	11	1
Volume Left	91	0	6	0
Volume Right	0	87	4	1
cSH	1304	1700	382	817
Volume to Capacity	0.07	0.15	0.03	0.00
Queue Length 95th (m)	1.8	0.0	0.7	0.0
Control Delay (s/veh)	2.3	0.0	14.7	9.4
Lane LOS	A		B	A
Approach Delay (s/veh)	2.3	0.0	14.7	9.4
Approach LOS			B	A

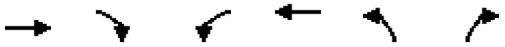
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	95	54	164	36	104
Future Volume (Veh/h)	170	95	54	164	36	104
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	230	128	73	222	49	141
Pedestrians	31				14	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			372		707	308
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			372		707	308
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		87	81
cM capacity (veh/h)			1184		366	728

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	358	295	190
Volume Left	0	73	49
Volume Right	128	0	141
cSH	1700	1184	580
Volume to Capacity	0.21	0.06	0.33
Queue Length 95th (m)	0.0	1.6	11.4
Control Delay (s/veh)	0.0	2.5	14.2
Lane LOS		A	B
Approach Delay (s/veh)	0.0	2.5	14.2
Approach LOS			B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	63	32	182	23	62
Future Volume (Veh/h)	208	63	32	182	23	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	306	93	47	268	34	91
Pedestrians					9	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			408		724	362
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			408		724	362
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		91	87
cM capacity (veh/h)			1153		377	683

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	399	315	125
Volume Left	0	47	34
Volume Right	93	0	91
cSH	1700	1153	559
Volume to Capacity	0.23	0.04	0.22
Queue Length 95th (m)	0.0	1.0	6.8
Control Delay (s/veh)	0.0	1.6	13.3
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.6	13.3
Approach LOS			B

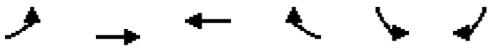
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	44	4	51	57	142	4	176	76	117	138	18
Future Volume (vph)	13	44	4	51	57	142	4	176	76	117	138	18
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	16	54	5	63	70	175	5	217	94	144	170	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	75	308	316	336
Volume Left (vph)	16	63	5	144
Volume Right (vph)	5	175	94	22
Hadj (s)	0.04	-0.27	-0.13	0.06
Departure Headway (s)	6.4	5.6	5.5	5.6
Degree Utilization, x	0.13	0.48	0.48	0.53
Capacity (veh/h)	456	590	607	601
Control Delay (s/veh)	10.4	13.6	13.6	14.7
Approach Delay (s/veh)	10.4	13.6	13.6	14.7
Approach LOS	B	B	B	B

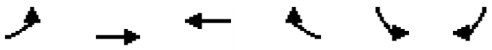
Intersection Summary				
Delay			13.7	
Level of Service			B	
Intersection Capacity Utilization			59.8%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	184	218	4	4	5
Future Volume (Veh/h)	8	184	218	4	4	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	216	256	5	5	6
Pedestrians					17	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	278				510	276
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				510	276
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1278				516	757

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	225	261	11
Volume Left	9	0	5
Volume Right	0	5	6
cSH	1278	1700	625
Volume to Capacity	0.01	0.15	0.02
Queue Length 95th (m)	0.2	0.0	0.4
Control Delay (s/veh)	0.4	0.0	10.9
Lane LOS	A		B
Approach Delay (s/veh)	0.4	0.0	10.9
Approach LOS			B

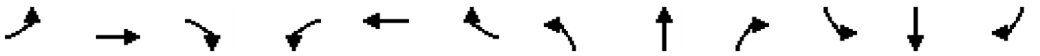
Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		26.2%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	173	134	2	0	5
Future Volume (Veh/h)	1	173	134	2	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	190	147	2	0	5
Pedestrians			1		9	
Lane Width (m)			3.6		3.6	
Walking Speed (m/s)			1.2		1.2	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	158				350	157
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158				350	157
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1423				641	887

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	191	149	5
Volume Left	1	0	0
Volume Right	0	2	5
cSH	1423	1700	887
Volume to Capacity	0.00	0.09	0.01
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s/veh)	0.0	0.0	9.1
Lane LOS	A		A
Approach Delay (s/veh)	0.0	0.0	9.1
Approach LOS			A

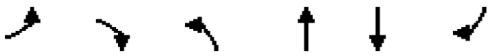
Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		19.9%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	143	15	6	127	4	7	12	8	4	17	18
Future Volume (Veh/h)	41	143	15	6	127	4	7	12	8	4	17	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	155	16	7	138	4	8	13	9	4	18	20
Pedestrians		5			5			7			9	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	151			178			448	425	175	437	431	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151			178			448	425	175	437	431	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	97			100			98	97	99	99	96	98
cM capacity (veh/h)	1413			1402			475	498	865	454	494	887

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	216	149	30	42
Volume Left	45	7	8	4
Volume Right	16	4	9	20
cSH	1413	1402	562	620
Volume to Capacity	0.03	0.00	0.05	0.07
Queue Length 95th (m)	0.8	0.1	1.3	1.7
Control Delay (s/veh)	1.8	0.4	11.8	11.2
Lane LOS	A	A	B	B
Approach Delay (s/veh)	1.8	0.4	11.8	11.2
Approach LOS			B	B

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	57	67	93	147	155	65
Future Volume (vph)	57	67	93	147	155	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	67	79	109	173	182	76

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	146	282	258
Volume Left (vph)	67	109	0
Volume Right (vph)	79	0	76
Hadj (s)	-0.21	0.11	-0.15
Departure Headway (s)	4.9	4.7	4.5
Degree Utilization, x	0.20	0.37	0.32
Capacity (veh/h)	664	739	769
Control Delay (s/veh)	9.2	10.4	9.6
Approach Delay (s/veh)	9.2	10.4	9.6
Approach LOS	A	B	A

Intersection Summary			
Delay	9.8		
Level of Service	A		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	168	63	12	238	0	0
Future Volume (Veh/h)	168	63	12	238	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	218	82	16	309	0	0
Pedestrians					16	
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)						
pX, platoon unblocked						
vC, conflicting volume			316		616	275
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			316		616	275
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1256		451	769

Direction, Lane #	EB 1	WB 1
Volume Total	300	325
Volume Left	0	16
Volume Right	82	0
cSH	1700	1256
Volume to Capacity	0.18	0.01
Queue Length 95th (m)	0.0	0.3
Control Delay (s/veh)	0.0	0.5
Lane LOS		A
Approach Delay (s/veh)	0.0	0.5
Approach LOS		

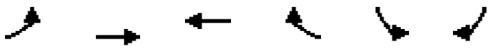
Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	25.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	146	0	0	190	80	31
Future Volume (Veh/h)	146	0	0	190	80	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	200	0	0	260	110	42
Pedestrians					12	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			212		472	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		472	212
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		80	95
cM capacity (veh/h)			1357		549	825

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	200	260	152
Volume Left	0	0	110
Volume Right	0	0	42
cSH	1700	1700	605
Volume to Capacity	0.12	0.15	0.25
Queue Length 95th (m)	0.0	0.0	7.9
Control Delay (s/veh)	0.0	0.0	12.9
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	177	119	0	22	62
Future Volume (Veh/h)	0	177	119	0	22	62
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	242	163	0	30	85
Pedestrians					5	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	168				410	168
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				410	168
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	90
cM capacity (veh/h)	1416				599	878

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	242	163	115
Volume Left	0	0	30
Volume Right	0	0	85
cSH	1700	1700	783
Volume to Capacity	0.14	0.10	0.15
Queue Length 95th (m)	0.0	0.0	4.1
Control Delay (s/veh)	0.0	0.0	10.4
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	10.4
Approach LOS			B

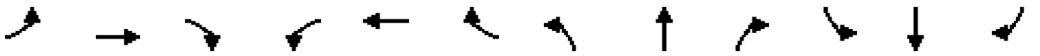
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	204	11	0	119	0	0
Future Volume (Veh/h)	204	11	0	119	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	249	13	0	145	0	0
Pedestrians					13	
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)						
pX, platoon unblocked						
vC, conflicting volume			275		414	269
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			275		414	269
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1300		599	775

Direction, Lane #	EB 1	WB 1
Volume Total	262	145
Volume Left	0	0
Volume Right	13	0
cSH	1700	1300
Volume to Capacity	0.15	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s/veh)	0.0	0.0
Lane LOS		
Approach Delay (s/veh)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	150	0	0	113	35	2	0	9	3	0	4
Future Volume (Veh/h)	56	150	0	0	113	35	2	0	9	3	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	72	192	0	0	145	45	3	0	12	4	0	5
Pedestrians					31			13			10	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					3			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	200			205			522	549	236	557	527	178
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	200			205			522	549	236	557	527	178
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			99	100	98	99	100	99
cM capacity (veh/h)	1373			1364			436	415	779	400	427	863

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	264	190	15	9
Volume Left	72	0	3	4
Volume Right	0	45	12	5
cSH	1373	1700	673	570
Volume to Capacity	0.05	0.11	0.02	0.02
Queue Length 95th (m)	1.3	0.0	0.5	0.4
Control Delay (s/veh)	2.5	0.0	10.5	11.4
Lane LOS	A		B	B
Approach Delay (s/veh)	2.5	0.0	10.5	11.4
Approach LOS			B	B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	120	42	28	118	30	46
Future Volume (Veh/h)	120	42	28	118	30	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	152	53	35	149	38	58
Pedestrians	42				43	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	4				4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			248		483	222
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			248		483	222
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		92	93
cM capacity (veh/h)			1282		495	794

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	205	184	96
Volume Left	0	35	38
Volume Right	53	0	58
cSH	1700	1282	640
Volume to Capacity	0.12	0.03	0.15
Queue Length 95th (m)	0.0	0.7	4.2
Control Delay (s/veh)	0.0	1.7	11.6
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.7	11.6
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	147	18	28	112	24	56
Future Volume (Veh/h)	147	18	28	112	24	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	165	20	31	126	27	63
Pedestrians	2				6	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			191		371	181
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			191		371	181
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	93
cM capacity (veh/h)			1388		615	863

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	185	157	90
Volume Left	0	31	27
Volume Right	20	0	63
cSH	1700	1388	770
Volume to Capacity	0.11	0.02	0.12
Queue Length 95th (m)	0.0	0.5	3.2
Control Delay (s/veh)	0.0	1.7	10.3
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.7	10.3
Approach LOS			B

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX

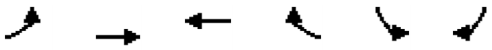
H-2 *Future Background Synchro Worksheets*



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	82	17	45	69	126	8	171	104	155	199	18
Future Volume (vph)	12	82	17	45	69	126	8	171	104	155	199	18
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	16	108	22	59	91	166	11	225	137	204	262	24

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	146	316	373	490
Volume Left (vph)	16	59	11	204
Volume Right (vph)	22	166	137	24
Hadj (s)	-0.04	-0.26	-0.21	0.10
Departure Headway (s)	7.8	6.9	6.6	6.6
Degree Utilization, x	0.32	0.61	0.68	0.90
Capacity (veh/h)	402	488	502	490
Control Delay (s/veh)	14.3	20.2	22.7	43.7
Approach Delay (s/veh)	14.3	20.2	22.7	43.7
Approach LOS	B	C	C	E

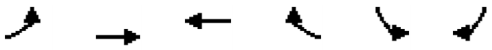
Intersection Summary				
Delay	29.0			
Level of Service	D			
Intersection Capacity Utilization	67.5%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	353	221	3	6	9
Future Volume (Veh/h)	6	353	221	3	6	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	8	497	311	4	8	13
Pedestrians					1	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	316				827	314
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				827	314
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1255				342	730

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	505	315	21
Volume Left	8	0	8
Volume Right	0	4	13
cSH	1255	1700	510
Volume to Capacity	0.01	0.19	0.04
Queue Length 95th (m)	0.2	0.0	1.0
Control Delay (s/veh)	0.2	0.0	12.4
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	12.4
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	263	196	2	1	3
Future Volume (Veh/h)	1	263	196	2	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	1	393	293	3	1	4
Pedestrians			1		4	
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	300				695	299
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300				695	299
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1268				410	743

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	394	296	5
Volume Left	1	0	1
Volume Right	0	3	4
cSH	1268	1700	639
Volume to Capacity	0.00	0.17	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s/veh)	0.0	0.0	10.7
Lane LOS	A		B
Approach Delay (s/veh)	0.0	0.0	10.7
Approach LOS			B

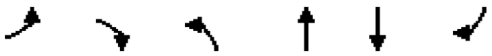
Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		24.6%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	199	24	7	183	3	18	4	7	4	1	11
Future Volume (Veh/h)	47	199	24	7	183	3	18	4	7	4	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	66	280	34	10	258	4	25	6	10	6	1	15
Pedestrians		1			1			8			2	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	264			322			734	721	306	725	736	263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			322			734	721	306	725	736	263
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			92	98	99	98	100	98
cM capacity (veh/h)	1310			1241			312	332	733	316	326	779

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	380	272	41	22
Volume Left	66	10	25	6
Volume Right	34	4	10	15
cSH	1310	1241	367	533
Volume to Capacity	0.05	0.01	0.11	0.04
Queue Length 95th (m)	1.3	0.2	3.0	1.0
Control Delay (s/veh)	1.8	0.4	16.0	12.1
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.8	0.4	16.0	12.1
Approach LOS			C	B

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	38.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	88	125	114	173	167	77
Future Volume (vph)	88	125	114	173	167	77
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	122	174	158	240	232	107

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	296	398	339
Volume Left (vph)	122	158	0
Volume Right (vph)	174	0	107
Hadj (s)	-0.25	0.13	-0.17
Departure Headway (s)	5.6	5.4	5.2
Degree Utilization, x	0.46	0.60	0.49
Capacity (veh/h)	600	635	656
Control Delay (s/veh)	13.1	16.2	13.2
Approach Delay (s/veh)	13.1	16.2	13.2
Approach LOS	B	C	B

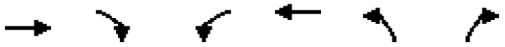
Intersection Summary			
Delay	14.4		
Level of Service	B		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	278	67	16	234	0	0
Future Volume (Veh/h)	278	67	16	234	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	403	97	23	339	0	0
Pedestrians				1	6	
Lane Width (m)				3.6	0.0	
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			506		843	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			506		843	459
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	100
cM capacity (veh/h)			1069		330	606

Direction, Lane #	EB 1	WB 1
Volume Total	500	362
Volume Left	0	23
Volume Right	97	0
cSH	1700	1069
Volume to Capacity	0.29	0.02
Queue Length 95th (m)	0.0	0.5
Control Delay (s/veh)	0.0	0.7
Lane LOS		A
Approach Delay (s/veh)	0.0	0.7
Approach LOS		

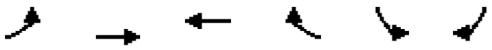
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	276	0	0	201	47	26
Future Volume (Veh/h)	276	0	0	201	47	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	383	0	0	279	65	36
Pedestrians	1				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			388		668	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			388		668	388
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		85	95
cM capacity (veh/h)			1177		424	662

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	383	279	101
Volume Left	0	0	65
Volume Right	0	0	36
cSH	1700	1700	487
Volume to Capacity	0.23	0.16	0.21
Queue Length 95th (m)	0.0	0.0	6.2
Control Delay (s/veh)	0.0	0.0	14.3
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	14.3
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	302	133	0	39	68
Future Volume (Veh/h)	0	302	133	0	39	68
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	0	419	185	0	54	94
Pedestrians		1			6	
Lane Width (m)		3.6			3.6	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	191				610	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191				610	192
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	89
cM capacity (veh/h)	1388				459	850

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	419	185	148
Volume Left	0	0	54
Volume Right	0	0	94
cSH	1700	1700	648
Volume to Capacity	0.25	0.11	0.23
Queue Length 95th (m)	0.0	0.0	7.0
Control Delay (s/veh)	0.0	0.0	12.2
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	12.2
Approach LOS			B

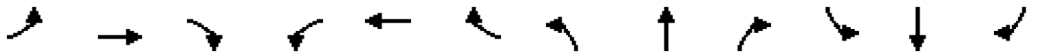
Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		29.2%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	335	6	4	133	0	0
Future Volume (Veh/h)	335	6	4	133	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	435	8	5	173	0	0
Pedestrians					3	
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)						
pX, platoon unblocked						
vC, conflicting volume			446		625	442
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			446		625	442
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1125		450	620

Direction, Lane #	EB 1	WB 1
Volume Total	443	178
Volume Left	0	5
Volume Right	8	0
cSH	1700	1125
Volume to Capacity	0.26	0.00
Queue Length 95th (m)	0.0	0.1
Control Delay (s/veh)	0.0	0.3
Lane LOS		A
Approach Delay (s/veh)	0.0	0.3
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	263	0	0	131	69	5	1	3	0	0	1
Future Volume (Veh/h)	72	263	0	0	131	69	5	1	3	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	91	333	0	0	166	87	6	1	4	0	0	1
Pedestrians		2			26			3			9	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			2			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	262			336			731	780	362	764	737	221
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	262			336			731	780	362	764	737	221
tC, single (s)	4.1			4.1			7.1	6.5	6.5	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.6	3.5	4.0	3.3
p0 queue free %	93			100			98	100	99	100	100	100
cM capacity (veh/h)	1304			1231			318	303	602	292	321	817

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	424	253	11	1
Volume Left	91	0	6	0
Volume Right	0	87	4	1
cSH	1304	1700	382	817
Volume to Capacity	0.07	0.15	0.03	0.00
Queue Length 95th (m)	1.8	0.0	0.7	0.0
Control Delay (s/veh)	2.3	0.0	14.7	9.4
Lane LOS	A		B	A
Approach Delay (s/veh)	2.3	0.0	14.7	9.4
Approach LOS			B	A

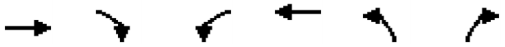
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	95	54	164	36	104
Future Volume (Veh/h)	170	95	54	164	36	104
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	230	128	73	222	49	141
Pedestrians	31				14	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			372		707	308
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			372		707	308
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		87	81
cM capacity (veh/h)			1184		366	728

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	358	295	190
Volume Left	0	73	49
Volume Right	128	0	141
cSH	1700	1184	580
Volume to Capacity	0.21	0.06	0.33
Queue Length 95th (m)	0.0	1.6	11.4
Control Delay (s/veh)	0.0	2.5	14.2
Lane LOS		A	B
Approach Delay (s/veh)	0.0	2.5	14.2
Approach LOS			B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	63	32	182	23	62
Future Volume (Veh/h)	208	63	32	182	23	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	306	93	47	268	34	91
Pedestrians					9	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			408		724	362
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			408		724	362
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		91	87
cM capacity (veh/h)			1153		377	683

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	399	315	125
Volume Left	0	47	34
Volume Right	93	0	91
cSH	1700	1153	559
Volume to Capacity	0.23	0.04	0.22
Queue Length 95th (m)	0.0	1.0	6.8
Control Delay (s/veh)	0.0	1.6	13.3
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.6	13.3
Approach LOS			B

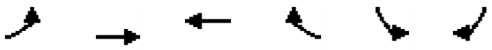
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	44	4	51	57	142	4	249	76	117	182	18
Future Volume (vph)	13	44	4	51	57	142	4	249	76	117	182	18
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	16	54	5	63	70	175	5	307	94	144	225	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	75	308	406	391
Volume Left (vph)	16	63	5	144
Volume Right (vph)	5	175	94	22
Hadj (s)	0.04	-0.27	-0.09	0.05
Departure Headway (s)	7.1	6.1	5.8	6.0
Degree Utilization, x	0.15	0.52	0.66	0.65
Capacity (veh/h)	389	536	586	565
Control Delay (s/veh)	11.4	15.7	19.3	19.4
Approach Delay (s/veh)	11.4	15.7	19.3	19.4
Approach LOS	B	C	C	C

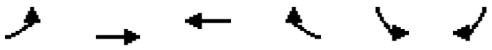
Intersection Summary				
Delay			17.9	
Level of Service			C	
Intersection Capacity Utilization			65.8%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	184	218	4	4	5
Future Volume (Veh/h)	8	184	218	4	4	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	216	256	5	5	6
Pedestrians					17	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	278				510	276
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				510	276
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1278				516	757

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	225	261	11
Volume Left	9	0	5
Volume Right	0	5	6
cSH	1278	1700	625
Volume to Capacity	0.01	0.15	0.02
Queue Length 95th (m)	0.2	0.0	0.4
Control Delay (s/veh)	0.4	0.0	10.9
Lane LOS	A		B
Approach Delay (s/veh)	0.4	0.0	10.9
Approach LOS			B

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		26.2%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	173	134	2	0	5
Future Volume (Veh/h)	1	173	134	2	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	190	147	2	0	5
Pedestrians			1		9	
Lane Width (m)			3.6		3.6	
Walking Speed (m/s)			1.2		1.2	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	158				350	157
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158				350	157
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1423				641	887

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	191	149	5
Volume Left	1	0	0
Volume Right	0	2	5
cSH	1423	1700	887
Volume to Capacity	0.00	0.09	0.01
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s/veh)	0.0	0.0	9.1
Lane LOS	A		A
Approach Delay (s/veh)	0.0	0.0	9.1
Approach LOS			A

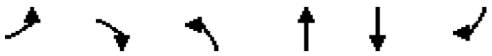
Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		19.9%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	143	15	6	127	4	7	12	8	4	17	18
Future Volume (Veh/h)	41	143	15	6	127	4	7	12	8	4	17	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	155	16	7	138	4	8	13	9	4	18	20
Pedestrians		5			5			7			9	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	151			178			448	425	175	437	431	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151			178			448	425	175	437	431	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	97			100			98	97	99	99	96	98
cM capacity (veh/h)	1413			1402			475	498	865	454	494	887

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	216	149	30	42
Volume Left	45	7	8	4
Volume Right	16	4	9	20
cSH	1413	1402	562	620
Volume to Capacity	0.03	0.00	0.05	0.07
Queue Length 95th (m)	0.8	0.1	1.3	1.7
Control Delay (s/veh)	1.8	0.4	11.8	11.2
Lane LOS	A	A	B	B
Approach Delay (s/veh)	1.8	0.4	11.8	11.2
Approach LOS			B	B

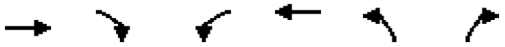
Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	57	67	93	162	171	65
Future Volume (vph)	57	67	93	162	171	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	67	79	109	191	201	76

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	146	300	277
Volume Left (vph)	67	109	0
Volume Right (vph)	79	0	76
Hadj (s)	-0.21	0.11	-0.14
Departure Headway (s)	5.0	4.7	4.5
Degree Utilization, x	0.20	0.39	0.35
Capacity (veh/h)	649	736	763
Control Delay (s/veh)	9.3	10.7	9.9
Approach Delay (s/veh)	9.3	10.7	9.9
Approach LOS	A	B	A

Intersection Summary			
Delay	10.1		
Level of Service	B		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	168	63	12	238	0	0
Future Volume (Veh/h)	168	63	12	238	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	218	82	16	309	0	0
Pedestrians					16	
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)						
pX, platoon unblocked						
vC, conflicting volume			316		616	275
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			316		616	275
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1256		451	769

Direction, Lane #	EB 1	WB 1
Volume Total	300	325
Volume Left	0	16
Volume Right	82	0
cSH	1700	1256
Volume to Capacity	0.18	0.01
Queue Length 95th (m)	0.0	0.3
Control Delay (s/veh)	0.0	0.5
Lane LOS		A
Approach Delay (s/veh)	0.0	0.5
Approach LOS		

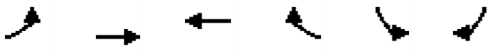
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	146	0	0	190	80	31
Future Volume (Veh/h)	146	0	0	190	80	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	200	0	0	260	110	42
Pedestrians					12	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			212		472	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		472	212
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		80	95
cM capacity (veh/h)			1357		549	825

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	200	260	152
Volume Left	0	0	110
Volume Right	0	0	42
cSH	1700	1700	605
Volume to Capacity	0.12	0.15	0.25
Queue Length 95th (m)	0.0	0.0	7.9
Control Delay (s/veh)	0.0	0.0	12.9
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	177	119	0	22	62
Future Volume (Veh/h)	0	177	119	0	22	62
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	242	163	0	30	85
Pedestrians					5	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	168				410	168
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				410	168
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	90
cM capacity (veh/h)	1416				599	878

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	242	163	115
Volume Left	0	0	30
Volume Right	0	0	85
cSH	1700	1700	783
Volume to Capacity	0.14	0.10	0.15
Queue Length 95th (m)	0.0	0.0	4.1
Control Delay (s/veh)	0.0	0.0	10.4
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	10.4
Approach LOS			B

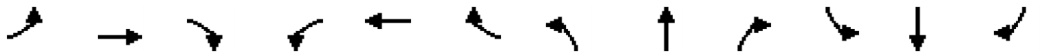
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	204	11	0	119	0	0
Future Volume (Veh/h)	204	11	0	119	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	249	13	0	145	0	0
Pedestrians					13	
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)						
pX, platoon unblocked						
vC, conflicting volume			275		414	269
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			275		414	269
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1300		599	775

Direction, Lane #	EB 1	WB 1
Volume Total	262	145
Volume Left	0	0
Volume Right	13	0
cSH	1700	1300
Volume to Capacity	0.15	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s/veh)	0.0	0.0
Lane LOS		
Approach Delay (s/veh)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	150	0	0	113	35	2	0	9	3	0	4
Future Volume (Veh/h)	56	150	0	0	113	35	2	0	9	3	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	72	192	0	0	145	45	3	0	12	4	0	5
Pedestrians					31			13			10	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					3			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	200			205			522	549	236	557	527	178
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	200			205			522	549	236	557	527	178
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			99	100	98	99	100	99
cM capacity (veh/h)	1373			1364			436	415	779	400	427	863

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	264	190	15	9
Volume Left	72	0	3	4
Volume Right	0	45	12	5
cSH	1373	1700	673	570
Volume to Capacity	0.05	0.11	0.02	0.02
Queue Length 95th (m)	1.3	0.0	0.5	0.4
Control Delay (s/veh)	2.5	0.0	10.5	11.4
Lane LOS	A		B	B
Approach Delay (s/veh)	2.5	0.0	10.5	11.4
Approach LOS			B	B

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	120	42	28	118	30	46
Future Volume (Veh/h)	120	42	28	118	30	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	152	53	35	149	38	58
Pedestrians	42				43	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	4				4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			248		483	222
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			248		483	222
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		92	93
cM capacity (veh/h)			1282		495	794

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	205	184	96
Volume Left	0	35	38
Volume Right	53	0	58
cSH	1700	1282	640
Volume to Capacity	0.12	0.03	0.15
Queue Length 95th (m)	0.0	0.7	4.2
Control Delay (s/veh)	0.0	1.7	11.6
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.7	11.6
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	147	18	28	112	24	56
Future Volume (Veh/h)	147	18	28	112	24	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	165	20	31	126	27	63
Pedestrians	2				6	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			191		371	181
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			191		371	181
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	93
cM capacity (veh/h)			1388		615	863

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	185	157	90
Volume Left	0	31	27
Volume Right	20	0	63
cSH	1700	1388	770
Volume to Capacity	0.11	0.02	0.12
Queue Length 95th (m)	0.0	0.5	3.2
Control Delay (s/veh)	0.0	1.7	10.3
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.7	10.3
Approach LOS			B

Intersection Summary			
Average Delay		2.7	
Intersection Capacity Utilization		31.9%	ICU Level of Service
Analysis Period (min)		15	

APPENDIX

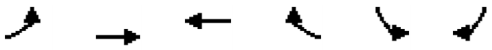
H-3 *Future Total Synchro Worksheets*



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	104	17	61	93	170	8	171	131	196	199	18
Future Volume (vph)	12	104	17	61	93	170	8	171	131	196	199	18
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	16	137	22	80	122	224	11	225	172	258	262	24

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	175	426	408	544
Volume Left (vph)	16	80	11	258
Volume Right (vph)	22	224	172	24
Hadj (s)	-0.03	-0.26	-0.25	0.11
Departure Headway (s)	8.9	7.6	7.6	7.9
Degree Utilization, x	0.43	0.90	0.86	1.19
Capacity (veh/h)	369	458	456	466
Control Delay (s/veh)	18.6	47.8	42.6	131.8
Approach Delay (s/veh)	18.6	47.8	42.6	131.8
Approach LOS	C	E	E	F

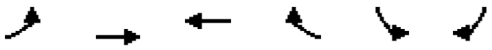
Intersection Summary				
Delay	72.6			
Level of Service	F			
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	443	305	3	6	9
Future Volume (Veh/h)	6	443	305	3	6	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	8	624	430	4	8	13
Pedestrians					1	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	435				1073	433
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435				1073	433
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	98
cM capacity (veh/h)	1135				244	626

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	632	434	21
Volume Left	8	0	8
Volume Right	0	4	13
cSH	1135	1700	392
Volume to Capacity	0.01	0.26	0.05
Queue Length 95th (m)	0.2	0.0	1.4
Control Delay (s/veh)	0.2	0.0	14.7
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	14.7
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	311	280	2	1	3
Future Volume (Veh/h)	1	311	280	2	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	1	464	418	3	1	4
Pedestrians			1		4	
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	425				891	424
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	425				891	424
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1141				314	633

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	465	421	5
Volume Left	1	0	1
Volume Right	0	3	4
cSH	1141	1700	526
Volume to Capacity	0.00	0.25	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s/veh)	0.0	0.0	11.9
Lane LOS	A		B
Approach Delay (s/veh)	0.0	0.0	11.9
Approach LOS			B

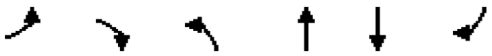
Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		27.2%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	247	24	7	267	3	18	4	7	4	1	11
Future Volume (Veh/h)	47	247	24	7	267	3	18	4	7	4	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	66	348	34	10	376	4	25	6	10	6	1	15
Pedestrians		1			1			8			2	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	382			390			920	907	374	911	922	381
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	382			390			920	907	374	911	922	381
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			89	98	99	97	100	98
cM capacity (veh/h)	1186			1172			232	258	672	235	253	669

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	448	390	41	22
Volume Left	66	10	25	6
Volume Right	34	4	10	15
cSH	1186	1172	281	423
Volume to Capacity	0.06	0.01	0.15	0.05
Queue Length 95th (m)	1.4	0.2	4.0	1.3
Control Delay (s/veh)	1.7	0.3	20.0	14.0
Lane LOS	A	A	C	B
Approach Delay (s/veh)	1.7	0.3	20.0	14.0
Approach LOS			C	B

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	108	153	164	173	167	111
Future Volume (vph)	108	153	164	173	167	111
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	150	212	228	240	232	154

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	362	468	386
Volume Left (vph)	150	228	0
Volume Right (vph)	212	0	154
Hadj (s)	-0.24	0.15	-0.22
Departure Headway (s)	6.0	5.9	5.7
Degree Utilization, x	0.60	0.76	0.61
Capacity (veh/h)	559	594	598
Control Delay (s/veh)	17.5	25.2	17.0
Approach Delay (s/veh)	17.5	25.2	17.0
Approach LOS	C	D	C

Intersection Summary			
Delay	20.3		
Level of Service	C		
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	368	67	16	318	0	0
Future Volume (Veh/h)	368	67	16	318	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	533	97	23	461	0	0
Pedestrians				1	6	
Lane Width (m)				3.6	0.0	
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			636		1095	589
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			636		1095	589
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	100
cM capacity (veh/h)			957		233	512

Direction, Lane #	EB 1	WB 1
Volume Total	630	484
Volume Left	0	23
Volume Right	97	0
cSH	1700	957
Volume to Capacity	0.37	0.02
Queue Length 95th (m)	0.0	0.6
Control Delay (s/veh)	0.0	0.7
Lane LOS		A
Approach Delay (s/veh)	0.0	0.7
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	394	0	0	194	47	26
Future Volume (Veh/h)	394	0	0	194	47	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	547	0	0	269	65	36
Pedestrians	1				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			552		822	552
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			552		822	552
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		81	93
cM capacity (veh/h)			1024		345	535

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	547	269	101
Volume Left	0	0	65
Volume Right	0	0	36
cSH	1700	1700	395
Volume to Capacity	0.32	0.16	0.26
Queue Length 95th (m)	0.0	0.0	8.0
Control Delay (s/veh)	0.0	0.0	17.2
Lane LOS			C
Approach Delay (s/veh)	0.0	0.0	17.2
Approach LOS			C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	414	6	4	194	0	0
Future Volume (Veh/h)	414	6	4	194	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	538	8	5	252	0	0
Pedestrians					3	
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)						
pX, platoon unblocked						
vC, conflicting volume			549		807	545
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			549		807	545
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1031		352	542

Direction, Lane #	EB 1	WB 1
Volume Total	546	257
Volume Left	0	5
Volume Right	8	0
cSH	1700	1031
Volume to Capacity	0.32	0.00
Queue Length 95th (m)	0.0	0.1
Control Delay (s/veh)	0.0	0.2
Lane LOS		A
Approach Delay (s/veh)	0.0	0.2
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	414	0	0	193	5	4
Future Volume (Veh/h)	414	0	0	193	5	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	524	0	0	244	6	5
Pedestrians	2			26	3	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	0			2	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			527		773	553
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			527		773	553
tC, single (s)			4.1		6.4	6.5
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.6
p0 queue free %			100		98	99
cM capacity (veh/h)			1048		369	465

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	524	244	11
Volume Left	0	0	6
Volume Right	0	0	5
cSH	1700	1700	407
Volume to Capacity	0.31	0.14	0.03
Queue Length 95th (m)	0.0	0.0	0.7
Control Delay (s/veh)	0.0	0.0	14.1
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	14.1
Approach LOS			B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	322	95	54	157	36	104
Future Volume (Veh/h)	322	95	54	157	36	104
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	435	128	73	212	49	141
Pedestrians	31				14	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			577		902	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			577		902	513
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		82	75
cM capacity (veh/h)			995		277	559

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	563	285	190
Volume Left	0	73	49
Volume Right	128	0	141
cSH	1700	995	443
Volume to Capacity	0.33	0.07	0.43
Queue Length 95th (m)	0.0	1.9	16.9
Control Delay (s/veh)	0.0	2.8	19.1
Lane LOS		A	C
Approach Delay (s/veh)	0.0	2.8	19.1
Approach LOS			C

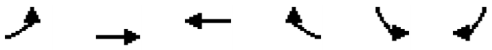
Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	256	63	32	266	23	62
Future Volume (Veh/h)	256	63	32	266	23	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	376	93	47	391	34	91
Pedestrians					9	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			478		917	432
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			478		917	432
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		88	85
cM capacity (veh/h)			1087		289	624

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	469	438	125
Volume Left	0	47	34
Volume Right	93	0	91
cSH	1700	1087	474
Volume to Capacity	0.28	0.04	0.26
Queue Length 95th (m)	0.0	1.1	8.4
Control Delay (s/veh)	0.0	1.3	15.3
Lane LOS		A	C
Approach Delay (s/veh)	0.0	1.3	15.3
Approach LOS			C

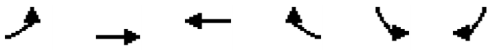
Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		48.3%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	335	212	31	61	122
Future Volume (Veh/h)	33	335	212	31	61	122
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	46	465	294	43	85	169
Pedestrians					6	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	343				879	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343				879	322
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				72	76
cM capacity (veh/h)	1210				305	716

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	511	337	254
Volume Left	46	0	85
Volume Right	0	43	169
cSH	1210	1700	493
Volume to Capacity	0.04	0.20	0.52
Queue Length 95th (m)	0.9	0.0	23.2
Control Delay (s/veh)	1.1	0.0	19.8
Lane LOS	A		C
Approach Delay (s/veh)	1.1	0.0	19.8
Approach LOS			C

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	296	180	122	26	31
Future Volume (Veh/h)	130	296	180	122	26	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	181	411	250	169	36	43
Pedestrians					9	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	428				1117	344
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428				1117	344
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				81	94
cM capacity (veh/h)	1123				191	694

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	592	419	79
Volume Left	181	0	36
Volume Right	0	169	43
cSH	1123	1700	316
Volume to Capacity	0.16	0.25	0.25
Queue Length 95th (m)	4.6	0.0	7.8
Control Delay (s/veh)	4.0	0.0	20.2
Lane LOS	A		C
Approach Delay (s/veh)	4.0	0.0	20.2
Approach LOS			C

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	104	17	61	93	170	8	171	131	196	199	18
Future Volume (vph)	12	104	17	61	93	170	8	171	131	196	199	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	116	19	68	103	189	9	190	146	218	221	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	148	360	345	459
Volume Left (vph)	13	68	9	218
Volume Right (vph)	19	189	146	20
Hadj (s)	-0.03	-0.26	-0.25	0.11
Departure Headway (s)	7.8	6.8	6.7	6.7
Degree Utilization, x	0.32	0.68	0.64	0.86
Capacity (veh/h)	399	489	490	517
Control Delay (s/veh)	14.3	23.0	20.8	38.0
Approach Delay (s/veh)	14.3	23.0	20.8	38.0
Approach LOS	B	C	C	E

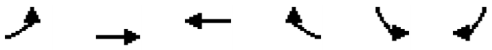
Intersection Summary				
Delay			26.7	
Level of Service			D	
Intersection Capacity Utilization			80.9%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	57	4	67	75	186	4	249	98	152	182	18
Future Volume (vph)	13	57	4	67	75	186	4	249	98	152	182	18
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	16	70	5	83	93	230	5	307	121	188	225	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	91	406	433	435
Volume Left (vph)	16	83	5	188
Volume Right (vph)	5	230	121	22
Hadj (s)	0.04	-0.27	-0.11	0.06
Departure Headway (s)	8.3	6.8	6.7	6.9
Degree Utilization, x	0.21	0.77	0.81	0.83
Capacity (veh/h)	362	498	510	504
Control Delay (s/veh)	13.5	28.8	32.3	35.3
Approach Delay (s/veh)	13.5	28.8	32.3	35.3
Approach LOS	B	D	D	E

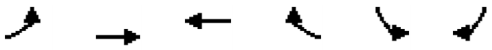
Intersection Summary				
Delay			31.0	
Level of Service			D	
Intersection Capacity Utilization			75.7%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	254	296	4	4	5
Future Volume (Veh/h)	8	254	296	4	4	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	299	348	5	5	6
Pedestrians					17	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	370				685	368
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	370				685	368
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1183				408	673

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	308	353	11
Volume Left	9	0	5
Volume Right	0	5	6
cSH	1183	1700	520
Volume to Capacity	0.01	0.21	0.02
Queue Length 95th (m)	0.2	0.0	0.5
Control Delay (s/veh)	0.3	0.0	12.1
Lane LOS	A		B
Approach Delay (s/veh)	0.3	0.0	12.1
Approach LOS			B

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		29.8%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	203	177	2	0	5
Future Volume (Veh/h)	1	203	177	2	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	223	195	2	0	5
Pedestrians			1		9	
Lane Width (m)			3.6		3.6	
Walking Speed (m/s)			1.2		1.2	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	206				431	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206				431	205
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1367				580	834

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	224	197	5
Volume Left	1	0	0
Volume Right	0	2	5
cSH	1367	1700	834
Volume to Capacity	0.00	0.12	0.01
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s/veh)	0.0	0.0	9.3
Lane LOS	A		A
Approach Delay (s/veh)	0.0	0.0	9.3
Approach LOS			A

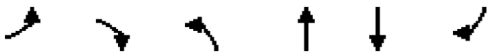
Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		21.5%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	173	15	6	170	4	7	12	8	4	17	18
Future Volume (Veh/h)	41	173	15	6	170	4	7	12	8	4	17	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	188	16	7	185	4	8	13	9	4	18	20
Pedestrians		5			5			7			9	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	198			211			528	505	208	517	511	201
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	198			211			528	505	208	517	511	201
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	97			99			98	97	99	99	96	98
cM capacity (veh/h)	1358			1364			418	448	829	399	445	835

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	249	196	30	42
Volume Left	45	7	8	4
Volume Right	16	4	9	20
cSH	1358	1364	509	564
Volume to Capacity	0.03	0.01	0.06	0.07
Queue Length 95th (m)	0.8	0.1	1.5	1.9
Control Delay (s/veh)	1.6	0.3	12.5	11.9
Lane LOS	A	A	B	B
Approach Delay (s/veh)	1.6	0.3	12.5	11.9
Approach LOS			B	B

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	37.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	71	83	118	162	171	83
Future Volume (vph)	71	83	118	162	171	83
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	84	98	139	191	201	98

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	182	330	299
Volume Left (vph)	84	139	0
Volume Right (vph)	98	0	98
Hadj (s)	-0.20	0.12	-0.17
Departure Headway (s)	5.2	4.9	4.6
Degree Utilization, x	0.26	0.45	0.39
Capacity (veh/h)	631	709	738
Control Delay (s/veh)	10.0	11.8	10.5
Approach Delay (s/veh)	10.0	11.8	10.5
Approach LOS	A	B	B

Intersection Summary			
Delay	10.9		
Level of Service	B		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	238	63	12	316	0	0
Future Volume (Veh/h)	238	63	12	316	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	309	82	16	410	0	0
Pedestrians					16	
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)						
pX, platoon unblocked						
vC, conflicting volume			407		808	366
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			407		808	366
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1163		348	684

Direction, Lane #	EB 1	WB 1
Volume Total	391	426
Volume Left	0	16
Volume Right	82	0
cSH	1700	1163
Volume to Capacity	0.23	0.01
Queue Length 95th (m)	0.0	0.3
Control Delay (s/veh)	0.0	0.4
Lane LOS		A
Approach Delay (s/veh)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	228	0	0	169	80	31
Future Volume (Veh/h)	228	0	0	169	80	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	312	0	0	232	110	42
Pedestrians					12	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			324		556	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			324		556	324
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		78	94
cM capacity (veh/h)			1235		491	714

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	312	232	152
Volume Left	0	0	110
Volume Right	0	0	42
cSH	1700	1700	537
Volume to Capacity	0.18	0.14	0.28
Queue Length 95th (m)	0.0	0.0	9.3
Control Delay (s/veh)	0.0	0.0	14.3
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	14.3
Approach LOS			B

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	264	11	0	160	0	0
Future Volume (Veh/h)	264	11	0	160	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	322	13	0	195	0	0
Pedestrians					13	
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)						
pX, platoon unblocked						
vC, conflicting volume			348		537	342
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			348		537	342
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1222		509	706

Direction, Lane #	EB 1	WB 1
Volume Total	335	195
Volume Left	0	0
Volume Right	13	0
cSH	1700	1222
Volume to Capacity	0.20	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s/veh)	0.0	0.0
Lane LOS		
Approach Delay (s/veh)	0.0	0.0
Approach LOS		

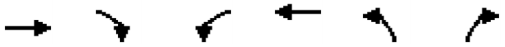
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	266	0	0	158	2	9
Future Volume (Veh/h)	266	0	0	158	2	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	341	0	0	203	3	12
Pedestrians				31	13	
Lane Width (m)				3.6	3.6	
Walking Speed (m/s)				1.2	1.2	
Percent Blockage				3	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			354		557	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			354		557	385
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1203		490	643

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	341	203	15
Volume Left	0	0	3
Volume Right	0	0	12
cSH	1700	1700	605
Volume to Capacity	0.20	0.12	0.02
Queue Length 95th (m)	0.0	0.0	0.6
Control Delay (s/veh)	0.0	0.0	11.1
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	11.1
Approach LOS			B

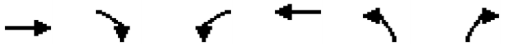
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	233	42	28	128	30	46
Future Volume (Veh/h)	233	42	28	128	30	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	295	53	35	162	38	58
Pedestrians	42				43	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	4				4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			391		639	365
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			391		639	365
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	91
cM capacity (veh/h)			1136		400	660

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	348	197	96
Volume Left	0	35	38
Volume Right	53	0	58
cSH	1700	1136	525
Volume to Capacity	0.20	0.03	0.18
Queue Length 95th (m)	0.0	0.8	5.3
Control Delay (s/veh)	0.0	1.7	13.4
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.7	13.4
Approach LOS			B

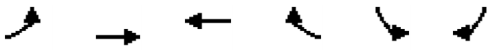
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	177	18	28	155	24	56
Future Volume (Veh/h)	177	18	28	155	24	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	199	20	31	174	27	63
Pedestrians	2				6	
Lane Width (m)	3.6				3.6	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			225		453	215
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			225		453	215
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	92
cM capacity (veh/h)			1349		552	826

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	219	205	90
Volume Left	0	31	27
Volume Right	20	0	63
cSH	1700	1349	719
Volume to Capacity	0.13	0.02	0.13
Queue Length 95th (m)	0.0	0.6	3.4
Control Delay (s/veh)	0.0	1.3	10.7
Lane LOS		A	B
Approach Delay (s/veh)	0.0	1.3	10.7
Approach LOS			B

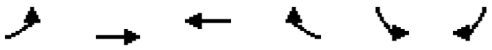
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	212	213	16	38	115
Future Volume (Veh/h)	26	212	213	16	38	115
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	36	290	292	22	52	158
Pedestrians					16	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	330				681	319
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	330				681	319
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				87	78
cM capacity (veh/h)	1213				398	712

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	326	314	210
Volume Left	36	0	52
Volume Right	0	22	158
cSH	1213	1700	596
Volume to Capacity	0.03	0.18	0.35
Queue Length 95th (m)	0.7	0.0	12.6
Control Delay (s/veh)	1.1	0.0	14.3
Lane LOS	A		B
Approach Delay (s/veh)	1.1	0.0	14.3
Approach LOS			B

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	179	127	62	17	29
Future Volume (Veh/h)	100	179	127	62	17	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	137	245	174	85	23	40
Pedestrians					6	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	265				742	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265				742	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				93	95
cM capacity (veh/h)	1292				341	813

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	382	259	63
Volume Left	137	0	23
Volume Right	0	85	40
cSH	1292	1700	540
Volume to Capacity	0.11	0.15	0.12
Queue Length 95th (m)	2.8	0.0	3.1
Control Delay (s/veh)	3.6	0.0	12.5
Lane LOS	A		B
Approach Delay (s/veh)	3.6	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	57	4	67	75	186	4	249	98	152	182	18
Future Volume (vph)	13	57	4	67	75	186	4	249	98	152	182	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	63	4	74	83	207	4	277	109	169	202	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	81	364	390	391
Volume Left (vph)	14	74	4	169
Volume Right (vph)	4	207	109	20
Hadj (s)	0.04	-0.27	-0.12	0.06
Departure Headway (s)	7.4	6.2	6.1	6.3
Degree Utilization, x	0.17	0.63	0.66	0.68
Capacity (veh/h)	374	538	558	540
Control Delay (s/veh)	11.9	19.1	20.2	21.5
Approach Delay (s/veh)	11.9	19.1	20.2	21.5
Approach LOS	B	C	C	C

Intersection Summary				
Delay			19.8	
Level of Service			C	
Intersection Capacity Utilization			75.7%	ICU Level of Service
Analysis Period (min)			15	

APPENDIX

H-4 *Existing SimTraffic Report*

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1664	1618	1746	1739	1728	1701
Vehs Exited	1668	1617	1756	1747	1724	1702
Starting Vehs	28	12	25	32	30	20
Ending Vehs	24	13	15	24	34	17
Travel Distance (km)	781	771	823	826	827	806
Travel Time (hr)	25.0	24.4	26.5	26.4	26.2	25.7
Total Delay (hr)	4.7	4.5	5.1	5.0	4.8	4.8
Total Stops	2142	2064	2230	2184	2176	2159
Fuel Used (l)	76.3	74.7	80.7	80.7	80.4	78.6

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1664	1618	1746	1739	1728	1701
Vehs Exited	1668	1617	1756	1747	1724	1702
Starting Vehs	28	12	25	32	30	20
Ending Vehs	24	13	15	24	34	17
Travel Distance (km)	781	771	823	826	827	806
Travel Time (hr)	25.0	24.4	26.5	26.4	26.2	25.7
Total Delay (hr)	4.7	4.5	5.1	5.0	4.8	4.8
Total Stops	2142	2064	2230	2184	2176	2159
Fuel Used (l)	76.3	74.7	80.7	80.7	80.4	78.6

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	24.4	27.1	29.2	25.4
Average Queue (m)	10.8	14.9	15.3	15.9
95th Queue (m)	17.5	22.6	23.9	24.3
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	9.2	10.3
Average Queue (m)	0.7	3.5
95th Queue (m)	4.8	10.8
Link Distance (m)	116.0	56.8
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	5.5	9.0
Average Queue (m)	0.2	1.3
95th Queue (m)	2.3	6.5
Link Distance (m)	37.4	36.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	14.4	9.7	13.4	11.0
Average Queue (m)	2.5	0.5	4.6	3.3
95th Queue (m)	10.2	4.8	11.5	10.1
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	25.3	33.1	30.6
Average Queue (m)	14.0	17.1	14.4
95th Queue (m)	21.5	26.9	22.7
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	WB
Directions Served	LT
Maximum Queue (m)	13.1
Average Queue (m)	1.7
95th Queue (m)	8.5
Link Distance (m)	71.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	3.7	16.8	19.4
Average Queue (m)	0.1	4.8	9.9
95th Queue (m)	1.9	17.2	16.1
Link Distance (m)	71.2	3.1	16.6
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 103: Linbrook Road & LABS West Dwy

Movement	EB	SB
Directions Served	T	LR
Maximum Queue (m)	16.8	21.1
Average Queue (m)	4.5	11.0
95th Queue (m)	16.7	17.4
Link Distance (m)	3.1	48.3
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	3.5	5.2
Average Queue (m)	0.1	0.3
95th Queue (m)	1.7	2.8
Link Distance (m)	0.8	33.8
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 105: SMLS Bus Lay-by Exit/LABS East Dwy & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	22.2	16.8	17.3	9.0
Average Queue (m)	4.3	8.4	2.5	0.4
95th Queue (m)	14.1	21.9	10.4	3.5
Link Distance (m)	33.8	-0.6	16.9	51.2
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	24.0	27.3	30.8
Average Queue (m)	2.8	6.2	12.6
95th Queue (m)	13.0	18.6	21.0
Link Distance (m)	-0.6	37.4	42.6
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	6.5	17.1	19.7
Average Queue (m)	0.3	3.1	9.4
95th Queue (m)	2.8	11.4	16.3
Link Distance (m)	8.2	59.9	41.2
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1609	1588	1593	1657	1609	1612
Vehs Exited	1610	1580	1591	1660	1620	1615
Starting Vehs	22	13	23	19	29	17
Ending Vehs	21	21	25	16	18	18
Travel Distance (km)	660	649	661	683	665	664
Travel Time (hr)	21.2	20.6	20.9	23.4	21.6	21.5
Total Delay (hr)	4.5	4.1	4.0	6.0	4.7	4.7
Total Stops	1848	1842	1883	1927	1890	1878
Fuel Used (l)	64.9	63.6	64.4	69.9	66.1	65.8

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	3:00
End Time	4:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1609	1588	1593	1657	1609	1612
Vehs Exited	1610	1580	1591	1660	1620	1615
Starting Vehs	22	13	23	19	29	17
Ending Vehs	21	21	25	16	18	18
Travel Distance (km)	660	649	661	683	665	664
Travel Time (hr)	21.2	20.6	20.9	23.4	21.6	21.5
Total Delay (hr)	4.5	4.1	4.0	6.0	4.7	4.7
Total Stops	1848	1842	1883	1927	1890	1878
Fuel Used (l)	64.9	63.6	64.4	69.9	66.1	65.8

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	17.4	27.2	32.2	26.9
Average Queue (m)	8.6	15.0	16.1	15.2
95th Queue (m)	15.1	23.7	25.8	23.3
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	3.6	10.3
Average Queue (m)	0.1	2.0
95th Queue (m)	1.9	8.3
Link Distance (m)	116.0	56.8
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	1.8	9.0
Average Queue (m)	0.1	1.2
95th Queue (m)	1.8	6.3
Link Distance (m)	37.4	36.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	11.3	11.6	12.1	14.1
Average Queue (m)	1.5	0.7	5.0	5.9
95th Queue (m)	7.4	4.9	11.4	12.9
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	18.8	29.8	26.1
Average Queue (m)	11.1	14.6	14.2
95th Queue (m)	17.6	22.9	22.7
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	5.5	12.6
Average Queue (m)	0.2	1.0
95th Queue (m)	2.3	6.2
Link Distance (m)	21.3	71.2
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	1.9	16.8	21.2
Average Queue (m)	0.1	3.0	11.0
95th Queue (m)	1.3	13.1	18.0
Link Distance (m)	71.2	3.1	16.6
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 103: Linbrook Road & LABS West Dwy

Movement	EB	SB
Directions Served	T	LR
Maximum Queue (m)	16.8	15.3
Average Queue (m)	2.5	9.3
95th Queue (m)	12.1	14.9
Link Distance (m)	3.1	48.3
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement	EB
Directions Served	TR
Maximum Queue (m)	1.5
Average Queue (m)	0.0
95th Queue (m)	1.0
Link Distance (m)	0.8
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 105: SMLS Bus Lay-by Exit/LABS East Dwy & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	12.8	16.8	10.4	9.1
Average Queue (m)	2.0	7.2	2.5	2.0
95th Queue (m)	8.4	20.5	9.1	8.0
Link Distance (m)	33.8	-0.6	16.9	51.2
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	16.8	11.4	19.6
Average Queue (m)	4.6	1.4	9.8
95th Queue (m)	16.4	7.1	17.0
Link Distance (m)	-0.6	37.4	42.6
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (m)	12.0	17.0
Average Queue (m)	1.4	8.6
95th Queue (m)	7.3	14.2
Link Distance (m)	59.9	41.2
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

APPENDIX

H-5 *Future Background SimTraffic Report*

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1860	1875	1912	1848	1848	1863
Vehs Exited	1851	1877	1913	1851	1848	1869
Starting Vehs	20	22	29	34	27	21
Ending Vehs	29	20	28	31	27	25
Travel Distance (km)	878	873	899	856	855	872
Travel Time (hr)	28.0	28.3	29.1	27.3	27.6	28.1
Total Delay (hr)	5.6	5.9	6.0	5.5	5.7	5.7
Total Stops	2323	2351	2400	2279	2310	2330
Fuel Used (l)	85.0	86.1	87.4	84.3	83.8	85.3

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1860	1875	1912	1848	1848	1863
Vehs Exited	1851	1877	1913	1851	1848	1869
Starting Vehs	20	22	29	34	27	21
Ending Vehs	29	20	28	31	27	25
Travel Distance (km)	878	873	899	856	855	872
Travel Time (hr)	28.0	28.3	29.1	27.3	27.6	28.1
Total Delay (hr)	5.6	5.9	6.0	5.5	5.7	5.7
Total Stops	2323	2351	2400	2279	2310	2330
Fuel Used (l)	85.0	86.1	87.4	84.3	83.8	85.3

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	21.5	28.0	33.9	54.4
Average Queue (m)	11.3	14.9	16.6	22.3
95th Queue (m)	18.5	23.5	27.1	39.9
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	3.6	10.5
Average Queue (m)	0.1	3.3
95th Queue (m)	1.8	10.6
Link Distance (m)	116.0	56.8
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	1.8	9.0
Average Queue (m)	0.1	0.8
95th Queue (m)	1.9	5.1
Link Distance (m)	37.4	36.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	14.1	13.7	12.8	9.6
Average Queue (m)	2.6	0.7	5.2	3.6
95th Queue (m)	9.9	5.8	11.7	10.3
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	30.8	33.3	29.7
Average Queue (m)	14.6	17.4	15.0
95th Queue (m)	24.2	26.4	23.9
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	1.8	10.6
Average Queue (m)	0.1	1.7
95th Queue (m)	1.3	7.6
Link Distance (m)	21.3	71.2
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	3.4	16.8	20.3
Average Queue (m)	0.1	5.2	9.8
95th Queue (m)	1.7	17.8	17.3
Link Distance (m)	71.2	3.1	16.6
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 103: Linbrook Road & LABS West Dwy

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (m)	16.8	2.6	21.2
Average Queue (m)	3.9	0.1	10.6
95th Queue (m)	15.2	1.3	17.6
Link Distance (m)	3.1	0.8	48.3
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	10.6	1.9
Average Queue (m)	0.4	0.2
95th Queue (m)	4.2	2.3
Link Distance (m)	0.8	33.8
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 105: SMLS Bus Lay-by Exit/LABS East Dwy & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	21.1	16.8	11.1	7.3
Average Queue (m)	3.9	8.6	2.2	0.4
95th Queue (m)	13.4	21.9	8.6	3.3
Link Distance (m)	33.8	-0.6	16.9	51.2
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	1	0	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	17.5	21.3	25.7
Average Queue (m)	2.2	6.3	12.9
95th Queue (m)	10.8	17.1	21.1
Link Distance (m)	-0.6	37.4	42.6
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	5.1	18.3	18.2
Average Queue (m)	0.3	3.3	9.3
95th Queue (m)	3.0	11.7	15.8
Link Distance (m)	8.2	59.9	41.2
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1811	1817	1824	1757	1709	1784
Vehs Exited	1813	1821	1824	1758	1702	1787
Starting Vehs	21	21	22	29	26	19
Ending Vehs	19	17	22	28	33	19
Travel Distance (km)	747	752	761	739	714	743
Travel Time (hr)	24.3	24.7	24.7	23.7	23.7	24.2
Total Delay (hr)	5.6	5.7	5.6	5.2	5.9	5.6
Total Stops	2080	2136	2113	2028	1984	2068
Fuel Used (l)	73.3	74.2	75.2	72.7	71.0	73.3

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	3:00
End Time	4:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1811	1817	1824	1757	1709	1784
Vehs Exited	1813	1821	1824	1758	1702	1787
Starting Vehs	21	21	22	29	26	19
Ending Vehs	19	17	22	28	33	19
Travel Distance (km)	747	752	761	739	714	743
Travel Time (hr)	24.3	24.7	24.7	23.7	23.7	24.2
Total Delay (hr)	5.6	5.7	5.6	5.2	5.9	5.6
Total Stops	2080	2136	2113	2028	1984	2068
Fuel Used (l)	73.3	74.2	75.2	72.7	71.0	73.3

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	17.6	31.4	38.2	40.7
Average Queue (m)	8.9	15.9	18.5	17.8
95th Queue (m)	15.8	25.5	30.4	30.0
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	10.4	10.3
Average Queue (m)	0.8	2.3
95th Queue (m)	5.2	8.9
Link Distance (m)	116.0	56.8
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	1.8	8.8
Average Queue (m)	0.1	1.3
95th Queue (m)	1.3	6.5
Link Distance (m)	37.4	36.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	10.2	8.7	10.3	16.3
Average Queue (m)	1.7	0.5	4.5	6.3
95th Queue (m)	7.5	3.7	10.9	14.2
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	17.0	23.3	30.0
Average Queue (m)	10.8	15.2	15.4
95th Queue (m)	16.5	22.1	23.8
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	11.2	7.2
Average Queue (m)	0.5	0.6
95th Queue (m)	4.6	4.3
Link Distance (m)	21.3	71.2
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	1.3	16.8	21.2
Average Queue (m)	0.0	3.9	11.3
95th Queue (m)	0.9	15.0	18.5
Link Distance (m)	71.2	3.1	16.6
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 103: Linbrook Road & LABS West Dwy

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (m)	16.8	2.6	16.8
Average Queue (m)	3.0	0.1	9.4
95th Queue (m)	13.6	1.3	14.9
Link Distance (m)	3.1	0.8	48.3
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 105: SMLS Bus Lay-by Exit/LABS East Dwy & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LR
Maximum Queue (m)	17.5	16.8	8.8	9.1
Average Queue (m)	2.7	7.2	3.0	1.6
95th Queue (m)	10.2	20.6	9.7	7.3
Link Distance (m)	33.8	-0.6	16.9	51.2
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	16.8	15.6	17.7
Average Queue (m)	4.0	3.2	9.8
95th Queue (m)	15.3	11.4	16.0
Link Distance (m)	-0.6	37.4	42.6
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	1.3	14.6	18.8
Average Queue (m)	0.0	1.6	8.8
95th Queue (m)	0.9	8.1	15.0
Link Distance (m)	8.2	59.9	41.2
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1

APPENDIX

H-6 *Future Total SimTraffic Report*

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2175	2161	2151	2112	2176	2157
Vehs Exited	2168	2156	2151	2107	2174	2153
Starting Vehs	33	31	32	27	37	28
Ending Vehs	40	36	32	32	39	30
Travel Distance (km)	1055	1015	1041	1013	1066	1038
Travel Time (hr)	36.0	34.8	35.7	34.2	36.3	35.4
Total Delay (hr)	8.9	8.6	8.8	8.0	8.9	8.7
Total Stops	3029	2951	3088	2915	2948	2985
Fuel Used (l)	106.2	102.3	104.9	101.3	107.3	104.4

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2175	2161	2151	2112	2176	2157
Vehs Exited	2168	2156	2151	2107	2174	2153
Starting Vehs	33	31	32	27	37	28
Ending Vehs	40	36	32	32	39	30
Travel Distance (km)	1055	1015	1041	1013	1066	1038
Travel Time (hr)	36.0	34.8	35.7	34.2	36.3	35.4
Total Delay (hr)	8.9	8.6	8.8	8.0	8.9	8.7
Total Stops	3029	2951	3088	2915	2948	2985
Fuel Used (l)	106.2	102.3	104.9	101.3	107.3	104.4

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	22.6	43.5	43.2	54.9
Average Queue (m)	12.3	19.8	19.6	25.4
95th Queue (m)	19.3	32.8	32.5	44.6
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	10.5	12.0
Average Queue (m)	0.7	3.3
95th Queue (m)	4.8	10.8
Link Distance (m)	116.0	56.8
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	4.0	18.4	8.5
Average Queue (m)	0.1	2.9	1.1
95th Queue (m)	2.0	11.1	6.0
Link Distance (m)	11.0	8.2	36.5
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	17.8	10.2	12.2	8.0
Average Queue (m)	3.2	0.8	5.0	3.2
95th Queue (m)	11.7	5.1	11.5	9.5
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	30.1	37.2	33.9
Average Queue (m)	15.3	19.1	17.1
95th Queue (m)	23.6	29.9	26.7
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	5.5	23.8
Average Queue (m)	0.2	2.2
95th Queue (m)	2.3	11.3
Link Distance (m)	21.3	51.3
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	8.4	3.0	20.1
Average Queue (m)	0.3	0.1	10.5
95th Queue (m)	3.4	2.1	17.6
Link Distance (m)	3.2	17.1	16.6
Upstream Blk Time (%)	0	0	2
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	6.5	5.5
Average Queue (m)	0.3	0.2
95th Queue (m)	3.2	2.7
Link Distance (m)	17.1	34.6
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 105: SMLS Bus Lay-by Exit & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	32.6	9.7	17.2
Average Queue (m)	8.1	1.1	2.6
95th Queue (m)	23.3	6.0	10.7
Link Distance (m)	34.6	1.9	24.2
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	1	1	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	25.0	14.0	43.6
Average Queue (m)	8.5	7.0	17.9
95th Queue (m)	17.9	15.3	32.7
Link Distance (m)	1.9	10.8	42.7
Upstream Blk Time (%)	7	3	1
Queuing Penalty (veh)	30	7	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	4.1	18.7	24.6
Average Queue (m)	0.2	4.5	10.6
95th Queue (m)	2.4	14.4	18.6
Link Distance (m)	8.2	59.9	41.2
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 201: Linbrook Road & Proposed LABS West Dwy

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	13.4	9.2	39.8
Average Queue (m)	2.5	1.3	16.6
95th Queue (m)	10.2	6.6	29.6
Link Distance (m)	51.3	3.2	37.6
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: Linbrook Road & Proposed LABS East Dwy

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	15.0	14.8	23.9
Average Queue (m)	8.5	5.3	10.5
95th Queue (m)	16.2	14.2	18.6
Link Distance (m)	10.8	11.0	38.2
Upstream Blk Time (%)	4	2	0
Queuing Penalty (veh)	16	6	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 63

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2027	1971	1989	1958	1960	1983
Vehs Exited	2022	1973	1977	1959	1973	1982
Starting Vehs	23	26	25	29	35	22
Ending Vehs	28	24	37	28	22	22
Travel Distance (km)	878	840	856	856	848	855
Travel Time (hr)	28.9	27.3	28.2	28.0	27.6	28.0
Total Delay (hr)	6.7	6.1	6.6	6.3	6.1	6.4
Total Stops	2527	2403	2438	2460	2435	2454
Fuel Used (l)	87.0	82.8	83.7	85.5	84.1	84.6

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	3:00
End Time	4:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2027	1971	1989	1958	1960	1983
Vehs Exited	2022	1973	1977	1959	1973	1982
Starting Vehs	23	26	25	29	35	22
Ending Vehs	28	24	37	28	22	22
Travel Distance (km)	878	840	856	856	848	855
Travel Time (hr)	28.9	27.3	28.2	28.0	27.6	28.0
Total Delay (hr)	6.7	6.1	6.6	6.3	6.1	6.4
Total Stops	2527	2403	2438	2460	2435	2454
Fuel Used (l)	87.0	82.8	83.7	85.5	84.1	84.6

Intersection: 1: Chartwell Road & Maple Avenue/Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	17.0	50.2	39.2	53.1
Average Queue (m)	10.0	21.3	20.3	22.1
95th Queue (m)	16.6	37.6	32.5	40.7
Link Distance (m)	107.9	116.0	254.3	188.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Linbrook Road & Copeland Court

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	6.7	4.0	10.5
Average Queue (m)	0.5	0.1	1.9
95th Queue (m)	4.0	2.8	8.2
Link Distance (m)	116.0	21.3	56.8
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Linbrook Road & David Avenue

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	12.9	11.4	8.9
Average Queue (m)	1.1	1.1	1.5
95th Queue (m)	6.5	6.2	7.0
Link Distance (m)	11.0	8.2	36.5
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Morrison Heights Dr/Chamberlain Lane & Linbrook Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	15.1	7.7	9.0	16.2
Average Queue (m)	2.7	0.3	4.1	6.4
95th Queue (m)	10.3	3.4	10.5	14.3
Link Distance (m)	59.9	293.2	51.7	41.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Morrison Road & Linbrook Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (m)	21.0	34.1	27.0
Average Queue (m)	11.6	16.2	15.4
95th Queue (m)	18.1	26.3	24.3
Link Distance (m)	293.2	139.9	76.1
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: SMLS West Entry Dwy & Linbrook Road

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (m)	2.9	12.5
Average Queue (m)	0.1	1.2
95th Queue (m)	2.1	7.4
Link Distance (m)	21.3	51.3
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: SMLS West Exit Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	3.0	6.8	20.4
Average Queue (m)	0.1	0.5	11.3
95th Queue (m)	2.3	3.6	18.1
Link Distance (m)	3.2	17.1	16.6
Upstream Blk Time (%)	0		2
Queuing Penalty (veh)	0		0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 104: SMLS Bus Lay-by Entry & Linbrook Road

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 105: SMLS Bus Lay-by Exit & Linbrook Road

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (m)	16.8	9.2	9.0
Average Queue (m)	2.5	1.0	2.8
95th Queue (m)	10.5	5.8	9.5
Link Distance (m)	34.6	1.9	24.2
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 106: SMLS Front Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	16.8	11.6	18.9
Average Queue (m)	6.1	3.2	10.2
95th Queue (m)	16.2	11.0	16.9
Link Distance (m)	1.9	10.8	42.7
Upstream Blk Time (%)	2	1	
Queuing Penalty (veh)	5	2	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: SMLS East Dwy & Linbrook Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	3.7	10.5	17.4
Average Queue (m)	0.1	2.0	9.3
95th Queue (m)	1.9	8.5	15.6
Link Distance (m)	8.2	59.9	41.2
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 201: Linbrook Road & Proposed LABS West Dwy

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	14.8	11.2	28.2
Average Queue (m)	1.6	1.6	13.9
95th Queue (m)	8.1	7.5	23.4
Link Distance (m)	51.3	3.2	37.6
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: Linbrook Road & Proposed LABS East Dwy

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	14.3	13.8	22.8
Average Queue (m)	5.6	2.0	8.3
95th Queue (m)	14.4	8.9	16.1
Link Distance (m)	10.8	11.0	38.2
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	5	1	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 15

APPENDIX

I Survey Data

PUDO Loop - Day 1

St Mildred's-Lightbourn School

Linbrook Road

Pickup and Drop Off (PUDO)

AM Period

Time	DROPOFF										PICKUP								
	Parking Lot - Loop E										Parking Lot - Loop E								
	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	No of Persons Entering vehicle								
	1 persons	Driver	No of vehicles	2 persons	Driver	No of vehicles	3+ persons	Driver	No of vehicles		1 persons	Driver	No of vehicles	2 persons	Driver	No of vehicles	3+ persons	Driver	No of vehicles
7:00 - 7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 - 7:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 - 7:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:20 - 7:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:25 - 7:30	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 - 7:35	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:35 - 7:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:40 - 7:45	2	1	2	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0
7:45 - 7:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:50 - 7:55	1	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
7:55 - 8:00	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00 - 8:05	1	2	3	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0
8:05 - 8:10	4	3	5	0	0	0	0	0	0	6	0	3	3	0	0	0	0	0	0
8:10 - 8:15	5	2	5	1	1	1	1	1	1	3	1	4	4	0	0	0	0	0	0
8:15 - 8:20	10	5	10	1	0	1	0	0	0	3	0	4	4	0	0	0	0	0	0
8:20 - 8:25	5	2	5	3	3	3	0	0	0	4	0	5	5	0	0	0	0	0	0
8:25 - 8:30	12	4	12	3	1	3	0	0	0	7	0	6	6	0	0	0	0	0	0
8:30 - 8:35	10	2	10	0	0	0	0	0	0	8	0	2	2	0	0	0	0	0	0
8:35 - 8:40	19	6	19	2	1	2	0	0	0	9	0	7	7	0	0	0	0	0	0
8:40 - 8:45	14	2	14	2	0	2	0	0	0	9	0	2	2	0	0	0	0	0	0
8:45 - 8:50	7	4	8	0	0	0	0	0	0	4	0	2	2	0	0	0	0	0	0
8:50 - 8:55	4	2	6	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
8:55 - 9:00	3	6	8	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
9:00 - 9:05	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
9:05 - 9:10	0	1	1	0	0	0	0	0	0	13	0	1	1	0	0	0	0	0	0
9:10 - 9:15	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
9:15 - 9:20	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
9:20 - 9:25	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
9:25 - 9:30	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0

PM Period

Time	DROPOFF										PICKUP								
	Parking Lot - Loop E										Parking Lot - Loop E								
	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	No of Persons Entering vehicle								
	1 persons	Driver	No of vehicles	2 persons	Driver	No of vehicles	3+ persons	Driver	No of vehicles		1 persons	Driver	No of vehicles	2 persons	Driver	No of vehicles	3+ persons	Driver	No of vehicles
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	4	2	2	3	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14:55 - 15:00	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	3	3	0	0	0	0	0	0	7	3	3	3	1	1	1	0	0	0
15:10 - 15:15	0	5	5	0	0	0	0	0	0	11	4	7	7	1	1	1	0	0	0
15:15 - 15:20	0	5	5	0	0	0	0	0	0	10	2	2	2	0	0	0	0	0	0
15:20 - 15:25	2	7	9	0	0	0	0	0	0	11	6	2	6	4	2	4	0	0	0
15:25 - 15:30	0	1	1	0	0	0	0	0	0	10	7	4	7	1	1	1	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	8	5	2	5	1	0	1	0	0	0
15:35 - 15:40	0	1	1	0	0	0	0	0	0	12	3	0	3	2	0	2	0	0	0
15:40 - 15:45	0	2	2	0	0	0	0	0	0	11	1	0	1	0	0	0	0	0	0
15:45 - 15:50	0	2	2	0	0	0	0	0	0	16	11	4	11	4	0	4	0	0	0
15:50 - 15:55	2	4	5	0	0	0	0	0	0	13	7	4	7	3	0	3	0	0	0
15:55 - 16:00	0	1	1	0	0	0	0	0	0	9	4	2	4	5	2	5	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	7	2	0	2	0	0	0	0	0	0
16:05 - 16:10	2	0	2	0	0	0	0	0	0	6	1	0	1	0	0	0	0	0	0
16:10 - 16:15	1	1	2	0	0	0	0	0	0	7	0	0	0	1	0	1	0	0	0
16:15 - 16:20	0	1	1	0	0	0	0	0	0	11	5	0	5	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	7	9	1	9	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	2	2	0	0	0	0	0	0	2	1	1	2	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	2	2	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0
16:45 - 16:50	1	3	3	0	0	0	0	0	0	6	6	0	6	2	2	2	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	3	3	2	4	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
17:10 - 17:15	0	2	2	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0
17:15 - 17:20	0	1	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DROP-OFF

Start Time	PUDO SUM FIVE	QUEUE CIRCULAT	PUDO DROP-OFF PERSONS EVENTS		
	Parking Lot - Loop E	Parking Lot - Loop E	Parking Lot - Loop E		
			1	2	3+
7:00	0	0	0	0	0
7:05	0	0	0	0	0
7:10	1	0	0	0	0
7:15	0	1	0	0	0
7:20	0	1	0	0	0
7:25	1	1	1	0	0
7:30	1	1	1	0	0
7:35	0	1	0	0	0
7:40	2	1	2	0	0
7:45	0	1	0	0	0
7:50	1	1	1	0	0
7:55	1	1	1	0	0
8:00	3	2	1	0	0
8:05	5	6	4	0	0
8:10	7	3	5	1	1
8:15	11	3	10	1	0
8:20	8	4	5	3	0
8:25	15	7	12	3	0
8:30	10	8	10	0	0
8:35	21	9	19	2	0
8:40	16	9	14	2	0
8:45	8	4	7	0	0
8:50	6	7	4	0	0
8:55	8	7	3	0	0
9:00	0	13	0	0	0
9:05	1	13	0	0	0
9:10	0	14	0	0	0
9:15	0	14	0	0	0
9:20	0	14	0	0	0
9:25	0	14	0	0	0
14:00	0	0	0	0	0
14:05	0	0	0	0	0
14:10	0	0	0	0	0
14:15	0	0	0	0	0
14:20	0	0	0	0	0
14:25	1	0	0	0	0
14:30	1	2	0	0	0
14:35	0	4	0	0	0
14:40	0	0	0	0	0
14:45	0	2	0	0	0
14:50	0	1	0	0	0
14:55	1	1	1	0	0
15:00	1	4	0	0	0
15:05	3	7	0	0	0
15:10	5	11	0	0	0
15:15	5	10	0	0	0
15:20	9	11	2	0	0
15:25	1	10	0	0	0
15:30	0	8	0	0	0
15:35	1	12	0	0	0
15:40	2	11	0	0	0
15:45	2	16	0	0	0
15:50	5	13	2	0	0
15:55	1	9	0	0	0
16:00	0	7	0	0	0
16:05	2	6	2	0	0
16:10	2	7	1	0	0
16:15	1	11	0	0	0
16:20	0	7	0	0	0
16:25	0	1	0	0	0
16:30	2	2	0	0	0
16:35	0	1	0	0	0
16:40	2	3	0	0	0
16:45	3	6	1	0	0
16:50	0	3	0	0	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	1	0	0	0	0
17:10	2	2	0	0	0
17:15	1	1	0	0	0
17:20	0	1	0	0	0
17:25	0	0	0	0	0
17:30	0	0	0	0	0
17:35	0	0	0	0	0
17:40	0	0	0	0	0
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
			110	12	1
			123		
			89%	10%	1%

PICK-UP

Start Time	PUDO SUM FIVE	PUDO DROP-OFF PERSONS EVENTS		
	Parking Lot - Loop E	Parking Lot - Loop E		
		1	2	3+
7:00	0	0	0	0
7:05	0	0	0	0
7:10	0	0	0	0
7:15	0	0	0	0
7:20	0	0	0	0
7:25	0	0	0	0
7:30	0	0	0	0
7:35	0	0	0	0
7:40	2	0	0	0
7:45	0	0	0	0
7:50	1	0	0	0
7:55	0	0	0	0
8:00	1	0	0	0
8:05	3	0	0	0
8:10	4	1	0	0
8:15	4	0	0	0
8:20	5	0	0	0
8:25	6	0	0	0
8:30	2	0	0	0
8:35	7	0	0	0
8:40	2	0	0	0
8:45	2	0	0	0
8:50	0	0	0	0
8:55	0	0	0	0
9:00	0	0	0	0
9:05	1	0	0	0
9:10	0	0	0	0
9:15	0	0	0	0
9:20	0	0	0	0
9:25	0	0	0	0
14:00	0	0	0	0
14:05	0	0	0	0
14:10	0	0	0	0
14:15	0	0	0	0
14:20	0	0	0	0
14:25	0	0	0	0
14:30	0	0	0	0
14:35	3	2	0	0
14:40	0	0	0	0
14:45	0	0	0	0
14:50	0	0	0	0
14:55	0	0	0	0
15:00	0	0	0	0
15:05	4	3	1	0
15:10	8	4	1	0
15:15	2	2	0	0
15:20	10	6	4	0
15:25	8	7	1	0
15:30	6	5	1	0
15:35	5	3	2	0
15:40	1	1	0	0
15:45	15	11	4	0
15:50	10	7	3	0
15:55	9	4	5	0
16:00	2	2	0	0
16:05	1	1	0	0
16:10	1	0	1	0
16:15	5	5	0	0
16:20	9	9	0	0
16:25	0	0	0	0
16:30	2	1	0	0
16:35	0	0	0	0
16:40	1	1	0	0
16:45	8	6	2	0
16:50	4	3	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	1	1	0	0
17:10	1	1	0	0
17:15	1	1	0	0
17:20	1	1	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
		89	25	0
		114		
		72%	20%	0%

PUDO Parking - Day 1

Linbrook All Boys School

1079 Linbrook Road

Pickup and Drop Off (PUDO)

AM Period

Time		DROPOFF																					
		Main Parking lot											Basket Ball Court Section										
		No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle								CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
7:00	7:05	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:05	7:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:10	7:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:15	7:20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:20	7:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:25	7:30	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30	7:35	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:35	7:40	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:40	7:45	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7:45	7:50	0	1	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
7:50	7:55	0	1	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
7:55	8:00	0	5	5	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
8:00	8:05	0	7	7	0	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0
8:05	8:10	0	1	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0
8:10	8:15	0	2	2	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0
8:15	8:20	0	1	1	0	0	0	0	0	0	0	21	0	0	0	1	1	1	0	0	0	0	0
8:20	8:25	0	2	2	0	0	0	0	0	0	2	22	0	0	0	1	1	1	0	0	0	0	2
8:25	8:30	0	1	1	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1
8:30	8:35	0	1	1	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
8:35	8:40	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
8:40	8:45	0	2	2	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
8:45	8:50	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
8:50	8:55	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
8:55	9:00	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:00	9:05	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:05	9:10	0	0	0	0	0	0	0	0	0	1	28	0	0	0	0	0	0	0	0	0	0	0
9:10	9:15	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:15	9:20	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:20	9:25	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:25	9:30	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9:30	9:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35	9:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	9:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50	9:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:05	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
10:05	10:10	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
10:10	10:15	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
10:15	10:20	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
10:20	10:25	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
10:25	10:30	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0

PM Period

Time		DROPOFF																					
		Main Parking Lot											Basket Ball Court Section										
		No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle								CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
13:00	13:05	0	0	0	0	0	0	0	0	0	0	30	1	1	1	0	0	0	0	0	0	0	3
13:05	13:10	1	1	1	0	0	0	0	0	0	0	30	2	2	2	0	0	0	0	0	0	0	4
13:10	13:15	1	1	1	0	0	0	0	0	0	2	33	0	0	0	1	1	1	0	0	0	0	6
13:15	13:20	2	2	2	0	0	0	0	0	0	2	33	1	2	2	0	0	0	0	0	0	1	7
13:20	13:25	0	1	1	0	0	0	0	0	0	0	34	0	2	2	0	0	0	0	0	0	0	9
13:25	13:30	0	0	0	0	0	0	0	0	0	0	34	1	0	1	0	0	0	0	0	0	1	11
13:30	13:35	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	12
13:35	13:40	0	0	0	0	0	0	0	0	0	0	34	0	1	1	0	0	0	0	0	0	0	12
13:40	13:45	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
13:45	13:50	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
13:50	13:55	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
13:55	14:00	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:00	14:05	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:05	14:10	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:10	14:15	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:15	14:20	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:20	14:25	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:25	14:30	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:30	14:35	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:35	14:40	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:40	14:45	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:45	14:50	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:50	14:55	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13
14:55	15:00	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	1	13
15:00	15:05	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	9
15:05	15:10	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	4
15:10	15:15	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
15:15	15:20	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
15:20	15:25	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
15:25	15:30	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
15:30	15:35	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
15:35	15:40	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
15:40	15:45	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
15:45	15:50	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
15:50	15:55	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
15:55	16:00	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
16:00	16:05	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0
16:05	16:10	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
16:10	16:15	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0
16:15	16:20	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
16:20	16:25	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:25	16:30	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	0	0	0	0	0
16:35	16:40	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0
16:40	16:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:45	16:50	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:50	16:55	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:55	17:00	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
17:00	17:05	1	1	1	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
17:10	17:15	0	2	2	0	0	0	1	1	1	0	14	0	0	0	0	0	0	0	0	0	0	0
17:15	17:20	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0
17:20	17:25	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0
17:25	17:30	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
17:30	17:35	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
17:35	17:40	0	1	1	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0
17:45	17:50	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0
17:50	17:55	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0
17:55	18:00	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0

Linbrook All Boys School

1079 Linbrook Road

Pickup and Drop Off (PUDO)

AM Period

PICKUP

Time		Main Parking Lot									Basket Ball Court Section								
		No of Persons Entering vehicle									No of Persons Entering vehicle								
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
7:00	7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05	7:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20	7:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35	7:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	7:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50	7:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05	8:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20	8:25	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
8:25	8:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
8:30	8:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35	8:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	8:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50	8:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:05	9:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:10	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:20	9:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:25	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35	9:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	9:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50	9:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM Period

PICKUP

Time		Main Parking Lot									Basket Ball Court Section								
		No of Persons Entering vehicle									No of Persons Entering vehicle								
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
13:00	13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05	13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	13:20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20	13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35	13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50	13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05	14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20	14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35	14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50	14:55	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55	15:00	2	4	4	1	1	1	1	1	1	4	5	5	3	3	3	0	0	0
15:00	15:05	0	0	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1
15:05	15:10	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	1
15:10	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20	15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25	15:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	15:55	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55	16:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:05	0	2	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
16:05	16:10	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	16:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:20	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DROP-OFF

Start Time	PUDO SUM FIVE MINUTES VEHICLE		QUEUE CIRCULATION		START OF INTERVAL PARKING		PUDO DROP-OFF PERSONS EVENTS					
	Main Parking lot	Basket Ball Court Section	Main Parking lot	Basket Ball Court Section	Main Parking lot	Basket Ball Court Section	Main Parking lot			Basket Ball Court Section		
							1	2	3+	1	2	3+
7:00	1	0	0	0	1	0	0	0	0	0	0	0
7:05	0	0	0	0	1	0	0	0	0	0	0	0
7:10	0	0	0	0	1	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0	0	0	0	0
7:20	0	0	0	0	1	0	0	0	0	0	0	0
7:25	1	0	0	0	1	0	0	0	0	0	0	0
7:30	0	0	0	0	2	0	0	0	0	0	0	0
7:35	1	0	0	0	2	0	0	0	0	0	0	0
7:40	1	0	0	0	3	0	0	0	0	0	0	0
7:45	1	0	0	0	4	0	0	0	0	0	0	0
7:50	1	0	0	0	5	0	0	0	0	0	0	0
7:55	5	0	0	0	9	0	0	0	0	0	0	0
8:00	7	0	1	0	13	0	0	0	0	0	0	0
8:05	1	0	0	0	19	0	0	0	0	0	0	0
8:10	2	0	0	0	19	0	0	0	0	0	0	0
8:15	1	1	0	0	21	0	0	0	0	0	1	0
8:20	2	1	2	0	22	2	0	0	0	0	1	0
8:25	1	0	0	0	25	1	0	0	0	0	0	0
8:30	1	0	0	0	25	0	0	0	0	0	0	0
8:35	0	0	0	0	26	0	0	0	0	0	0	0
8:40	2	0	0	0	26	0	0	0	0	0	0	0
8:45	0	0	0	0	28	0	0	0	0	0	0	0
8:50	0	0	0	0	28	0	0	0	0	0	0	0
8:55	0	0	0	0	28	0	0	0	0	0	0	0
9:00	0	0	0	0	28	0	0	0	0	0	0	0
9:05	0	0	1	0	28	0	0	0	0	0	0	0
9:10	0	0	0	0	28	0	0	0	0	0	0	0
9:15	0	0	0	0	28	0	0	0	0	0	0	0
9:20	0	0	0	0	28	0	0	0	0	0	0	0
9:25	0	0	0	0	28	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:35	0	0	0	0	0	0	0	0	0	0	0	0
9:40	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	28	0	0	0	0	0	0	0
10:05	0	0	0	0	28	0	0	0	0	0	0	0
10:10	0	0	0	0	28	0	0	0	0	0	0	0
10:15	0	0	0	0	28	0	0	0	0	0	0	0
10:20	0	0	0	0	28	0	0	0	0	0	0	0
10:25	0	0	0	0	28	0	0	0	0	0	0	0
10:30	0	1	0	0	30	3	0	0	0	1	0	0
10:35	1	2	0	0	30	4	1	0	0	2	0	0
10:40	1	1	2	0	33	6	1	0	0	0	1	0
10:45	2	2	2	1	33	7	2	0	0	1	0	0
10:50	1	2	0	0	34	9	0	0	0	0	0	0
10:55	0	1	0	1	34	11	0	0	0	1	0	0
11:00	0	0	0	0	34	12	0	0	0	0	0	0
11:05	0	1	0	0	34	12	0	0	0	0	0	0
11:10	0	0	0	0	34	13	0	0	0	0	0	0
11:15	0	0	0	0	34	13	0	0	0	0	0	0
11:20	0	0	0	0	34	13	0	0	0	0	0	0
11:25	0	0	0	0	34	13	0	0	0	0	0	0
11:30	0	0	0	0	34	13	0	0	0	0	0	0
11:35	0	0	0	0	34	13	0	0	0	0	0	0
11:40	0	0	0	0	34	13	0	0	0	0	0	0
11:45	0	0	0	0	34	13	0	0	0	0	0	0
11:50	0	0	0	0	34	13	0	0	0	0	0	0
11:55	0	0	0	1	33	13	0	0	0	0	0	0
12:00	0	0	0	0	31	9	0	0	0	0	0	0
12:05	0	0	0	0	26	4	0	0	0	0	0	0
12:10	0	0	0	0	24	0	0	0	0	0	0	0
12:15	0	0	0	0	24	0	0	0	0	0	0	0
12:20	0	0	0	0	24	0	0	0	0	0	0	0
12:25	0	0	0	0	24	0	0	0	0	0	0	0
12:30	0	0	0	0	24	0	0	0	0	0	0	0
12:35	0	0	0	0	23	0	0	0	0	0	0	0
12:40	0	0	0	0	23	0	0	0	0	0	0	0
12:45	0	0	0	0	23	0	0	0	0	0	0	0
12:50	0	0	0	0	23	0	0	0	0	0	0	0
12:55	0	0	0	0	23	0	0	0	0	0	0	0
13:00	0	0	0	0	20	0	0	0	0	0	0	0
13:05	0	0	0	0	18	0	0	0	0	0	0	0
13:10	0	0	1	0	16	0	0	0	0	0	0	0
13:15	0	0	0	0	15	0	0	0	0	0	0	0
13:20	0	0	0	0	14	0	0	0	0	0	0	0
13:25	0	0	0	0	14	0	0	0	0	1	0	0
13:30	0	1	0	0	14	0	0	0	0	0	0	0
13:35	0	0	1	0	14	0	0	0	0	0	0	0
13:40	0	0	0	0	14	0	0	0	0	0	0	0
13:45	0	0	0	0	14	0	0	0	0	0	0	0
13:50	0	0	0	0	14	0	0	0	0	0	0	0
13:55	0	0	0	0	14	0	0	0	0	0	0	0
14:00	0	0	0	0	14	0	1	0	0	0	0	0
14:05	0	0	0	0	15	0	0	0	0	0	0	0
14:10	0	0	0	0	14	0	0	0	1	0	0	0
14:15	0	0	0	0	17	0	0	0	0	0	0	0
14:20	0	0	1	0	16	0	0	0	0	0	0	0
14:25	0	0	0	0	16	0	0	0	0	0	0	0
14:30	0	0	0	0	16	0	0	0	0	0	0	0
14:35	1	0	0	0	16	0	0	0	0	0	0	0
14:40	0	0	0	0	17	0	0	0	0	0	0	0
14:45	0	0	0	0	17	0	0	0	0	0	0	0
14:50	0	0	0	0	17	0	0	0	0	0	0	0
14:55	0	0	0	0	17	0	0	0	0	0	0	0
							5	0	1	6	3	0
							6			9		
							11	3	1			
							73%	20%	7%			

PICK-UP

Start Time	PUDO SUM FIVE MINUTES VEHICLE		PUDO PICK-UP PERSONS EVENTS					
	Main Parking Lot	Basket Ball Court Section	Main Parking Lot			Basket Ball Court Section		
			1	2	3+	1	2	3+
7:00	0	0	0	0	0	0	0	0
7:05	0	0	0	0	0	0	0	0
7:10	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:20	0	0	0	0	0	0	0	0
7:25	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:35	0	0	0	0	0	0	0	0
7:40	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
7:50	0	0	0	0	0	0	0	0
7:55	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:05	0	0	0	0	0	0	0	0
8:10	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:20	0	1	0	0	0	1	0	0
8:25	0	1	0	0	0	1	0	0
8:30	0	0	0	0	0	0	0	0
8:35	0	0	0	0	0	0	0	0
8:40	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
8:50	0	0	0	0	0	0	0	0
8:55	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:05	0	0	0	0	0	0	0	0
9:10	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:20	0	0	0	0	0	0	0	0
9:25	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:35	0	0	0	0	0	0	0	0
9:40	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:35	0	0	0	0	0	0	0	0
10:40	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
10:50	0	0	0	0	0	0	0	0
10:55	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:05	0	0	0	0	0	0	0	0
11:10	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:20	0	0	0	0	0	0	0	0
11:25	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:35	0	0	0	0	0	0	0	0
11:40	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
11:50	0	0	0	0	0	0	0	0
11:55	0	0	0	0	0	0	0	0
			5	1	5	8	4	2
			11			14		
			13	5	7			
			52%	20%	28%			

Start Time	PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF			
	Parking Lot Loop E	Main Parking lot	Basket Ball Court Section	
7:00	0	1	0	1
7:05	0	0	0	0
7:10	1	0	0	1
7:15	0	0	0	0
7:20	0	0	0	0
7:25	1	1	0	2
7:30	1	0	0	1
7:35	0	1	0	1
7:40	2	1	0	3
7:45	0	1	0	1
7:50	1	1	0	2
7:55	1	5	0	6
8:00	3	7	0	10
8:05	5	1	0	6
8:10	7	2	0	9
8:15	11	1	1	13
8:20	8	2	1	11
8:25	15	1	0	16
8:30	10	1	0	11
8:35	21	0	0	21
8:40	16	2	0	18
8:45	8	0	0	8
8:50	6	0	0	6
8:55	8	0	0	8
9:00	0	0	0	0
9:05	1	0	0	1
9:10	0	0	0	0
9:15	0	0	0	0
9:20	0	0	0	0
9:25	0	0	0	0
9:30	1	0	0	1
9:35	1	0	0	1
9:40	0	0	0	0
9:45	1	0	0	1
9:50	0	0	0	0
9:55	0	0	0	0
10:00	0	0	0	0
10:05	0	0	0	0
10:10	0	0	0	0
10:15	0	0	0	0
10:20	0	0	0	0
10:25	0	0	0	0
10:30	0	0	0	0
10:35	0	1	0	1
10:40	0	0	0	0
10:45	0	0	0	0
10:50	0	0	0	0
10:55	0	0	0	0
11:00	0	0	0	0
11:05	0	0	0	0
11:10	0	0	0	0
11:15	0	0	0	0
11:20	0	0	0	0
11:25	0	0	0	0
11:30	0	0	0	0
11:35	0	0	0	0
11:40	0	0	0	0
11:45	0	0	0	0
11:50	0	0	0	0
11:55	0	0	0	0

Start Time	QUEUE CIRCULATION		
	Parking Lot Loop E	Main Parking lot	Basket Ball Court Section
7:00	0	0	0
7:05	0	0	0
7:10	0	0	0
7:15	1	0	0
7:20	1	0	0
7:25	1	0	0
7:30	1	0	0
7:35	1	0	0
7:40	1	0	0
7:45	1	0	0
7:50	1	0	0
7:55	1	0	0
8:00	2	1	0
8:05	6	0	0
8:10	3	0	0
8:15	3	0	0
8:20	4	2	0
8:25	7	0	0
8:30	8	0	0
8:35	9	0	0
8:40	9	0	0
8:45	4	0	0
8:50	7	0	0
8:55	7	0	0
9:00	13	0	0
9:05	13	1	0
9:10	14	0	0
9:15	14	0	0
9:20	14	0	0
9:25	14	0	0
9:30	0	0	0
9:35	0	0	0
9:40	0	0	0
9:45	0	0	0
9:50	0	0	0
9:55	0	0	0
10:00	0	0	0
10:05	0	0	0
10:10	0	0	0
10:15	0	0	0
10:20	0	0	0
10:25	0	0	0
10:30	0	0	0
10:35	0	2	0
10:40	0	2	1
10:45	0	0	1
10:50	0	0	0
10:55	0	0	0
11:00	0	0	0
11:05	0	0	0
11:10	0	0	0
11:15	0	0	0
11:20	0	0	0
11:25	0	0	0
11:30	0	0	0
11:35	0	0	0
11:40	0	0	0
11:45	0	0	0
11:50	0	0	0
11:55	0	0	0

PUDO- Day 2 and 3

Linbrook All Boys School
1079 Linbrook Road

Pickup and Drop Off (PUDO)

Tuesday, March 31st, 2026

AM Period

DROPOFF

Loop

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
7:00	-	7:05	0	0	0	0	0	0	0	0	0	0	0
7:05	-	7:10	0	1	1	0	0	0	0	0	0	0	0
7:10	-	7:15	1	0	1	0	0	0	0	0	0	0	1
7:15	-	7:20	0	0	0	0	0	0	0	0	0	0	1
7:20	-	7:25	0	0	0	0	0	0	0	0	0	0	1
7:25	-	7:30	0	0	0	0	0	0	0	0	0	0	0
7:30	-	7:35	1	0	1	1	0	1	0	0	0	0	0
7:35	-	7:40	0	0	0	0	0	0	0	0	0	0	1
7:40	-	7:45	3	2	3	0	0	0	0	0	0	0	1
7:45	-	7:50	0	0	0	0	0	0	0	0	0	0	1
7:50	-	7:55	0	0	0	1	0	1	0	0	0	0	1
7:55	-	8:00	2	0	2	0	0	0	0	0	0	0	0
8:00	-	8:05	1	1	1	0	0	0	0	0	0	0	1
8:05	-	8:10	5	2	6	0	0	0	0	0	0	0	0
8:10	-	8:15	4	2	4	0	0	0	0	0	0	2	1
8:15	-	8:20	4	2	4	1	1	1	0	0	0	0	2
8:20	-	8:25	6	4	7	0	0	0	0	0	0	1	2
8:25	-	8:30	11	4	12	4	1	4	0	0	0	0	4
8:30	-	8:35	7	3	7	3	1	3	0	0	0	1	7
8:35	-	8:40	18	1	18	1	1	1	0	0	0	1	8
8:40	-	8:45	15	0	15	4	1	4	0	0	0	2	3
8:45	-	8:50	8	2	10	1	1	1	0	0	0	3	3
8:50	-	8:55	5	2	5	0	0	0	0	0	0	1	4
8:55	-	9:00	4	2	5	0	0	0	0	0	0	1	2
9:00	-	9:05	0	0	0	0	0	0	0	0	0	1	2
9:05	-	9:10	1	1	1	0	0	0	0	0	0	0	1
9:10	-	9:15	0	0	0	0	0	0	0	0	0	0	2
9:15	-	9:20	0	0	0	0	0	0	0	0	0	0	1
9:20	-	9:25	0	0	0	0	0	0	0	0	0	0	1
9:25	-	9:30	0	0	0	0	0	0	0	0	0	0	1
9:30	-	9:35	1	1	1	0	0	0	0	0	0	0	1
9:35	-	9:40	1	1	1	0	0	0	0	0	0	0	1
9:40	-	9:45	0	0	0	0	0	0	0	0	0	0	2
9:45	-	9:50	0	0	0	0	0	0	0	0	0	0	2
9:50	-	9:55	0	0	0	0	0	0	0	0	0	0	1
9:55	-	10:00	0	0	0	0	0	0	0	0	0	0	1
10:00	-	10:05	0	0	0	0	0	0	0	0	0	0	1
10:05	-	10:10	0	0	0	0	0	0	0	0	0	0	1
10:10	-	10:15	0	0	0	0	0	0	0	0	0	0	1
10:15	-	10:20	0	0	0	0	0	0	0	0	0	1	0
10:20	-	10:25	0	1	1	0	0	0	0	0	0	0	0
10:25	-	10:30	0	0	0	0	0	0	0	0	0	0	1

Main Parking Lot - Sections A+B

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
7:00	-	7:05	0	0	0	0	0	0	0	0	0	0	1
7:05	-	7:10	0	0	0	0	0	0	0	0	0	0	1
7:10	-	7:15	0	0	0	0	0	0	0	0	0	0	1
7:15	-	7:20	0	0	0	0	0	0	0	0	0	0	1
7:20	-	7:25	0	1	1	0	0	0	0	0	0	0	1
7:25	-	7:30	0	0	0	0	0	0	0	0	0	0	2
7:30	-	7:35	0	0	0	0	0	0	0	0	0	0	2
7:35	-	7:40	0	0	0	0	0	0	0	0	0	0	2
7:40	-	7:45	0	3	3	0	0	0	0	0	0	0	2
7:45	-	7:50	0	2	2	0	0	0	0	0	0	0	6
7:50	-	7:55	0	2	2	0	0	0	0	0	0	1	7
7:55	-	8:00	0	3	3	0	0	0	0	0	0	0	9
8:00	-	8:05	1	6	6	0	0	0	0	0	0	0	14
8:05	-	8:10	0	1	1	0	0	0	0	0	0	0	19
8:10	-	8:15	0	3	3	0	0	0	0	0	0	0	20
8:15	-	8:20	0	0	0	0	0	0	0	0	0	1	22
8:20	-	8:25	0	1	1	0	0	0	0	0	0	0	22
8:25	-	8:30	0	1	1	0	0	0	0	0	0	0	25
8:30	-	8:35	0	1	1	0	0	0	0	0	0	0	25
8:35	-	8:40	0	0	0	0	0	0	0	0	0	0	25
8:40	-	8:45	0	1	1	0	0	0	0	0	0	0	25
8:45	-	8:50	0	0	0	0	0	0	0	0	0	0	26
8:50	-	8:55	0	0	0	0	0	0	0	0	0	0	26
8:55	-	9:00	0	0	0	0	0	0	0	0	0	0	26
9:00	-	9:05	0	0	0	0	0	0	0	0	0	0	26
9:05	-	9:10	0	0	0	0	0	0	0	0	0	0	26
9:10	-	9:15	0	0	0	0	0	0	0	0	0	0	26
9:15	-	9:20	0	0	0	0	0	0	0	0	0	0	26
9:20	-	9:25	0	0	0	0	0	0	0	0	0	0	26
9:25	-	9:30	0	0	0	0	0	0	0	0	0	0	26
9:30	-	9:35	0	0	0	0	0	0	0	0	0	0	26
9:35	-	9:40	0	0	0	0	0	0	0	0	0	0	26
9:40	-	9:45	0	0	0	0	0	0	0	0	0	0	26
9:45	-	9:50	0	0	0	0	0	0	0	0	0	0	26
9:50	-	9:55	0	0	0	0	0	0	0	0	0	0	26
9:55	-	10:00	0	0	0	0	0	0	0	0	0	0	26
10:00	-	10:05	0	0	0	0	0	0	0	0	0	0	26
10:05	-	10:10	0	0	0	0	0	0	0	0	0	0	26
10:10	-	10:15	0	0	0	0	0	0	0	0	0	0	26
10:15	-	10:20	0	1	1	0	0	0	0	0	0	0	25
10:20	-	10:25	0	0	0	0	0	0	0	0	0	0	25
10:25	-	10:30	1	1	1	0	0	0	0	0	0	0	25

Basketball Court - Section C

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
7:00	-	7:05	0	0	0	0	0	0	0	0	0	0	0
7:05	-	7:10	0	0	0	0	0	0	0	0	0	0	0
7:10	-	7:15	0	0	0	0	0	0	0	0	0	0	0
7:15	-	7:20	0	0	0	0	0	0	0	0	0	0	0
7:20	-	7:25	0	0	0	0	0	0	0	0	0	0	0
7:25	-	7:30	0	0	0	0	0	0	0	0	0	0	0
7:30	-	7:35	0	0	0	0	0	0	0	0	0	0	0
7:35	-	7:40	0	0	0	0	0	0	0	0	0	0	0
7:40	-	7:45	0	0	0	0	0	0	0	0	0	0	0
7:45	-	7:50	0	0	0	0	0	0	0	0	0	0	0
7:50	-	7:55	0	0	0	0	0	0	0	0	0	0	0
7:55	-	8:00	0	0	0	0	0	0	0	0	0	0	0
8:00	-	8:05	0	0	0	0	0	0	0	0	0	0	0
8:05	-	8:10	4	4	4	1	1	1	0	0	0	0	1
8:10	-	8:15	3	3	3	2	2	2	1	1	1	1	5
8:15	-	8:20	4	4	4	1	1	1	0	0	0	1	8
8:20	-	8:25	1	1	1	1	1	1	0	0	0	1	6
8:25	-	8:30	1	1	1	0	0	0	0	0	0	0	4
8:30	-	8:35	0	0	0	1	1	1	0	0	0	0	1
8:35	-	8:40	2	2	2	0	0	0	0	0	0	0	1
8:40	-	8:45	1	1	1	0	0	0	0	0	0	0	2
8:45	-	8:50	0	0	0	0	0	0	0	0	0	0	2
8:50	-	8:55	0	0	0	0	0	0	0	0	0	0	1
8:55	-	9:00	0	0	0	0	0	0	0	0	0	0	0
9:00	-	9:05	0	0	0	0	0	0	0	0	0	0	0
9:05	-	9:10	0	0	0	0	0	0	0	0	0	0	0
9:10	-	9:15	0	0	0	0	0	0	0	0	0	0	0
9:15	-	9:20	0	0	0	0	0	0	0	0	0	0	0
9:20	-	9:25	0	0	0	0	0	0	0	0	0	0	0
9:25	-	9:30	0	0	0	0	0	0	0	0	0	0	0
9:30	-	9:35	0	0	0	0	0	0	0	0	0	0	0
9:35	-	9:40	0	0	0	0	0	0	0	0	0	0	0
9:40	-	9:45	0	0	0	0	0	0	0	0	0	0	0
9:45	-	9:50	0	0	0	0	0	0	0	0	0	0	0
9:50	-	9:55	0	0	0	0	0	0	0	0	0	0	0
9:55	-	10:00	0	0	0	0	0	0	0	0	0	0	0
10:00	-	10:05	0	0	0	0	0	0	0	0	0	0	0
10:05	-	10:10	0	0	0	0	0	0	0	0	0	0	0
10:10	-	10:15	0	0	0	0	0	0	0	0	0	0	0
10:15	-	10:20	0	0	0	0	0	0	0	0	0	0	0
10:20	-	10:25	0	0	0	0	0	0	0	0	0	0	0
10:25	-	10:30	0	0	0	0	0	0	0	0	0	0	0

Tuesday, March 31st, 2026

PM Period

DROPOFF

Loop

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
13:00	-	13:05	0	0	0	0	0	0	0	0	0	0	0
13:05	-	13:10	0	0	0	0	0	0	0	0	0	0	0
13:10	-	13:15	0	0	0	0	0	0	0	0	0	0	0
13:15	-	13:20	1	1	1	0	0	0	0	0	0	0	1
13:20	-	13:25	0	0	0	0	0	0	0	0	0	0	0
13:25	-	13:30	0	0	0	0	0	0	0	0	0	0	0
13:30	-	13:35	0	0	0	0	0	0	0	0	0	0	0
13:35	-	13:40	0	0	0	0	0	0	0	0	0	0	0
13:40	-	13:45	0	0	0	0	0	0	0	0	0	0	0
13:45	-	13:50	0	0	0	0	0	0	0	0	0	0	0
13:50	-	13:55	0	0	0	0	0	0	0	0	0	0	0
13:55	-	14:00	0	0	0	0	0	0	0	0	0	0	0
14:00	-	14:05	0	0	0	0	0	0	0	0	0	0	0
14:05	-	14:10	0	1	1	0	0	0	0	0	0	0	0
14:10	-	14:15	0	0	0	0	0	0	0	0	0	0	1
14:15	-	14:20	0	0	0	0	0	0	0	0	0	0	0
14:20	-	14:25	0	0	0	0	0	0	0	0	0	0	0
14:25	-	14:30	0	1	1	0	0	0	0	0	0	0	0
14:30	-	14:35	0	0	0	0	0	0	0	0	0	0	1
14:35	-	14:40	0	1	1	0	0	0	0	0	0	0	2
14:40	-	14:45	0	0	0	0	0	0	0	0	0	0	2
14:45	-	14:50	0	1	1	0	0	0	0	0	0	0	2
14:50	-	14:55	0	0	0	0	0	0	0	0	0	0	4
14:55	-	15:00	1	2	2	0	0	0	0	0	0	0	5
15:00	-	15:05	2	4	5	0	0	0	0	0	0	0	13
15:05	-	15:10	0	1	1	0	0	0	0	0	0	0	15
15:10	-	15:15	1	7	8	0	0	0	0	0	0	0	18
15:15	-	15:20	0	4	4	0	0	0	0	0	0	4	13
15:20	-	15:25	0	6	6	0	0	0	0	0	0	1	11
15:25	-	15:30	1	1	2	0	0	0	0	0	0	1	7
15:30	-	15:35	0	8	8	0	0	0	0	0	0	0	18
15:35	-	15:40	0	3	3	0	0	0	0	0	0	9	9
15:40	-	15:45	0	4	4	0	0	0	0	0	0	2	12
15:45	-	15:50	0	1	1	0	0	0	0	0	0	7	7
15:50	-	15:55	0	5	5	0	0	0	0	0	0	0	19
15:55	-	16:00	0	4	4	0	0	0	0	0	0	3	15
16:00	-	16:05	0	0	0	0	0	0	0	0	0	1	5
16:05	-	16:10	0	0	0	0	0	0	0	0	0	0	1
16:10	-	16:15	0	1	1	0	0	0	0	0	0	0	1
16:15	-	16:20	0	0	0	0	0	0	0	0	0	0	2
16:20	-	16:25	0	0	0	0	0	0	0	0	0	0	2
16:25	-	16:30	0	1	1	0	0	0	0	0	0	0	2
16:30	-	16:35	0	0	0	0	0	0	0	0	0	0	2
16:35	-	16:40	0	2	2	0	0	0	0	0	0	0	4
16:40	-	16:45	0	1	1	0	0	0	0	0	0	1	5
16:45	-	16:50	0	3	3	0	0	0	0	0	0	0	5
16:50	-	16:55	0	0	0	0	0	0	0	0	0	0	1
16:55	-	17:00	0	0	0	0	0	0	0	0	0	0	1
17:00	-	17:05	0	0	0	0	0	0	0	0	0	0	0
17:05	-	17:10	0	0	0	0	0	0	0	0	0	0	0
17:10	-	17:15	0	0	0	0	0	0	0	0	0	0	0
17:15	-	17:20	0	0	0	0	0	0	0	0	0	0	0
17:20	-	17:25	0	0	0	0	0	0	0	0	0	0	0
17:25	-	17:30	0	1	1	0	0	0	0	0	0	0	0
17:30	-	17:35	0	2	2	0	0	0	0	0	0	0	1
17:35	-	17:40	0	0	0	0	0	0	0	0	0	0	0
17:40	-	17:45	0	0	0	0	0	0	0	0	0	0	0
17:45	-	17:50	0	0	0	0	0	0	0	0	0	0	0
17:50	-	17:55	0	0	0	0	0	0	0	0	0	0	0
17:55	-	18:00	0	1	1	0	0	0	0	0	0	0	1

Main Parking Lot - (Sections A + B)

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
13:00	-	13:05	0	0	0	0	0	0	0	0	0	0	24
13:05	-	13:10	0	0	0	0	0	0	0	0	0	0	24
13:10	-	13:15	1	1	1	0	0	0	0	0	0	0	24
13:15	-	13:20	0	0	0	0	0	0	0	0	0	0	25
13:20	-	13:25	0	0	0	0	0	0	0	0	0	0	25
13:25	-	13:30	0	0	0	0	0	0	0	0	0	0	24
13:30	-	13:35	0	0	0	0	0	0	0	0	0	0	24
13:35	-	13:40	0	1	1	0	0	0	0	0	0	0	24
13:40	-	13:45	0	0	0	0	0	0	0	0	0	0	24
13:45	-	13:50	0	0	0	0	0	0	0	0	0	0	24
13:50	-	13:55	0	1	1	0	0	0	0	0	0	1	24
13:55	-	14:00	0	0	0	0	0	0	0	0	0	0	25
14:00	-	14:05	0	0	0	0	0	0	0	0	0	0	25
14:05	-	14:10	0	1	1	0	0	0	0	0	0	0	25
14:10	-	14:15	0	0	0	0	0	0	0	0	0	0	26
14:15	-	14:20	0	0	0	0	0	0	0	0	0	0	26
14:20	-	14:25	0	0	0	0	0	0	0	0	0	0	26
14:25	-	14:30	0	0	0	0	0	0	0	0	0	0	26
14:30	-	14:35	0	0	0	0	0	0	0	0	0	0	26
14:35	-	14:40	0	0	0	0	0	0	0	0	0	0	26
14:40	-	14:45	0	3	3	0	0	0	0	0	0	0	26
14:45	-	14:50	0	0	0	0	0	0	0	0	0	0	29
14:50	-	14:55	0	0	0	0	0	0	0	0	0	0	29
14:55	-	15:00	0	0	0	0	0	0	0	0	0	0	29
15:00	-	15:05	0	0	0	0	0	0	0	0	0	0	29
15:05	-	15:10	0	1	1	0	0	0	0	0	0	0	29
15:10	-	15:15	0	0	0	0	0	0	0	0	0	0	30
15:15	-	15:20	0	0	0	0	0	0	0	0	0	0	29
15:20	-	15:25	0	0	0	0	0	0	0	0	0	0	27
15:25	-	15:30	0	0	0	0	0	0	0	0	0	0	27
15:30	-	15:35	0	0	0	0	0	0	0	0	0	0	26
15:35	-	15:40	0	0	0	0	0	0	0	0	0	0	24
15:40	-	15:45	0	0	0	0	0	0	0	0	0	0	24
15:45	-	15:50	0	0	0	0	0	0	0	0	0	0	23
15:50	-	15:55	0	0	0	0	0	0	0	0	0	0	23
15:55	-	16:00	0	0	0	0	0	0	0	0	0	0	23
16:00	-	16:05	0	0	0	0	0	0	0	0	0	0	20
16:05	-	16:10	0	0	0	0	0	0	0	0	0	0	19
16:10	-	16:15	0	0	0	0	0	0	0	0	0	0	16
16:15	-	16:20	0	0	0	0	0	0	0	0	0	0	14
16:20	-	16:25	0	0	0	0	0	0	0	0	0	1	11
16:25	-	16:30	0	0	0	0	0	0	0	0	0	0	7
16:30	-	16:35	0	0	0	0	0	0	0	0	0	0	6
16:35	-	16:40	0	0	0	1	1	1	0	0	0	0	6
16:40	-	16:45	0	0	0	0	0	0	0	0	0	0	7
16:45	-	16:50	0	0	0	0	0	0	0	0	0	0	6
16:50	-	16:55	0	0	0	0	0	0	0	0	0	0	5
16:55	-	17:00	0	0	0	0	0	0	0	0	0	0	5
17:00	-	17:05	0	0	0	0	0	0	0	0	0	0	4
17:05	-	17:10	0	0	0	0	0	0	0	0	0	0	4
17:10	-	17:15	0	0	0	0	0	0	0	0	0	1	2
17:15	-	17:20	0	0	0	0	0	0	0	0	0	0	2
17:20	-	17:25	0	0	0	0	0	0	0	0	0	0	1
17:25	-	17:30	0	0	0	0	0	0	0	0	0	0	1
17:30	-	17:35	0	0	0	0	0	0	0	0	0	0	1
17:35	-	17:40	0	0	0	1	1	1	0	0	0	0	1
17:40	-	17:45	0	0	0	0	0	0	0	0	0	0	2
17:45	-	17:50	0	0	0	0	0	0	0	0	0	0	2
17:50	-	17:55	0	0	0	0	0	0	0	0	0	0	2
17:55	-	18:00	0	0	0	0	0	0	0	0	0	0	2

Basket Ball Court - (Section C)

Time			No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
13:00	-	13:05	0	0	0	0	0	0	0	0	0	0	0
13:05	-	13:10	0	0	0	0	0	0	0	0	0	0	0
13:10	-	13:15	0	0	0	0	0	0	0	0	0	0	0
13:15	-	13:20	0	0	0	0	0	0	0	0	0	0	0
13:20	-	13:25	0	0	0	0	0	0	0	0	0	0	0
13:25	-	13:30	0	0	0	0	0	0	0	0	0	0	0
13:30	-	13:35	0	0	0	0	0	0	0	0	0	0	0
13:35	-	13:40	0	0	0	0	0	0	0	0	0	0	0
13:40	-	13:45	0	0	0	0	0	0	0	0	0	0	0
13:45	-	13:50	0	0	0	0	0	0	0	0	0	0	0
13:50	-	13:55	0	0	0	0	0	0	0	0	0	0	0
13:55	-	14:00	0	0	0	0	0	0	0	0	0	0	0
14:00	-	14:05	0	0	0	0	0	0	0	0	0	0	0
14:05	-	14:10	0	0	0	0	0	0	0	0	0	0	0
14:10	-	14:15	0	0	0	0	0	0	0	0	0	0	0
14:15	-	14:20	0	0	0	0	0	0	0	0	0	0	0
14:20	-	14:25	0	0	0	0	0	0	0	0	0	0	0
14:25	-	14:30	0	0	0	0	0	0	0	0	0	0	0
14:30	-	14:35	0	0	0	0	0	0	0	0	0	0	0
14:35	-	14:40	0	0	0	0	0	0	0	0	0	0	0
14:40	-	14:45	0	0	0	0	0	0	0	0	0	0	0
14:45	-	14:50	0	0	0	0	0	0	0	0	0	0	0
14:50	-	14:55	0	0	0	0	0	0	0	0	0	0	0
14:55	-	15:00	0	0	0	0	0	0	0	0	0	0	0
15:00	-	15:05	0	0	0	0	0	0	0	0	0	0	0
15:05	-	15:10	0	0	0	0	0	0	0	0	0	0	0
15:10	-	15:15	0	0	0	0	0	0	0	0	0	0	0
15:15	-	15:20	0	0	0	0	0	0	0	0	0	0	0
15:20	-	15:25	0	0	0	0	0	0	0	0	0	0	0
15:25	-	15:30	0	0	0	0	0	0	0	0	0	0	0
15:30	-	15:35	0	0	0	0	0	0	0	0	0	0	0
15:35	-	15:40	0	0	0	0	0	0	0	0	0	0	0
15:40	-	15:45	0	0	0	0	0	0	0	0	0	0	0
15:45	-	15:50	0	0	0	0	0	0	0	0	0	0	0
15:50	-	15:55	0	0	0	0	0	0	0	0	0	0	0
15:55	-	16:00	0	0	0	0	0	0	0	0	0	0	0
16:00	-	16:05	0	0	0	0	0	0	0	0	0	0	0
16:05	-	16:10	0	0	0	0	0	0	0	0	0	0	0
16:10	-	16:15	0	0	0	0	0	0	0	0	0	0	0
16:15	-	16:20	0	0	0	0	0	0	0	0	0	0	0
16:20	-	16:25	0	0	0	0	0	0	0	0	0	0	0
16:25	-	16:30	0	0	0	0	0	0	0	0	0	0	0
16:30	-	16:35	0	0	0	0	0	0	0	0	0	0	0
16:35	-	16:40	0	0	0	0	0	0	0	0	0	0	0
16:40	-	16:45	0	0	0	0	0	0	0	0	0	0	0
16:45	-	16:50	0	0	0	0	0	0	0	0	0	0	0
16:50	-	16:55	0	0	0	0	0	0	0	0	0	0	0
16:55	-	17:00	0	0	0	0	0	0	0	0	0	0	0
17:00	-	17:05	0	0	0	0	0	0	0	0	0	0	0
17:05	-	17:10	0	0	0	0	0	0	0	0	0	0	0
17:10	-	17:15	0	0	0	0	0	0	0	0	0	0	0
17:15	-	17:20	0	0	0	0	0	0	0	0	0	0	0
17:20	-	17:25	0	0	0	0	0	0	0	0	0	0	0
17:25	-	17:30	0	0	0	0	0	0	0	0	0	0	0
17:30	-	17:35	0	0	0	0	0	0	0	0	0	0	0
17:35	-	17:40	0	0	0	0	0	0	0	0	0	0	0
17:40	-	17:45	0	0	0	0	0	0	0	0	0	0	0
17:45	-	17:50	0	0	0	0	0	0	0	0	0	0	0
17:50	-	17:55	0	0	0	0	0	0	0	0	0	0	0
17:55	-	18:00	0	0	0	0	0	0	0	0	0	0	0

Linbrook All Boys School
1079 Linbrook Road

Pickup and Drop Off (PUDO)

Wednesday, April 1st, 2026

AM Period

DROPOFF

Time		Loop											Main Parking Lot - Sections A+B											Basketball Court - Section C										
		No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
7:00	7:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:05	7:10	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:10	7:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:15	7:20	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:20	7:25	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:25	7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30	7:35	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:35	7:40	2	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:40	7:45	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:45	7:50	6	6	6	0	0	0	0	0	0	0	0	0	1	0	5	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
7:50	7:55	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
7:55	8:00	3	2	3	0	0	0	0	0	0	0	0	3	0	0	8	8	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
8:00	8:05	1	1	2	0	0	0	0	0	0	0	0	1	0	5	5	0	0	0	0	0	0	1	19	0	0	0	1	1	1	0	0	0	0
8:05	8:10	3	2	3	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	25	1	1	1	3	3	3	0	0	0	1
8:10	8:15	6	6	6	1	1	1	0	0	0	1	2	0	1	1	0	0	0	0	0	0	0	27	3	3	3	1	1	1	0	0	0	0	1
8:15	8:20	4	4	4	1	1	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	27	4	4	4	2	2	2	1	1	1	0	6
8:20	8:25	5	2	5	2	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	27	3	3	3	0	0	0	0	0	0	0	8
8:25	8:30	0	0	0	3	1	3	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	27	1	0	0	1	1	1	0	0	0	0	3
8:30	8:35	8	3	9	1	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	27	1	1	1	0	0	0	0	0	0	0	2
8:35	8:40	15	3	15	5	2	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27	1	1	1	0	0	0	0	0	0	0	1
8:40	8:45	14	0	14	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	1
8:45	8:50	10	1	10	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
8:50	8:55	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
8:55	9:00	2	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:00	9:05	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:05	9:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:10	9:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:15	9:20	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:20	9:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:25	9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9:30	9:35	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:35	9:40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:40	9:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:45	9:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:50	9:55	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9:55	10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
10:00	10:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
10:05	10:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
10:10	10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
10:15	10:20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
10:20	10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0

Wednesday, April 1st, 2026

PM Period

DROPOFF

Time		Loop											Main Parking Lot - (Sections A + B)											Basket Ball Court - (Section C)										
		No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED	No of Persons Exiting vehicle									CIRCULATION VEHICLES QUEUE	START OF THE INTERVAL PARKED
		1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles			1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles		
13:00	13:05	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
13:05	13:10	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
13:10	13:15	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
13:15	13:20	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
13:20	13:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
13:25	13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
13:30	13:35	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
13:35	13:40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
13:40	13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
13:45	13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
13:50	13:55	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
13:55	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
14:00	14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
14:05	14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
14:10	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
14:15	14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:20	14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:25	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:30	14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:35	14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:40	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:45	14:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:50	14:55	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
14:55	15:00	0	2	2	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:00	15:05	0	3	3	0	0	0	0	0	0	0	12	0	1	1	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:05	15:10	9	9	9	0	0	0	0	0	0	0	15	0	1	1	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
15:10	15:15	3	3	3	0	0	0	0	0	0	0	14	1	2	2	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0
15:15	15:20	1	1	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
15:20	15:25	2	0	10	0	0	0	0	0	0	1	10	0	1	1	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:25	15:30	1	0	2	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
15:30	15:35	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:35	15:40	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:40	15:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:45	15:50	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:50	15:55	6	6	6	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
15:55	16:00	0	1	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
16:00	16:05	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0
16:05	16:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
16:10	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
16:15	16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
16:20	16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
16:25	16:30	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
16:35	16:40	0	2	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
16:40	16:45	3	3	3	0	0	0	0	0	0	1	5	0	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
16:45	16:50	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
16:50	16:55	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
16:55	17:00	0	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
17:00	17:05	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10	0	0	0	0	0	0	0	0	0	2	13	0	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
17:10	17:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
17:15	17:20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
17:20	17:25	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:25	17:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30	17:35	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:35	17:40	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:45	17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:50	17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PICKUP																										
Loop									Main Parking Lot - Sections A+B									Basketball Court - Section C								
No of Persons Entering vehicle									No of Persons Entering vehicle									No of Persons Entering vehicle								
1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0
0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	0	0	0	0	0	0
1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0
0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PICKUP																										
Loop									Main Parking Lot - (Sections A + B)									Basket Ball Court - (Section C)								
No of Persons Entering vehicle									No of Persons Entering vehicle									No of Persons Entering vehicle								
1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	9	9	2	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	5	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	6	7	2	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5	11	1	1	1	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	11	4	1	4	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	4	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	3	18	3	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	3	3	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PICKUP																										
Loop									Main Parking Lot - Sections A+B									Basketball Court - Section C								
No of Persons Entering vehicle									No of Persons Entering vehicle									No of Persons Entering vehicle								
1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0
0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	8	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0
0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PICKUP																										
Loop									Main Parking Lot - (Sections A + B)									Basket Ball Court - (Section C)								
No of Persons Entering vehicle									No of Persons Entering vehicle									No of Persons Entering vehicle								
1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles	1 person	Driver	No of Vehicles	2 persons	Driver	No of Vehicles	3+ persons	Driver	No of Vehicles
1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	8	9	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	5	5	3	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	10	14	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5	12	3	1	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	4	2	4	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	2	1	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	2	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	11	2	0	2	0	0	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	2	2	2	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DROP-OFF

Start Time	PUDO SUM FIVE MINUTES VEHICLE DROP-OFF EVENTS			QUEUE CIRCULATION			START OF INTERVAL PARKING			PUDO DROP-OFF PERSONS EVENTS								
	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop			Main Parking Lot - Sections A+B			Basketball Court - Section C		
										1	2	3+	1	2	3+	1	2	3+
7:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:10	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:20	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:25	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0
7:35	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
7:40	3	3	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0
7:45	0	2	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0
7:50	1	2	0	0	1	0	1	7	0	0	1	0	0	0	0	0	0	0
7:55	2	3	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0
8:00	1	6	0	0	0	0	1	14	0	1	0	0	1	0	0	0	0	0
8:05	6	1	5	0	0	0	0	19	1	5	0	0	0	0	0	4	1	0
8:10	4	3	6	2	0	1	1	20	5	4	0	0	0	0	0	3	2	1
8:15	5	0	5	0	1	1	2	22	8	4	1	0	0	0	0	4	1	0
8:20	7	1	2	1	0	1	2	22	6	6	0	0	0	0	0	1	1	0
8:25	16	1	1	0	0	0	4	25	4	11	4	0	0	0	0	1	0	0
8:30	10	1	1	1	0	0	7	25	1	7	3	0	0	0	0	0	1	0
8:35	19	0	2	1	0	0	8	25	1	18	1	0	0	0	0	2	0	0
8:40	19	1	1	2	0	0	3	25	2	15	4	0	0	0	0	1	0	0
8:45	11	0	0	3	0	0	3	26	2	8	1	0	0	0	0	0	0	0
8:50	5	0	0	1	0	0	4	26	1	5	0	0	0	0	0	0	0	0
8:55	5	0	0	1	0	0	2	26	0	4	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	2	26	0	0	0	0	0	0	0	0	0	0
9:05	1	0	0	0	0	0	1	26	0	1	0	0	0	0	0	0	0	0
9:10	0	0	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:20	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:25	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	26	0	1	0	0	0	0	0	0	0	0
9:35	1	0	0	0	0	0	1	26	0	1	0	0	0	0	0	0	0	0
9:40	0	0	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	1	0	0	0	25	0	0	0	0	0	0	0	0	0	0
10:20	1	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
10:25	0	1	0	0	0	0	1	25	0	0	0	0	1	0	0	0	0	0
13:00	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:10	0	1	0	0	0	0	0	24	0	0	0	0	1	0	0	0	0	0
13:15	1	0	0	0	0	0	1	25	0	1	0	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:35	0	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
13:50	0	1	0	0	1	0	0	24	0	0	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
14:05	1	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0
14:10	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:25	1	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
14:35	1	0	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0
14:40	0	3	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	2	29	0	0	0	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	4	29	0	0	0	0	0	0	0	0	0	0
14:55	2	0	0	0	0	0	5	29	0	1	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	13	29	0	2	0	0	0	0	0	0	0	0
15:05	1	1	0	0	0	0	15	29	0	0	0	0	0	0	0	0	0	0
15:10	8	0	0	0	0	0	18	30	0	1	0	0	0	0	0	0	0	0
15:15	4	0	0	4	0	0	13	29	0	0	0	0	0	0	0	0	0	0
15:20	6	0	0	1	0	0	11	27	0	0	0	0	0	0	0	0	0	0
15:25	2	0	0	1	0	0	7	27	0	1	0	0	0	0	0	0	0	0
15:30	8	0	0	0	0	0	18	26	0	0	0	0	0	0	0	0	0	0
15:35	3	0	0	9	0	0	9	24	0	0	0	0	0	0	0	0	0	0
15:40	4	0	0	2	0	0	12	24	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	7	0	0	7	23	0	0	0	0	0	0	0	0	0	0
15:50	5	0	0	0	0	0	19	23	0	0	0	0	0	0	0	0	0	0
15:55	4	0	0	3	0	0	15	23	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	5	20	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0
16:10	1	0	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	1	0	2	11	0	0	0	0	0	0	0	0	0	0
16:25	1	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0
16:35	2	1	0	0	0	0	4	6	0	0	0	0	0	1	0	0	0	0
16:40	1	0	0	1	0	0	5	7	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:35	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
17:40	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:55	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
										6	0	0	1	2	0	0	0	0
										6			3			0		

7	2	0
78%	22%	0%

PICK-UP

Start Time	PUDO SUM FIVE MINUTES VEHICLE DROP-OFF EVENTS			PUDO PICK-UP PERSONS EVENTS								
	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop			Main Parking Lot - Sections A+B			Basketball Court - Section C		
				1	2	3+	1	2	3+	1	2	3+
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:05	0	0	0	0	0	0	0	0	0	0	0	0
7:10	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:20	1	0	0	0	0	0	0	0	0	0	0	0
7:25	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:35	0	0	0	0	0	0	0	0	0	0	0	0
7:40	1	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	0	0	0	0	0	0
7:50	0	0	0	0	0	0	0	0	0	0	0	0
7:55	0	0	0	0	0	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	0	0	0	0	0	0
8:05	1	0	0	0	0	0	0	0	0	0	0	0
8:10	2	0	6	0	0	0	0	0	0	1	0	0
8:15	2	0	4	0	0	0	0	0	0	0	0	0
8:20	4	0	5	0	0	0	0	0	0	2	0	0
8:25	6	0	4	1	0	0	0	0	0	1	0	0
8:30	4	0	1	0	0	0	0	0	0	0	0	0
8:35	3	0	2	0	0	0	0	0	0	0	0	0
8:40	1	0	1	0	0	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	0	0	0	0	0
8:50	5	0	0	0	0	0	0	0	0	0	0	0
8:55	0	0	0	0	0	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	0	0	0	0
9:05	0	0	0	0	0	0	0	0	0	0	0	0
9:10	1	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:20	0	0	0	0	0	0	0	0	0	0	0	0
9:25	0	0	0	0	0	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	0	0	0	0	0	0
9:35	0	0	0	0	0	0	0	0	0	0	0	0
9:40	1	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0
10:10	1	1	0	0	0	0	1	0	0	0	0	0
10:15	0	1	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0
10:25	1	0	0	1	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0	0	0	0	0	0
13:10	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	0	0	0	0	0
13:20	0	1	0	0	0	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	0	0	0
13:35	0	1	0	0	0	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
13:50	0	0	0	0	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:05	0	0	0	0	0	0	0	0	0	0	0	0
14:10	1	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	0	0	0	0	0
14:25	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	1	0	0	0	0	0	0	0	0
14:35	1	0	0	1	0	0	0	0	0	0	0	0
14:40	1	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	0	0	0	0	0	0
14:55	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	1	0	0	0	0	0	0	0	0
15:05	0	0	0	0	0	0	0	0	0	0	0	0
15:10	11	1	0	9	2	0	0	0	0	0	0	0
15:15	5	2	0	5	0	0	0	0	0	0	0	0
15:20	9	1	0	7	2	0	0	0	0	0	0	0
15:25	2	0	0	0	1	0	0	0	0	0	0	0
15:30	12	2	0	11	1	0	2	0	0	0	0	0
15:35	5	0	0	4	1	0	0	0	0	0	0	0
15:40	16	1	0	11	4	1	0	0	0	0	0	0
15:45	11	0	0	9	1	0	0	0	0	0	0	0
15:50	9	0	0	4	5	0	0	0	0	0	0	0
15:55	21	3	0	18	3	0	0	0	0	0	0	0
16:00	3	2	0	1	0	0	0	0	0	0	0	0
16:05	1	2	0	1	0	0	0	0	0	0	0	0
16:10	0	4	0	0	0	0	0	0	0	0	0	0
16:15	1	3	0	1	0	0	1	0	0	0	0	0
16:20	1	3	0	1	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:35	1	1	0	1	0	0	0	0	0	0	0	0
16:40	2	1	0	0	2	0	0	0	0	0	0	0
16:45	4	0	0	4	0	0	0	0	0	0	0	0
16:50	1	0	0	1	0	0	0	0	0	0	0	0
16:55	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	2	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:30	3	0	0	2	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:55	1	0	0	1	0	0	0	0	0	0	0	0
				95	22	1	3	1	0	0	0	0
				118			4			0		

98	23	1
80%	19%	1%

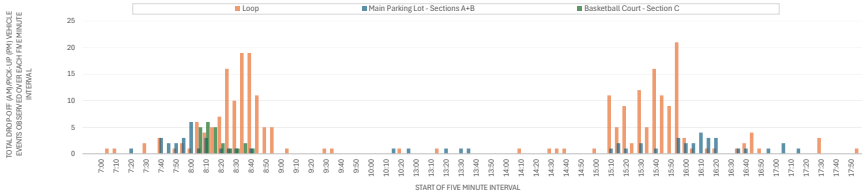
Start Time	PUDO SUM FIVE MINUTES VEHICLE DROP-OFF EVENTS			QUEUE CIRCULATION			START OF INTERVAL PARKING			PUDO DROP-OFF PERSONS EVENTS								
	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop			Main Parking Lot - Sections A+B			Basketball Court - Section C		
										1	2	3+	1	2	3+	1	2	3+
7:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:05	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
7:20	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:25	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:35	2	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0
7:40	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0
7:45	0	5	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
7:50	1	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
7:55	3	8	0	0	0	0	3	11	0	3	0	0	0	0	0	0	0	0
8:00	2	5	1	0	1	0	1	19	0	1	0	0	0	0	0	0	1	0
8:05	3	2	4	0	0	0	1	25	1	3	0	0	0	0	0	1	3	0
8:10	7	1	4	1	0	0	2	27	5	6	1	0	0	0	0	3	1	0
8:15	5	0	7	3	0	0	1	27	6	4	1	0	0	0	0	4	2	1
8:20	7	0	3	0	0	0	4	27	8	5	2	0	0	0	0	3	0	0
8:25	11	0	1	2	0	0	5	27	3	8	3	0	0	0	0	0	1	0
8:30	10	0	2	2	0	0	8	27	2	9	1	0	0	0	0	1	1	0
8:35	20	0	1	0	0	0	2	27	1	15	5	0	0	0	0	1	0	0
8:40	15	0	0	1	0	0	0	27	1	14	1	0	0	0	0	0	0	0
8:45	11	0	0	0	0	0	2	27	0	10	1	0	0	0	0	0	0	0
8:50	4	0	0	0	0	0	0	27	0	4	0	0	0	0	0	0	0	0
8:55	3	0	0	0	0	0	1	27	0	2	0	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	26	0	1	0	0	0	0	0	0	0	0
9:05	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:10	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:15	1	0	0	0	0	0	2	26	0	1	0	0	0	0	0	0	0	0
9:20	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:25	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
9:30	0	1	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
9:35	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
9:40	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	27	0	1	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	2	25	0	0	0	0	0	0	0	0	0	0
13:05	0	2	0	0	0	0	1	25	0	0	0	0	1	0	0	0	0	0
13:10	2	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	2	27	0	0	0	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
13:35	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
13:50	0	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
14:05	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
14:10	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:25	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:35	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	3	26	0	0	0	0	0	0	0	0	0	0
14:55	2	0	0	1	0	0	6	26	0	0	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	0	12	26	0	0	0	0	0	0	0	0	0	0
15:05	9	1	0	0	0	0	15	28	0	0	0	0	0	0	0	0	0	0
15:10	3	2	0	0	0	0	14	29	0	0	0	0	1	0	0	0	0	0
15:15	1	0	0	1	0	0	9	27	0	0	0	0	0	0	0	0	0	0
15:20	10	1	0	1	0	0	10	26	0	2	0	0	0	0	0	0	0	0
15:25	3	0	0	0	0	0	10	27	0	1	0	0	0	0	0	0	0	0
15:30	9	0	0	0	0	0	14	26	0	0	0	0	0	0	0	0	0	0
15:35	1	0	0	2	0	0	5	26	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	9	26	0	0	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	13	26	0	0	0	0	0	0	0	0	0	0
15:50	6	0	0	0	0	0	10	25	0	0	0	0	0	0	0	0	0	0
15:55	1	0	0	1	0	0	6	25	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	3	19	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0
16:25	1	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	1	0	3	9	0	0	0	0	0	0	0	0	0	0
16:35	2	0	0	0	0	0	4	9	0	0	0	0	0	0	0	0	0	0
16:40	3	1	0	1	0	0	5	8	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	2	0	0	7	9	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	1	0	0	6	9	0	0	0	0	0	0	0	0	0	0
16:55	1	0	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0
17:00	4	0	0	0	0	0	14	9	0	0	0	0	0	0	0	0	0	0
17:05	0	1	0	2	0	0	13	8	0	0	0	0	0	0	0	0	0	0
17:10	4	0	0	0	1	0	7	7	0	1	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
										4	0	1	2	0	0	0	0	0
										5			2			0		
										6	0	1						
										86%	0%	14%						

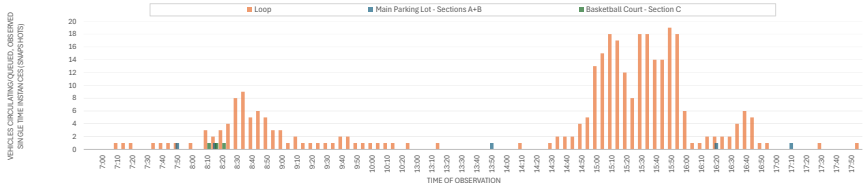
Start Time	PUDO SUM FIVE MINUTES VEHICLE DROP-OFF EVENTS			PUDO PICK-UP PERSONS EVENTS								
	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	Loop			Main Parking Lot - Sections A+B			Basketball Court - Section C		
				1	2	3+	1	2	3+	1	2	3+
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:05	0	0	0	0	0	0	0	0	0	0	0	0
7:10	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:20	1	0	0	0	0	0	0	0	0	0	0	0
7:25	1	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:35	2	0	0	0	0	0	0	0	0	0	0	0
7:40	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0
7:50	1	0	0	0	0	0	0	0	0	0	0	0
7:55	2	0	0	0	0	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	0	0	0	0	0	0
8:05	1	0	1	0	0	0	0	0	0	1	0	0
8:10	6	0	2	0	0	0	0	0	0	2	0	0
8:15	1	0	4	0	0	0	0	0	0	2	0	0
8:20	3	0	8	0	0	0	0	0	0	2	0	0
8:25	1	0	3	0	0	0	0	0	0	0	0	0
8:30	4	0	2	0	0	0	0	0	0	1	0	0
8:35	6	0	0	0	0	0	0	0	0	0	0	0
8:40	1	0	1	0	0	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	0	0	0	0	0
8:50	2	0	0	0	0	0	0	0	0	0	0	0
8:55	0	1	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:05	0	0	0	0	0	0	0	0	0	0	0	0
9:10	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:20	0	0	0	0	0	0	0	0	0	0	0	0
9:25	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:35	0	0	0	0	0	0	0	0	0	0	0	0
9:40	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:50	0	0	0	0	0	0	0	0	0	0	0	0
9:55	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0
10:10	1	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	0	0	1	0	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0	0	0	0	0	0
13:10	0	0	0	0	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	0	0	0	0	0	0
13:25	0	1	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:35	0	0	0	0	0	0	0	0	0	0	0	0
13:40	1	0	0	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
13:50	0	0	0	0	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:05	0	1	0	0	0	0	0	0	0	0	0	0
14:10	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	0	0	0	0	0
14:25	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:35	0	0	0	0	0	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	0	0	0	0	0	0
14:55	1	0	0	0	0	0	0	0	0	0	0	0
15:00	1	1	0	1	0	0	0	0	0	0	0	0
15:05	4	0	0	4	0	0	0	0	0	0	0	0
15:10	9	1	0	9	0	0	0	1	0	0	0	0
15:15	1	1	0	1	0	0	0	0	0	0	0	0
15:20	9	0	0	4	3	1	0	0	0	0	0	0
15:25	2	1	0	2	0	0	0	0	0	0	0	0
15:30	16	0	0	12	2	0	0	0	0	0	0	0
15:35	4	0	0	3	0	0	0	0	0	0	0	0
15:40	2	0	0	2	0	0	0	0	0	0	0	0
15:45	16	0	0	14	0	0	0	0	0	0	0	0
15:50	15	2	0	11	3	0	0	0	0	0	0	0
15:55	5	6	0	1	4	0	0	0	0	0	0	0
16:00	3	2	0	1	1	0	0	0	0	0	0	0
16:05	1	0	0	1	0	0	0	0	0	0	0	0
16:10	0	2	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	0	0	0	0
16:20	0	1	0	0	0	0	0	0	0	0	0	0
16:25	0	1	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	1	0	0	0	0	0	0	0	0
16:35	1	1	0	1	0	0	0	0	0	0	0	0
16:40	5	0	0	4	0	0	0	0	0	0	0	0
16:45	4	0	0	4	0	0	0	0	0	0	0	0
16:50	2	0	0	1	1	0	0	0	0	0	0	0
16:55	1	0	0	1	0	0	0	0	0	0	0	0
17:00	4	1	0	2	2	0	0	0	0	0	0	0
17:05	13	3	0	11	2	0	0	1	0	0	0	0
17:10	2	1	0	1	1	0	1	0	0	0	0	0
17:15	4	1	0	1	2	1	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:35	2	2	0	2	0	0	0	0	0	0	0	0
17:40	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0
				97	21	2	1	2	0	0	0	0
				120			3			0		
				98	23	2						
				80%	19%	2%						

DROP-OFF/PICK-UP

	PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF			
Start Time	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	
7:00	0	0	0	0
7:05	1	0	0	1
7:10	1	0	0	1
7:15	0	0	0	0
7:20	0	1	0	1
7:25	0	0	0	0
7:30	2	0	0	2
7:35	0	0	0	0
7:40	3	3	0	6
7:45	0	2	0	2
7:50	1	2	0	3
7:55	2	3	0	5
8:00	1	6	0	7
8:05	6	1	5	12
8:10	4	3	6	13
8:15	5	0	5	10
8:20	7	1	2	10
8:25	16	1	1	18
8:30	10	1	1	12
8:35	19	0	2	21
8:40	19	1	1	21
8:45	11	0	0	11
8:50	5	0	0	5
8:55	5	0	0	5
9:00	0	0	0	0
9:05	1	0	0	1
9:10	0	0	0	0
9:15	0	0	0	0
9:20	0	0	0	0
9:25	0	0	0	0
9:30	1	0	0	1
9:35	1	0	0	1
9:40	0	0	0	0
9:45	0	0	0	0
9:50	0	0	0	0
9:55	0	0	0	0
10:00	0	0	0	0
10:05	0	0	0	0
10:10	0	0	0	0
10:15	0	1	0	1
10:20	1	0	0	1
10:25	0	1	0	1
13:00	0	0	0	0
13:05	0	0	0	0
13:10	0	0	0	0
13:15	1	0	0	1
13:20	0	1	0	1
13:25	0	0	0	0
13:30	0	1	0	1
13:35	0	1	0	1
13:40	0	0	0	0
13:45	0	0	0	0
13:50	0	0	0	0
13:55	0	0	0	0
14:00	0	0	0	0
14:05	0	0	0	0
14:10	1	0	0	1
14:15	0	0	0	0
14:20	0	0	0	0
14:25	0	0	0	0
14:30	1	0	0	1
14:35	1	0	0	1
14:40	1	0	0	1
14:45	0	0	0	0
14:50	0	0	0	0
14:55	0	0	0	0
15:00	1	0	0	1
15:05	0	0	0	0
15:10	11	1	0	12
15:15	5	2	0	7
15:20	9	1	0	10
15:25	2	0	0	2
15:30	12	2	0	14
15:35	5	0	0	5
15:40	16	1	0	17
15:45	11	0	0	11
15:50	9	0	0	9
15:55	21	3	0	24
16:00	3	2	0	5
16:05	1	2	0	3
16:10	0	4	0	4
16:15	1	3	0	4
16:20	1	3	0	4
16:25	0	0	0	0
16:30	0	0	0	0
16:35	1	1	0	2
16:40	2	1	0	3
16:45	4	0	0	4
16:50	1	0	0	1
16:55	0	1	0	1
17:00	0	0	0	0
17:05	0	2	0	2
17:10	0	0	0	0
17:15	0	1	0	1
17:20	0	0	0	0
17:25	0	0	0	0
17:30	3	0	0	3
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	1	0	0	1

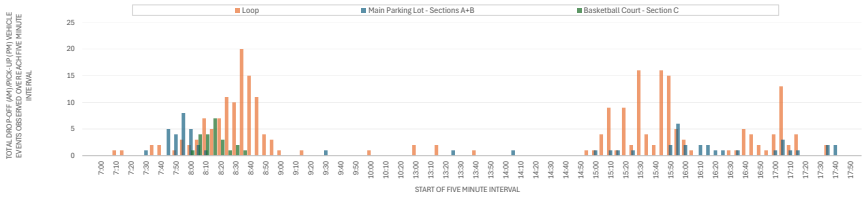
	QUEUE CIRCULATION		
Start Time	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C
7:00	0	0	0
7:05	0	0	0
7:10	1	0	0
7:15	1	0	0
7:20	1	0	0
7:25	0	0	0
7:30	0	0	0
7:35	1	0	0
7:40	1	0	0
7:45	1	0	0
7:50	1	1	0
7:55	0	0	0
8:00	1	0	0
8:05	0	0	0
8:10	2	0	1
8:15	2	1	1
8:20	3	0	1
8:25	4	0	0
8:30	8	0	0
8:35	9	0	0
8:40	5	0	0
8:45	6	0	0
8:50	5	0	0
8:55	3	0	0
9:00	3	0	0
9:05	1	0	0
9:10	2	0	0
9:15	1	0	0
9:20	1	0	0
9:25	1	0	0
9:30	1	0	0
9:35	1	0	0
9:40	2	0	0
9:45	2	0	0
9:50	1	0	0
9:55	1	0	0
10:00	1	0	0
10:05	1	0	0
10:10	1	0	0
10:15	1	0	0
10:20	0	0	0
10:25	1	0	0
13:00	0	0	0
13:05	0	0	0
13:10	0	0	0
13:15	1	0	0
13:20	0	0	0
13:25	0	0	0
13:30	0	0	0
13:35	0	0	0
13:40	0	0	0
13:45	0	0	0
13:50	0	1	0
13:55	0	0	0
14:00	0	0	0
14:05	0	0	0
14:10	1	0	0
14:15	0	0	0
14:20	0	0	0
14:25	0	0	0
14:30	1	0	0
14:35	2	0	0
14:40	2	0	0
14:45	2	0	0
14:50	4	0	0
14:55	5	0	0
15:00	13	0	0
15:05	15	0	0
15:10	18	0	0
15:15	17	0	0
15:20	12	0	0
15:25	8	0	0
15:30	18	0	0
15:35	18	0	0
15:40	14	0	0
15:45	14	0	0
15:50	19	0	0
15:55	18	0	0
16:00	6	0	0
16:05	1	0	0
16:10	1	0	0
16:15	2	0	0
16:20	2	1	0
16:25	2	0	0
16:30	2	0	0
16:35	4	0	0
16:40	6	0	0
16:45	5	0	0
16:50	1	0	0
16:55	1	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	1	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	1	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	1	0	0

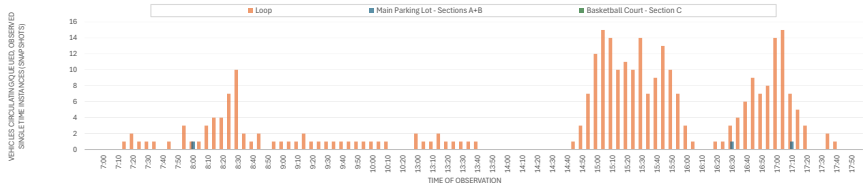




PUDO SUM FIVE MINUTES VEHICLE DROP-OFF EVENTS				
Start Time	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C	
7:00	0	0	0	0
7:05	0	0	0	0
7:10	1	0	0	1
7:15	1	0	0	1
7:20	0	0	0	0
7:25	0	0	0	0
7:30	0	1	0	1
7:35	2	0	0	2
7:40	2	0	0	2
7:45	0	5	0	5
7:50	1	4	0	5
7:55	3	8	0	11
8:00	2	5	1	8
8:05	3	2	4	9
8:10	7	1	4	12
8:15	5	0	7	12
8:20	7	0	3	10
8:25	11	0	1	12
8:30	10	0	2	12
8:35	20	0	1	21
8:40	15	0	0	15
8:45	11	0	0	11
8:50	4	0	0	4
8:55	3	0	0	3
9:00	1	0	0	1
9:05	0	0	0	0
9:10	0	0	0	0
9:15	1	0	0	1
9:20	0	0	0	0
9:25	0	0	0	0
9:30	0	1	0	1
9:35	0	0	0	0
9:40	0	0	0	0
9:45	0	0	0	0
9:50	0	0	0	0
9:55	0	0	0	0
10:00	1	0	0	1
10:05	0	0	0	0
10:10	0	0	0	0
10:15	0	0	0	0
10:20	0	0	0	0
10:25	0	0	0	0
13:00	2	0	0	2
13:05	0	0	0	0
13:10	0	0	0	0
13:15	2	0	0	2
13:20	0	0	0	0
13:25	0	1	0	1
13:30	0	0	0	0
13:35	0	0	0	0
13:40	1	0	0	1
13:45	0	0	0	0
13:50	0	0	0	0
13:55	0	0	0	0
14:00	0	0	0	0
14:05	0	1	0	1
14:10	0	0	0	0
14:15	0	0	0	0
14:20	0	0	0	0
14:25	0	0	0	0
14:30	0	0	0	0
14:35	0	0	0	0
14:40	0	0	0	0
14:45	0	0	0	0
14:50	0	0	0	0
14:55	1	0	0	1
15:00	1	1	0	2
15:05	4	0	0	4
15:10	9	1	0	10
15:15	1	1	0	2
15:20	9	0	0	9
15:25	2	1	0	3
15:30	16	0	0	16
15:35	4	0	0	4
15:40	2	0	0	2
15:45	16	0	0	16
15:50	15	2	0	17
15:55	5	6	0	11
16:00	3	2	0	5
16:05	1	0	0	1
16:10	0	2	0	2
16:15	0	2	0	2
16:20	0	1	0	1
16:25	0	1	0	1
16:30	1	0	0	1
16:35	1	1	0	2
16:40	5	0	0	5
16:45	4	0	0	4
16:50	2	0	0	2
16:55	1	0	0	1
17:00	4	1	0	5
17:05	13	3	0	16
17:10	2	1	0	3
17:15	4	1	0	5
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	2	2	0	4
17:40	0	2	0	2
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0

QUEUE CIRCULATION			
Start Time	Loop	Main Parking Lot - Sections A+B	Basketball Court - Section C
7:00	0	0	0
7:05	0	0	0
7:10	0	0	0
7:15	1	0	0
7:20	2	0	0
7:25	1	0	0
7:30	1	0	0
7:35	1	0	0
7:40	0	0	0
7:45	1	0	0
7:50	0	0	0
7:55	3	0	0
8:00	1	1	0
8:05	1	0	0
8:10	3	0	0
8:15	4	0	0
8:20	4	0	0
8:25	7	0	0
8:30	10	0	0
8:35	2	0	0
8:40	1	0	0
8:45	2	0	0
8:50	0	0	0
8:55	1	0	0
9:00	1	0	0
9:05	1	0	0
9:10	1	0	0
9:15	2	0	0
9:20	1	0	0
9:25	1	0	0
9:30	1	0	0
9:35	1	0	0
9:40	1	0	0
9:45	1	0	0
9:50	1	0	0
9:55	1	0	0
10:00	1	0	0
10:05	1	0	0
10:10	1	0	0
10:15	0	0	0
10:20	0	0	0
10:25	0	0	0
13:00	2	0	0
13:05	1	0	0
13:10	1	0	0
13:15	2	0	0
13:20	1	0	0
13:25	1	0	0
13:30	1	0	0
13:35	1	0	0
13:40	1	0	0
13:45	0	0	0
13:50	0	0	0
13:55	0	0	0
14:00	0	0	0
14:05	0	0	0
14:10	0	0	0
14:15	0	0	0
14:20	0	0	0
14:25	0	0	0
14:30	0	0	0
14:35	0	0	0
14:40	0	0	0
14:45	1	0	0
14:50	3	0	0
14:55	7	0	0
15:00	12	0	0
15:05	15	0	0
15:10	14	0	0
15:15	10	0	0
15:20	11	0	0
15:25	10	0	0
15:30	14	0	0
15:35	7	0	0
15:40	9	0	0
15:45	13	0	0
15:50	10	0	0
15:55	7	0	0
16:00	3	0	0
16:05	1	0	0
16:10	0	0	0
16:15	0	0	0
16:20	1	0	0
16:25	1	0	0
16:30	2	1	0
16:35	4	0	0
16:40	6	0	0
16:45	9	0	0
16:50	7	0	0
16:55	8	0	0
17:00	14	0	0
17:05	15	0	0
17:10	7	1	0
17:15	5	0	0
17:20	3	0	0
17:25	0	0	0
17:30	0	0	0
17:35	2	0	0
17:40	1	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0





Parking Lot - Day 1

Linbrook All Boys School

1079 Linbrook Road

Parking Lot Survey

AM Period

Time	Main Lot	Basket Ball Court Section
7:00	1	0
7:15	1	0
7:30	2	0
7:45	4	0
8:00	13	0
8:15	21	0
8:30	25	0
8:45	28	0
9:00	28	0
9:15	28	0
9:30	28	0
9:45	28	0
10:00	28	0
10:15	28	0
10:30	28	0

PM Period

Time	Main Lot	Basket Ball Court Section
13:00	30	3
13:15	33	7
13:30	34	12
13:45	34	13
14:00	34	13
14:15	34	13
14:30	34	13
14:45	34	13
15:00	31	9
15:15	24	0
15:30	24	0
15:45	23	0
16:00	20	0
16:15	15	0
16:30	14	0
16:45	14	0
17:00	14	0
17:15	17	0
17:30	16	0
17:45	17	0

Start Time	Main Lot	Basket Ball Court Section
7:00	1	0
7:15	1	0
7:30	2	0
7:45	4	0
8:00	13	0
8:15	21	0
8:30	25	0
8:45	28	0
9:00	28	0
9:15	28	0
9:30	28	0
9:45	28	0
10:00	28	0
10:15	28	0
10:30	28	0
13:00	30	3
13:15	33	7
13:30	34	12
13:45	34	13
14:00	34	13
14:15	34	13
14:30	34	13
14:45	34	13
15:00	31	9
15:15	24	0
15:30	24	0
15:45	23	0
16:00	20	0
16:15	15	0
16:30	14	0
16:45	14	0
17:00	14	0
17:15	17	0
17:30	16	0
17:45	17	0

Parking Lot - Day 2 and 3

Linbrook All Boys School
1079 Linbrook Road
Parking Lot Survey

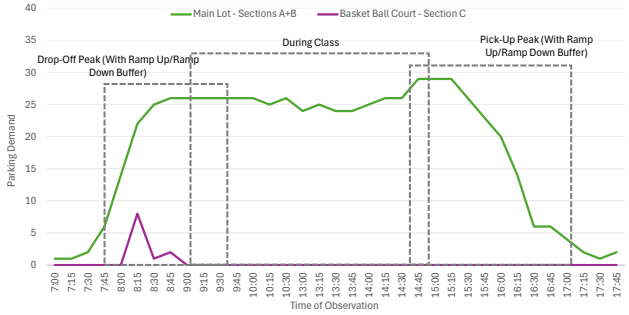
Tuesday, March 31st, 2026
AM Period

Time	Main Lot - Sections A+B	Basket Ball Court - Section C
7:00	1	0
7:15	1	0
7:30	2	0
7:45	6	0
8:00	14	0
8:15	22	8
8:30	25	1
8:45	26	2
9:00	26	0
9:15	26	0
9:30	26	0
9:45	26	0
10:00	26	0
10:15	25	0
10:30	26	0

PM Period

Time	Main Lot -	Basket Ball
13:00	24	0
13:15	25	0
13:30	24	0
13:45	24	0
14:00	25	0
14:15	26	0
14:30	26	0
14:45	29	0
15:00	29	0
15:15	29	0
15:30	26	0
15:45	23	0
16:00	20	0
16:15	14	0
16:30	6	0
16:45	6	0
17:00	4	0
17:15	2	0
17:30	1	0
17:45	2	0

Start Time	Main Lot - Sections A+B	Basket Ball Court - Section C
7:00	1	0
7:15	1	0
7:30	2	0
7:45	6	0
8:00	14	0
8:15	22	8
8:30	25	1
8:45	26	2
9:00	26	0
9:15	26	0
9:30	26	0
9:45	26	0
10:00	26	0
10:15	25	0
10:30	26	0
13:00	24	0
13:15	25	0
13:30	24	0
13:45	24	0
14:00	25	0
14:15	26	0
14:30	26	0
14:45	29	0
15:00	29	0
15:15	29	0
15:30	26	0
15:45	23	0
16:00	20	0
16:15	14	0
16:30	6	0
16:45	6	0
17:00	4	0
17:15	2	0
17:30	1	0
17:45	2	0



Linbrook All Boys School
1079 Linbrook Road
Parking Lot Survey

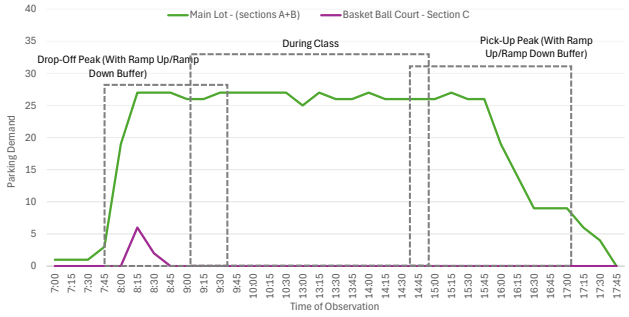
Wednesday, April 1st, 2026
AM Period

Time	Main Lot - (sections A+B)	Basket Ball Court - Section C
7:00	1	0
7:15	1	0
7:30	1	0
7:45	3	0
8:00	19	0
8:15	27	6
8:30	27	2
8:45	27	0
9:00	26	0
9:15	26	0
9:30	27	0
9:45	27	0
10:00	27	0
10:15	27	0
10:30	27	0

PM Period

Time	Main Lot - (sections A+B)	Basket Ball Court - Section C
13:00	25	0
13:15	27	0
13:30	26	0
13:45	26	0
14:00	27	0
14:15	26	0
14:30	26	0
14:45	26	0
15:00	26	0
15:15	27	0
15:30	26	0
15:45	26	0
16:00	19	0
16:15	14	0
16:30	9	0
16:45	9	0
17:00	9	0
17:15	6	0
17:30	4	0
17:45	0	0

Start Time	Main Lot - (sections A+B)	Basket Ball Court - Section C
7:00	1	0
7:15	1	0
7:30	1	0
7:45	3	0
8:00	19	0
8:15	27	6
8:30	27	2
8:45	27	0
9:00	26	0
9:15	26	0
9:30	27	0
9:45	27	0
10:00	27	0
10:15	27	0
10:30	27	0
13:00	25	0
13:15	27	0
13:30	26	0
13:45	26	0
14:00	27	0
14:15	26	0
14:30	26	0
14:45	26	0
15:00	26	0
15:15	27	0
15:30	26	0
15:45	26	0
16:00	19	0
16:15	14	0
16:30	9	0
16:45	9	0
17:00	9	0
17:15	6	0
17:30	4	0
17:45	0	0



PUDO Analysis

Linbrook All Boys School
1079 Linbrook Road
PUDO Survey

Day 1

PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION			
Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section	Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section
7:00	0	1	0	7:00		0	0
7:05	0	0	0	7:05		0	0
7:10	1	0	0	7:10		0	0
7:15	0	0	0	7:15		0	0
7:20	0	0	0	7:20		0	0
7:25	0	1	0	7:25		0	0
7:30	1	0	0	7:30		0	0
7:35	0	1	0	7:35		0	0
7:40	2	1	0	7:40		0	0
7:45	0	1	0	7:45		0	0
7:50	1	1	0	7:50		0	0
7:55	1	5	0	7:55		0	0
8:00	3	7	0	8:00		1	0
8:05	5	1	0	8:05		0	0
8:10	7	2	0	8:10		0	0
8:15	11	1	1	8:15		0	0
8:20	8	2	1	8:20		2	0
8:25	15	1	0	8:25		0	0
8:30	10	1	0	8:30		0	0
8:35	21	0	0	8:35		0	0
8:40	16	2	0	8:40		0	0
8:45	8	0	0	8:45		0	0
8:50	6	0	0	8:50		0	0
8:55	8	0	0	8:55		0	0
9:00	0	0	0	9:00		0	0
9:05	1	0	0	9:05		1	0
9:10	0	0	0	9:10		0	0
9:15	0	0	0	9:15		0	0
9:20	0	0	0	9:20		0	0
9:25	0	0	0	9:25		0	0
9:30		0	0	9:30		0	0
9:35		0	0	9:35		0	0
9:40		0	0	9:40		0	0
9:45		0	0	9:45		0	0
9:50		0	0	9:50		0	0
9:55		0	0	9:55		0	0
10:00		0	0	10:00		0	0
10:05		0	0	10:05		0	0
10:10		0	0	10:10		0	0
10:15		0	0	10:15		0	0
10:20		0	0	10:20		0	0
10:25		0	0	10:25		0	0
13:00		0	0	13:00	R	R	R
13:05		0	0	13:05	R	R	R
13:10		0	0	13:10	R	2	R
13:15		1	0	13:15	R	1	R
13:20		0	0	13:20	R	R	R
13:25		0	0	13:25	R	1	R
13:30		0	0	13:30	R	R	R
13:35		0	0	13:35	R	R	R
13:40		0	0	13:40	R	R	R
13:45		0	0	13:45	R	R	R
13:50		0	0	13:50	R	R	R
13:55		0	0	13:55	R	R	R
14:00	0	0	0	14:00	R	R	R
14:05	0	0	0	14:05	R	R	R
14:10	0	0	0	14:10	R	R	R
14:15	0	0	0	14:15	R	R	R
14:20	0	0	0	14:20	R	R	R
14:25	0	0	0	14:25	R	R	R
14:30	0	0	0	14:30	2	R	R
14:35	3	0	0	14:35	4	R	R
14:40	0	0	0	14:40	R	R	R
14:45	0	0	0	14:45	2	R	R
14:50	0	1	0	14:50	1	R	R
14:55	0	6	0	14:55	1	R	1
15:00	0	2	3	15:00	4	R	R
15:05	4	1	2	15:05	7	R	R
15:10	8	0	0	15:10	11	R	R
15:15	7	0	0	15:15	10	R	R
15:20	10	0	0	15:20	11	R	R
15:25	8	1	0	15:25	10	R	R
15:30	6	0	0	15:30	8	R	R
15:35	5	0	0	15:35	12	R	R
15:40	1	0	0	15:40	11	R	R
15:45	15	0	0	15:45	16	R	R
15:50	10	1	0	15:50	13	R	R
15:55	9	2	0	15:55	9	R	R
16:00	7	3	0	16:00	7	R	R
16:05	1	2	0	16:05	R	R	R
16:10	1	1	0	16:10	7	1	R
16:15	5	1	0	16:15	11	R	R
16:20	9	0	0	16:20	7	R	R
16:25	1	0	0	16:25	1	R	R
16:30	2	0	0	16:30	2	R	R
16:35	0	0	0	16:35	1	1	R
16:40	1	0	0	16:40	3	R	R
16:45	8	0	0	16:45	6	R	R
16:50	4	0	0	16:50	3	R	R
16:55	1	0	0	16:55	0	R	R
17:00	0	0	0	17:00	0	0	0
17:05	1	1	0	17:05	0	0	0
17:10	1	0	0	17:10	2	0	0
17:15	1	1	0	17:15	1	0	0
17:20	1	0	0	17:20	1	1	0
17:25	0	0	0	17:25	0	0	0
17:30	0	0	0	17:30	0	0	0
17:35	0	0	0	17:35	0	0	0
17:40	0	0	0	17:40	0	0	0
17:45	0	0	0	17:45	0	0	0
17:50	0	0	0	17:50	0	0	0
17:55	0	0	0	17:55	0	0	0

PUDO	Loop E	Main	BB	Queue	Loop E	Main	BB
AM	21	7	1	AM	0	2	0
PM	15	6	8	PM	16	2	1

Day 2

PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION			
Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section	Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section
7:00	0	0	0	7:00	0	0	0
7:05	1	0	0	7:05	0	0	0
7:10	1	0	0	7:10	1	0	0
7:15	0	0	0	7:15	0	0	0
7:20	0	1	0	7:20	1	0	0
7:25	0	0	0	7:25	0	0	0
7:30	2	0	0	7:30	0	0	0
7:35	0	0	0	7:35	1	0	0
7:40	3	3	0	7:40	3	0	0
7:45	0	4	0	7:45	4	0	0
7:50	1	2	0	7:50	4	1	0
7:55	0	0	0	7:55	0	0	0
8:00	1	0	0	8:00	1	0	0
8:05	0	1	0	8:05	0	0	0
8:10	0	0	0	8:10	0	0	0
8:15	0	0	0	8:15	0	0	0
8:20	0	0	0	8:20	0	0	0
8:25	16	1	1	8:25	1	0	0
8:30	10	1	1	8:30	0	0	0
8:35	19	0	0	8:35	0	0	0
8:40	19	1	1	8:40	0	0	0
8:45	11	0	0	8:45	0	0	0
8:50	5	0	0	8:50	0	0	0
8:55	5	0	0	8:55	0	0	0
9:00	0	0	0	9:00	0	0	0
9:05	1	0	0	9:05	1	0	0
9:10	0	0	0	9:10	1	0	0
9:15	0	0	0	9:15	1	0	0
9:20	0	0	0	9:20	1	0	0
9:25	0	0	0	9:25	1	0	0
9:30	1	0	0	9:30	1	0	0
9:35	1	0	0	9:35	1	0	0
9:40	0	0	0	9:40	2	0	0
9:45	0	0	0	9:45	2	0	0
9:50	0	0	0	9:50	1	0	0
9:55	0	0	0	9:55	1	0	0
10:00	0	0	0	10:00	1	0	0
10:05	0	0	0	10:05	1	0	0
10:10	0	0	0	10:10	1	0	0
10:15	0	1	0	10:15	1	0	0
10:20	1	0	0	10:20	0	0	0
10:25	0	1	0	10:25	1	0	0
13:00	0	0	0	13:00	0	0	0
13:05	0	0	0	13:05	0	0	0
13:10	0	0	0	13:10	0	0	0
13:15	1	0	0	13:15	1	0	0
13:20	0	1	0	13:20	0	0	0
13:25	0	0	0	13:25	0	0	0
13:30	0	1	0	13:30	0	0	0
13:35	0	1	0	13:35	0	0	0
13:40	0	0	0	13:40	0	0	0
13:45	0	0	0	13:45	0	0	0
13:50	0	0	0	13:50	0	1	0
13:55	0	0	0	13:55	0	0	0
14:00	0	0	0	14:00	0	0	0
14:05	0	1	0	14:05	0	0	0
14:10	1	0	0	14:10	0	0	0
14:15	0	0	0	14:15	0	0	0
14:20	0	0	0	14:20	0	0	0
14:25	0	0	0	14:25	0	0	0
14:30	1	0	0	14:30	1	0	0
14:35	1	0	0	14:35	2	0	0
14:40	1	0	0	14:40	0	0	0
14:45	0	0	0	14:45	2	0	0
14:50	0	0	0	14:50	4	0	0
14:55	0	0	0	14:55	1	0	0
15:00	1	0	0	15:00	13	0	0
15:05	0	0	0	15:05	15	0	0
15:10	11	1	0	15:10	18	0	0
15:15	5	0	0	15:15	17	0	0
15:20	9	1	0	15:20	12	0	0
15:25	2	0	0	15:25	8	0	0
15:30	12	2	0	15:30	16	0	0
15:35	5	0	0	15:35	18	0	0
15:40	16	1	0	15:40	14	0	0
15:45	11	0	0	15:45	14	0	0
15:50	6	0	0	15:50	18	0	0
15:55	21	2	0	15:55	18	0	0
16:00	7	4	0	16:00	8	0	0
16:05	1	2	0	16:05	1	0	0
16:10	1	4	0	16:10	2	0	0
16:15	1	0	0	16:15	5	0	0
16:20	1	0	0	16:20	2	1	0
16:25	1	0	0	16:25	1	0	0
16:30	0	0	0	16:30	2	0	0
16:35	1	1	0	16:35	4	0	0
16:40	3	1	0	16:40	6	0	0
16:45	6	0	0	16:45	5	0	0
16:50	1	0	0	16:50	1	0	0
16:55	1	0	0	16:55	0	0	0
17:00	0	0	0	17:00	0	0	0
17:05	0	2	0	17:05	0	0	0
17:10	0	1	0	17:10	1	0	0
17:15	0	1	0	17:15	0	0	0
17:20	0	0	0	17:20	0	0	0
17:25	0	0	0	17:25	0	0	0
17:30	3	0	0	17:30	1	0	0
17:35	0	0	0	17:35	0	0	0
17:40	0	0	0	17:40	0	0	0
17:45	0	0	0	17:45	0	0	0
17:50	0	0	0	17:50	0	0	0
17:55	1	0	0	17:55	1	0	0

PUDO	Loop E	Main	BB	PUDO	Loop E	Main	BB
AM	19	6	6	AM	9	1	1
PM	21	4	0	PM	19	1	0

Day 3

PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION			
Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section	Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section
7:00	0	0	0	7:00	0	0	0
7:05	0	0	0	7:05	0	0	0
7:10	1	0	0	7:10	0	0	0
7:15	1	0	0	7:15	1	0	0
7:20	0	0	0	7:20	2	0	0
7:25	0	0	0	7:25	1	0	0
7:30	0	1	0	7:30	1	0	0
7:35	2	0	0	7:35	1	0	0
7:40	2	0	0	7:40	0	0	0
7:45	0	4	0	7:45	1	0	0
7:50	1	4	0	7:50	0	0	0
7:55	0	0	0	7:55	3	0	0
8:00	2	5	1	8:00	1	1	0
8:05	3	2	4	8:05	1	0	0
8:10	7	1	4	8:10	3	0	0
8:15	5	0	7	8:15	4	0	0
8:20	7	0	3	8:20	4	0	0
8:25	11	0	1	8:25	7	0	0
8:30	16	0	2	8:30	10	0	0
8:35	10	0	1	8:35	2	0	0
8:40	15	0	0	8:40	1	0	0
8:45	11	0	0	8:45	2	0	0
8:50	4	0	0	8:50	0	0	0
8:55	3	0	0	8:55	1	0	0
9:00	1	0	0	9:00	1	0	0
9:05	0	0	0	9:05	1	0	0
9:10	0	0	0	9:10	1	0	0
9:15	1	0	0	9:15	2	0	0
9:20	0	0	0	9:20	1	0	0
9:25	0	0	0	9:25	1	0	0
9:30	0	1	0	9:30	1	0	0
9:35	0	1	0	9:35	1	0	0
9:40	0	0	0	9:40	1	0	0
9:45	0	0	0	9:45	1	0	0
9:50	0	0	0	9:50	1	0	0
9:55	0	0	0	9:55	1	0	0
10:00	1	0	0	10:00	1	0	0
10:05	0	0	0	10:05	1	0	0
10:10	0	0	0	10:10	1	0	0
10:15	0	0	0	10:15	0	0	0
10:20	0	0	0	10:20	0	0	0
10:25	0	0	0	10:25	0	0	0
13:00	2	0	0	13:00	2	0	0
13:05	0	0	0	13:05	1	0	0
13:10	0	0	0	13:10	1	0	0
13:15	2	0	0	13:15	2	0	0
13:20	0	0	0	13:20	1	0	0
13:25	0	1	0	13:25	1	0	0
13:30	0	0	0	13:30	1	0	0
13:35	0	0	0	13:35	1	0	0
13:40	1	0	0	13:40	1	0	0
13:45	0	0	0	13:45	0	0	0
13:50	0	0	0	13:50	0	0	0
13:55	0	0	0	13:55	0	0	0
14:00	0	0	0	14:00	0	0	0
14:05	0	1	0	14:05	0	0	0
14:10	1	0	0	14:10	0	0	0
14:15	0	0	0	14:15	0	0	0
14:20	0	0	0	14:20	0	0	0
14:25	0	0	0	14:25	0	0	0
14:30	0	0	0	14:30	0	0	0
14:35	0	0	0	14:35	0	0	0
14:40	0	0	0	14:40	0	0	0
14:45	0	0	0	14:45	1	0	0
14:50	0	0	0	14:50	3	0	0
14:55	1	0	0	14:55	7	0	0
15:00	1	1	0	15:00	12	0	0
15:05	0	0	0	15:05	15	0	0
15:10	0	1	0	15:10	14	0	0
15:15	1	0	0	15:15	10	0	0
15:20	0	0	0	15:20	11	0	0
15:25	2	1	0	15:25	10	0	0
15:30	0	0	0	15:30	14	0	0
15:35	0	0	0	15:35	7	0	0
15:40	2	0	0	15:40	9	0	0
15:45	0	0	0	15:45	13	0	0
15:50	0	0	0	15:50	10	0	0
15:55	0	0	0	15:55	7	0	0
16:00	0	0	0	16:00	3	0	0
16:05	0	0	0	16:05	1	0	0
16:10	0	0	0	16:10	0	0	0
16:15	0	0	0	16:15	0	0	0
16:20	0	1	0	16:20	1	0	0
16:25	1	0	0	16:25	1	0	0
16:30	1	0	0	16:30	3	0	0
16:35	1	1	0	16:35	4	0	0
16:40	1	0	0	16:40	6	0	0
16:45	0	0	0	16:45	9	0	0
16:50	2	0	0	16:50	7	0	0
16:55	1	0	0	16:55	8	0	0
17:00	0	1	0	17:00	14	0	0
17:05	13	3	0	17:05	15	0	0
17:10	2	1	0	17:10	7	1	0
17:15	0	1	0	17:15	5	0	0
17:20	0	0	0	17:20	3	0	0
17:25	0	0	0	17:25	0	0	0
17:30	0	0	0	17:30	0	0	0
17:35	0	0	0	17:35	0	0	0
17:40	0	0	0	17:40	1	0	0
17:45	0	0	0	17:45	0	0	0
17:50	0	0	0	17:50	0	0	0
17:55	0	0	0	17:55	0	0	0

PUDO	Loop E	Main	BB	PUDO	Loop E	Main	BB
AM	20	8	7	AM	10	1	0
PM	16	6	0	PM	15	1	0

Average

PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION			
Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section	Start Time	Parking Lot - Loop E	Main Parking lot	Basket Ball Court Section
7:00	0	0	0	7:00	0	0	0
7:05	0	0	0	7:05	0	0	0
7:10	1	0	0	7:10	1	0	0
7:15	0	0	0	7:15	1	0	0
7:20	0	0	0	7:20	2	0	0
7:25	0	0	0	7:25	1	0	0
7:30	1	0	0	7:30	1	0	0
7:35	1	0	0	7:35	1	0	0
7:40	2	1	0	7:40	1	0	0
7:45	0	2	0	7:45	1	0	0
7:50	1	2	0	7:50	1	0	0
7:55	2	0	0	7:55	2	0	0
8:00	0	0	0	8:00	1	1	0
8:05	0	1	0	8:05	1	0	0
8:10	0	2	0	8:10	1	0	0
8:15	7	0	0	8:15	3	0	0
8:20	7	1	0	8:20	4	1	0
8:25	14	1	0	8:25	6	0	0
8:30	10	1	0	8:30	9	0	0
8:35	0	0	0	8:35	0	0	0
8:40	17	1	0	8:40	3	0	0
8:45	10	0	0	8:45	4	0	0
8:50	5	0	0	8:50	3	0	0
8:55	5	0	0	8:55	2	0	0
9:00	0	0	0	9:00	2	0	0
9:05	1	0	0	9:05	1	0	0
9:10	0	0	0	9:10	2	0	0
9:15	0	0	0	9:15	2	0	0
9:20	0	0	0	9:20	1	0	0
9:25	0	0	0	9:25	1	0	0
9:30	1	0	0	9:30	1	0	0
9:35	1	0	0	9:35	1	0	0
9:40	0	0	0	9:40	2	0	0
9:45	0	0	0	9:45	2	0	0
9:50	0	0	0	9:50	1	0	0
9:55	0	0	0	9:55	1	0	0
10:00	1	0	0	10:00	1	0	0
10:05	0	0	0	10:05	1	0	0
10:10	0	0	0	10:10	1	0	0
10:15	0	0	0	10:15	1	0	0
10:20	1	0	0	10:20	0	0	0
10:25	0	0	0	10:25	1	0	0
13:00	1	0	0	13:00	1	0	0
13:05	0	0	0	13:05	0	0	0
13:10	0	0	0	13:10	0	1	0
13:15	2	0	0	13:15	1	1	0
13:20	0	0	0	13:20	0	0	0
13:25	0	0	0	13:25	0	0	0
13:30	0	0	0	13:30	0	0	0
13:35	0	0	0	13:35	0	0	0
13:40	1	0	0	13:40	1	0	0
13:45	0	0	0	13:45	0	0	0
13:50	0	0	0	13:50	0	0	0
13:55	0	0	0	13:55	0	0	0
14:00	0	0	0	14:00	0	0	0
14:05	0	0	0	14:05	0	0	0
14:10	0	0	0	14:10	0	0	0
14:15	0	0	0	14:15	0	0	0
14:20	0	0	0	14:20	0	0	0
14:25	0	0	0	14:25	0	0	0
14:30	0	0	0	14:30	1	0	0
14:35	1	0	0	14:35	2	0	0
14:40	0	0	0	14:40	1	0	0
14:45	0	0	0	14:45	2	0	0
14:50	0	0	0	14:50	3	0	0
14:55	0	2	0	14:55	4	0	0
15:00	1	1	1	15:00	10	0	0
15:05	1	0	1	15:05	12	0	0
15:10	0	1	0	15:10	14	0	0
15:15	0	1	0	15:15	12	0	0
15:20	0	0	0	15:20	11	0	0
15:25	4	1	0	15:25	9	0	0
15:30	11	1	0	15:30	13	0	0
15:35	5	0	0	15:35	12	0	0
15:40	6	0	0	15:40	11	0	0
15:45	14	0	0	15:45	14	0	0
15:50	11	1	0	15:50	14	0	0
15:55	12	4	0	15:55	11	0	0
16:00	3	2	0	16:00	5	0	0
16:05	1	1	0	16:05	3	0	0
16:10	0	2	0	16:10	3	0	0
16:15	2	2	0	16:15	4	0	0
16:20	3	1	0	16:20	3	0	0
16:25	1	0	0	16:25	1	0	0
16:30	1	0	0	16:30	2	0	0
16:35	1	1	0	16:35	3	0	0
16:40	3	0	0	16:40	3	0	0
16:45	5	0	0	16:45	7	0	0
16:50	2	0	0	16:50	4	0	0
16:55	3	0	0	16:55	3	0	0
17:00	1	0	0	17:00	3	0	0
17:05	5	2	0	17:05	3	0	0
17:10	3	1	0	17:10	3	1	0
17:15	2	1	0	17:15	2	0	0
17:20	0	0	0	17:20	1	0	0
17:25	0	0	0	17:25	0	0	0
17:30	1	0	0	17:30	0	0	0
17:35	1	1	0	17:35	1	0	0
17:40	0	1	0	17:40	0	0	0
17:45	0	0	0	17:45	0	0	0
17:50	0	0	0	17:50	0	0	0
17:55	0	0	0	17:55	0	0	0

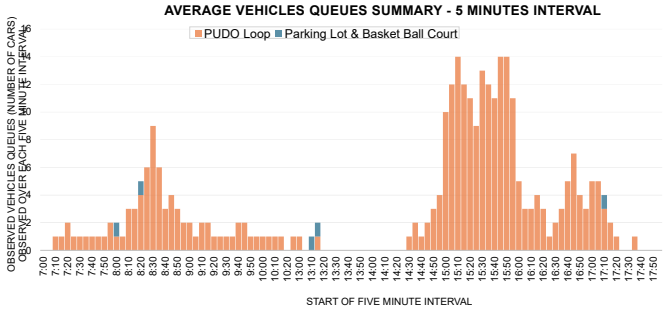
PUDO	Loop E	Main	BB
AM	20	6	4
PM	14	4	3

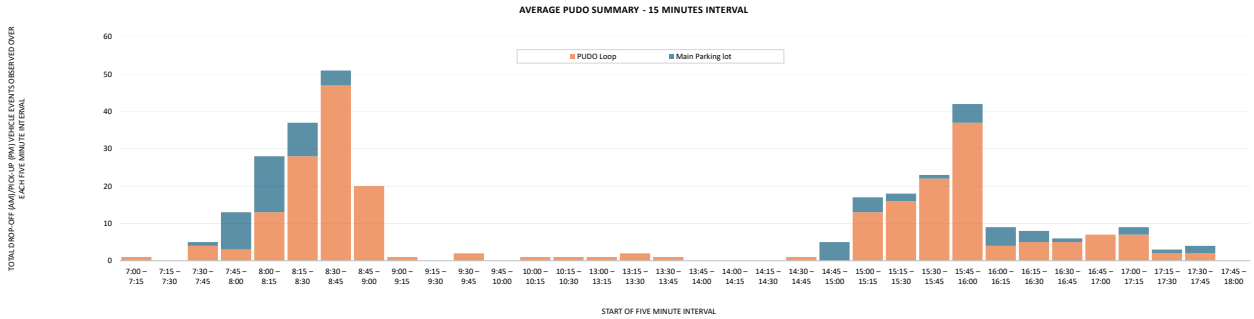
PUDO	Loop E	Main	BB
AM	0	1	0
PM	14	1	0

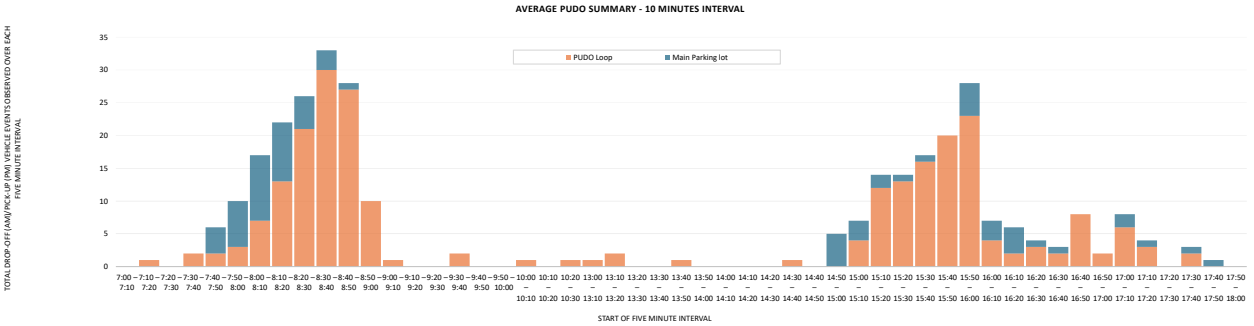
PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS					QUEUE CIRCULATION		
Start Time ($ min Interval)		PUDO Loop	Parking Lot & Basket Ball Court	Total	PUDO Loop	Parking Lot & Basket Ball Court	Total
7:00	7:00 – 7:05	0	0	**0**	0	0	**0**
7:05	7:05 – 7:10	0	0	**0**	0	0	**0**
7:10	7:10 – 7:15	1	0	**1**	1	0	**1**
7:15	7:15 – 7:20	0	0	**0**	1	0	**1**
7:20	7:20 – 7:25	0	0	**0**	2	0	**2**
7:25	7:25 – 7:30	0	0	**0**	1	0	**1**
7:30	7:30 – 7:35	1	0	**1**	1	0	**1**
7:35	7:35 – 7:40	1	0	**1**	1	0	**1**
7:40	7:40 – 7:45	2	1	**3**	1	0	**1**
7:45	7:45 – 7:50	0	3	**3**	1	0	**1**
7:50	7:50 – 7:55	1	2	**3**	1	0	**1**
7:55	7:55 – 8:00	2	5	**7**	2	0	**2**
8:00	8:00 – 8:05	2	6	**8**	1	1	**2**
8:05	8:05 – 8:10	5	4	**9**	1	0	**1**
8:10	8:10 – 8:15	6	5	**11**	3	0	**3**
8:15	8:15 – 8:20	7	4	**11**	3	0	**3**
8:20	8:20 – 8:25	7	3	**10**	4	1	**5**
8:25	8:25 – 8:30	14	2	**16**	6	0	**6**
8:30	8:30 – 8:35	10	2	**12**	9	0	**9**
8:35	8:35 – 8:40	20	1	**21**	6	0	**6**
8:40	8:40 – 8:45	17	1	**18**	3	0	**3**
8:45	8:45 – 8:50	10	0	**10**	4	0	**4**
8:50	8:50 – 8:55	5	0	**5**	3	0	**3**
8:55	8:55 – 9:00	5	0	**5**	2	0	**2**
9:00	9:00 – 9:05	0	0	**0**	2	0	**2**
9:05	9:05 – 9:10	1	0	**1**	1	0	**1**
9:10	9:10 – 9:15	0	0	**0**	2	0	**2**
9:15	9:15 – 9:20	0	0	**0**	2	0	**2**
9:20	9:20 – 9:25	0	0	**0**	1	0	**1**
9:25	9:25 – 9:30	0	0	**0**	1	0	**1**
9:30	9:30 – 9:35	1	0	**1**	1	0	**1**
9:35	9:35 – 9:40	1	0	**1**	1	0	**1**
9:40	9:40 – 9:45	0	0	**0**	2	0	**2**
9:45	9:45 – 9:50	0	0	**0**	2	0	**2**
9:50	9:50 – 9:55	0	0	**0**	1	0	**1**
9:55	9:55 – 10:00	0	0	**0**	1	0	**1**
10:00	10:00 – 10:05	1	0	**1**	1	0	**1**
10:05	10:05 – 10:10	0	0	**0**	1	0	**1**
10:10	10:10 – 10:15	0	0	**0**	1	0	**1**
10:15	10:15 – 10:20	0	0	**0**	1	0	**1**
10:20	10:20 – 10:25	1	0	**1**	0	0	**0**
10:25	10:25 – 10:30	0	0	**0**	1	0	**1**
13:00	13:00 – 13:05	1	0	**1**	1	0	**1**
13:05	13:05 – 13:10	0	0	**0**	0	0	**0**
13:10	13:10 – 13:15	0	0	**0**	0	1	**1**
13:15	13:15 – 13:20	2	0	**2**	1	1	**2**
13:20	13:20 – 13:25	0	0	**0**	0	0	**0**
13:25	13:25 – 13:30	0	0	**0**	0	0	**0**
13:30	13:30 – 13:35	0	0	**0**	0	0	**0**
13:35	13:35 – 13:40	0	0	**0**	0	0	**0**
13:40	13:40 – 13:45	1	0	**1**	0	0	**0**
13:45	13:45 – 13:50	0	0	**0**	0	0	**0**
13:50	13:50 – 13:55	0	0	**0**	0	0	**0**
13:55	13:55 – 14:00	0	0	**0**	0	0	**0**
14:00	14:00 – 14:05	0	0	**0**	0	0	**0**
14:05	14:05 – 14:10	0	0	**0**	0	0	**0**
14:10	14:10 – 14:15	0	0	**0**	0	0	**0**
14:15	14:15 – 14:20	0	0	**0**	0	0	**0**
14:20	14:20 – 14:25	0	0	**0**	0	0	**0**
14:25	14:25 – 14:30	0	0	**0**	0	0	**0**
14:30	14:30 – 14:35	0	0	**0**	1	0	**1**
14:35	14:35 – 14:40	1	0	**1**	2	0	**2**
14:40	14:40 – 14:45	0	0	**0**	1	0	**1**
14:45	14:45 – 14:50	0	0	**0**	2	0	**2**
14:50	14:50 – 14:55	0	0	**0**	3	0	**3**
14:55	14:55 – 15:00	0	5	**5**	4	0	**4**
15:00	15:00 – 15:05	1	2	**3**	10	0	**10**
15:05	15:05 – 15:10	3	1	**4**	12	0	**12**
15:10	15:10 – 15:15	9	1	**10**	14	0	**14**
15:15	15:15 – 15:20	3	1	**4**	12	0	**12**
15:20	15:20 – 15:25	9	0	**9**	11	0	**11**
15:25	15:25 – 15:30	4	1	**5**	9	0	**9**
15:30	15:30 – 15:35	11	1	**12**	13	0	**13**
15:35	15:35 – 15:40	5	0	**5**	12	0	**12**
15:40	15:40 – 15:45	6	0	**6**	11	0	**11**
15:45	15:45 – 15:50	14	0	**14**	14	0	**14**
15:50	15:50 – 15:55	11	1	**12**	14	0	**14**
15:55	15:55 – 16:00	12	4	**16**	11	0	**11**
16:00	16:00 – 16:05	3	2	**5**	5	0	**5**
16:05	16:05 – 16:10	1	1	**2**	3	0	**3**
16:10	16:10 – 16:15	0	2	**2**	3	0	**3**
16:15	16:15 – 16:20	2	2	**4**	4	0	**4**
16:20	16:20 – 16:25	3	1	**4**	3	0	**3**
16:25	16:25 – 16:30	0	0	**0**	1	0	**1**
16:30	16:30 – 16:35	1	0	**1**	2	0	**2**
16:35	16:35 – 16:40	1	1	**2**	3	0	**3**
16:40	16:40 – 16:45	3	0	**3**	5	0	**5**
16:45	16:45 – 16:50	5	0	**5**	7	0	**7**
16:50	16:50 – 16:55	2	0	**2**	4	0	**4**
16:55	16:55 – 17:00	0	0	**0**	3	0	**3**
17:00	17:00 – 17:05	1	0	**1**	5	0	**5**
17:05	17:05 – 17:10	5	2	**7**	5	0	**5**
17:10	17:10 – 17:15	1	0	**1**	3	1	**4**
17:15	17:15 – 17:20	2	1	**3**	2	0	**2**
17:20	17:20 – 17:25	0	0	**0**	1	0	**1**
17:25	17:25 – 17:30	0	0	**0**	0	0	**0**
17:30	17:30 – 17:35	1	0	**1**	0	0	**0**
17:35	17:35 – 17:40	1	1	**2**	1	0	**1**
17:40	17:40 – 17:45	0	1	**1**	0	0	**0**
17:45	17:45 – 17:50	0	0	**0**	0	0	**0**
17:50	17:50 – 17:55	0	0	**0**	0	0	**0**
17:55	17:55 – 18:00	0	0	**0**	0	0	0

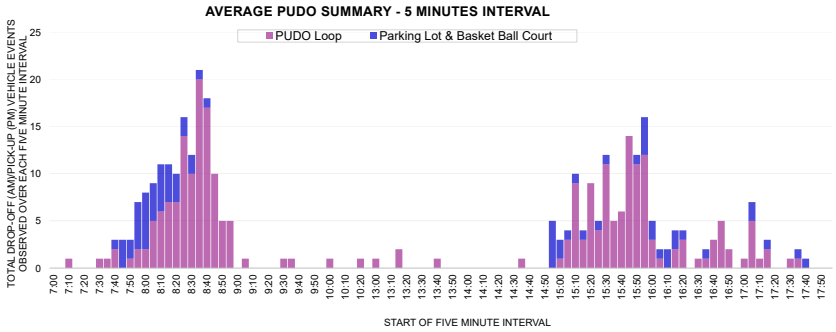
PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION		
Time (10 min Interval)	PUDO Loop	Parking Lot & Basket Ball Court	Total	PUDO Loop	Parking Lot & Basket Ball Court	Total
7:00 – 7:10	0	0	**0**	0	0	**0**
7:10 – 7:20	1	0	**1**	0	0	**0**
7:20 – 7:30	0	0	**0**	0	0	**0**
7:30 – 7:40	2	0	**2**	0	0	**0**
7:40 – 7:50	2	4	**6**	0	0	**0**
7:50 – 8:00	3	7	**10**	0	0	**0**
8:00 – 8:10	7	10	**17**	0	1	**1**
8:10 – 8:20	13	9	**22**	4	0	**4**
8:20 – 8:30	21	5	**26**	2	1	**3**
8:30 – 8:40	30	3	**33**	3	0	**3**
8:40 – 8:50	27	1	**28**	4	0	**4**
8:50 – 9:00	10	0	**10**	2	0	**2**
9:00 – 9:10	1	0	**1**	1	0	**1**
9:10 – 9:20	0	0	**0**	0	0	**0**
9:20 – 9:30	0	0	**0**	0	0	**0**
9:30 – 9:40	2	0	**2**	0	0	**0**
9:40 – 9:50	0	0	**0**	0	0	**0**
9:50 – 10:00	0	0	**0**	0	0	**0**
10:00 – 10:10	1	0	**1**	0	0	**0**
10:10 – 10:20	0	0	**0**	1	0	**1**
10:20 – 10:30	1	0	**1**	0	0	**0**
13:00 – 13:10	1	0	**1**	0	0	**0**
13:10 – 13:20	2	0	**2**	0	2	**2**
13:20 – 13:30	0	0	**0**	0	0	**0**
13:30 – 13:40	0	0	**0**	0	0	**0**
13:40 – 13:50	1	0	**1**	0	0	**0**
13:50 – 14:00	0	0	**0**	0	0	**0**
14:00 – 14:10	0	0	**0**	0	0	**0**
14:10 – 14:20	0	0	**0**	0	0	**0**
14:20 – 14:30	0	0	**0**	0	0	**0**
14:30 – 14:40	1	0	**1**	0	0	**0**
14:40 – 14:50	0	0	**0**	0	0	**0**
14:50 – 15:00	0	5	**5**	1	0	**1**
15:00 – 15:10	4	3	**7**	0	0	**0**
15:10 – 15:20	12	2	**14**	3	0	**3**
15:20 – 15:30	13	1	**14**	2	0	**2**
15:30 – 15:40	16	1	**17**	6	0	**6**
15:40 – 15:50	20	0	**20**	5	0	**5**
15:50 – 16:00	23	5	**28**	2	0	**2**
16:00 – 16:10	4	3	**7**	1	0	**1**
16:10 – 16:20	2	4	**6**	0	0	**0**
16:20 – 16:30	3	1	**4**	1	0	**1**
16:30 – 16:40	2	1	**3**	0	0	**0**
16:40 – 16:50	8	0	**8**	2	0	**2**
16:50 – 17:00	2	0	**2**	1	0	**1**
17:00 – 17:10	6	2	**8**	1	0	**1**
17:10 – 17:20	3	1	**4**	0	1	**1**
17:20 – 17:30	0	0	**0**	1	0	**1**
17:30 – 17:40	2	1	**3**	0	0	**0**
17:40 – 17:50	0	1	**1**	0	0	**0**
17:50 – 18:00	0	0	**0**	0	0	**0**

PUDO SUM FIVE MINUTES VEHICLE PICK-UP/DROP-OFF EVENTS				QUEUE CIRCULATION		
Time (15 min Interval)	PUDO Loop	Parking Lot & Basket Ball Court	Total	PUDO Loop	Parking Lot & Basket Ball Court	Total
7:00 – 7:15	1	0	**1**	0	0	**0**
7:15 – 7:30	0	0	**0**	0	0	**0**
7:30 – 7:45	4	1	**5**	0	0	**0**
7:45 – 8:00	3	10	**13**	0	0	**0**
8:00 – 8:15	13	15	**28**	2	1	**3**
8:15 – 8:30	28	9	**37**	4	1	**5**
8:30 – 8:45	47	4	**51**	5	0	**5**
8:45 – 9:00	20	0	**20**	4	0	**4**
9:00 – 9:15	1	0	**1**	1	0	**1**
9:15 – 9:30	0	0	**0**	0	0	**0**
9:30 – 9:45	2	0	**2**	0	0	**0**
9:45 – 10:00	0	0	**0**	0	0	**0**
10:00 – 10:15	1	0	**1**	0	0	**0**
10:15 – 10:30	1	0	**1**	1	0	**1**
13:00 – 13:15	1	0	**1**	0	1	**1**
13:15 – 13:30	2	0	**2**	0	1	**1**
13:30 – 13:45	1	0	**1**	0	0	**0**
13:45 – 14:00	0	0	**0**	0	0	**0**
14:00 – 14:15	0	0	**0**	0	0	**0**
14:15 – 14:30	0	0	**0**	0	0	**0**
14:30 – 14:45	1	0	**1**	0	0	**0**
14:45 – 15:00	0	5	**5**	1	0	**1**
15:00 – 15:15	13	4	**17**	0	0	**0**
15:15 – 15:30	16	2	**18**	5	0	**5**
15:30 – 15:45	22	1	**23**	7	0	**7**
15:45 – 16:00	37	5	**42**	6	0	**6**
16:00 – 16:15	4	5	**9**	1	0	**1**
16:15 – 16:30	5	3	**8**	1	0	**1**
16:30 – 16:45	5	1	**6**	1	0	**1**
16:45 – 17:00	7	0	**7**	2	0	**2**
17:00 – 17:15	7	2	**9**	1	1	**2**
17:15 – 17:30	2	1	**3**	1	0	**1**
17:30 – 17:45	2	2	**4**	0	0	**0**
17:45 – 18:00	0	0	**0**	0	0	**0**




AVERAGE PUDO SUMMARY - 15 MINUTES INTERVAL
TOTAL DROP-OFF (AM)/PICK-UP (PM) VEHICLE EVENTS OBSERVED OVER EACH FIVE MINUTE INTERVAL
PUDO Loop
Main Parking lot
START OF FIVE MINUTE INTERVAL


AVERAGE PUDO SUMMARY - 10 MINUTES INTERVAL
TOTAL DROP-OFF (AM)/PICK-UP (PM) VEHICLE EVENTS OBSERVED OVER EACH FIVE MINUTE INTERVAL
PUDO Loop
Main Parking lot
START OF FIVE MINUTE INTERVAL


AVERAGE PUDO SUMMARY - 5 MINUTES INTERVAL
TOTAL DROP-OFF (AM)/PICK-UP (PM) VEHICLE EVENTS OBSERVED OVER EACH FIVE MINUTE INTERVAL
PUDO Loop
Parking Lot & Basket Ball Court
START OF FIVE MINUTE INTERVAL

Parking Analysis

Linbrook All Boys School
1079 Linbrook Road
Parking Lot Survey
Parking Sp 32

Day 1: March 31st, 2026 Day 2: April 1st, 2026 Average

Day 1		
Start Time	Main Lot	Basket Ball Court Section
7:00	1	0
7:15	1	0
7:30	2	0
7:45	4	0
8:00	13	0
8:15	21	0
8:30	25	0
8:45	28	0
9:00	28	0
9:15	28	0
9:30	28	0
9:45	28	0
10:00	28	0
10:15	28	0
10:30	28	0
13:00	30	3
13:15	33	7
13:30	34	12
13:45	34	13
14:00	34	13
14:15	34	13
14:30	34	13
14:45	34	13
15:00	31	9
15:15	24	0
15:30	24	0
15:45	23	0
16:00	20	0
16:15	15	0
16:30	14	0
16:45	14	0
17:00	14	0
17:15	17	0
17:30	16	0
17:45	17	0

Day 2		
Start Time	Main Lot	Basket Ball Court Section
7:00	1	0
7:15	1	0
7:30	2	0
7:45	6	0
8:00	14	0
8:15	22	8
8:30	25	1
8:45	26	2
9:00	26	0
9:15	26	0
9:30	26	0
9:45	26	0
10:00	26	0
10:15	25	0
10:30	26	0
13:00	24	0
13:15	25	0
13:30	24	0
13:45	24	0
14:00	25	0
14:15	26	0
14:30	26	0
14:45	29	0
15:00	29	0
15:15	29	0
15:30	26	0
15:45	23	0
16:00	20	0
16:15	14	0
16:30	6	0
16:45	6	0
17:00	4	0
17:15	2	0
17:30	1	0
17:45	2	0

Day 3		
Start Time	Main Lot	Basket Ball Court Section
7:00	1	0
7:15	1	0
7:30	1	0
7:45	3	0
8:00	19	0
8:15	27	6
8:30	27	2
8:45	27	0
9:00	26	0
9:15	26	0
9:30	27	0
9:45	27	0
10:00	27	0
10:15	27	0
10:30	27	0
13:00	25	0
13:15	27	0
13:30	26	0
13:45	26	0
14:00	27	0
14:15	26	0
14:30	26	0
14:45	26	0
15:00	26	0
15:15	27	0
15:30	26	0
15:45	26	0
16:00	19	0
16:15	14	0
16:30	9	0
16:45	9	0
17:00	9	0
17:15	6	0
17:30	4	0
17:45	0	0

	Time	Day 1		Day 2		Day 3		Average (Day 2 & Day 3)	
	(15 min Interval)	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization	Parking Demand	Parking Utilization
	7:00 – 7:15	1	3%	1	3%	1	3%	1	3%
	7:15 – 7:30	1	3%	1	3%	1	3%	1	3%
	7:30 – 7:45	2	6%	2	6%	1	3%	2	6%
PUDO Peak Period	7:45 – 8:00	4	13%	6	19%	3	9%	5	16%
PUDO Peak Period	8:00 – 8:15	13	41%	14	44%	19	59%	17	53%
PUDO Peak Period	8:15 – 8:30	21	66%	30	94%	33	103%	32	100%
PUDO Peak Period	8:30 – 8:45	25	78%	26	81%	29	91%	28	88%
PUDO Peak Period	8:45 – 9:00	28	88%	28	88%	27	84%	28	88%
	9:00 – 9:15	28	88%	26	81%	26	81%	26	81%
	9:15 – 9:30	28	88%	26	81%	26	81%	26	81%
	9:30 – 9:45	28	88%	26	81%	27	84%	27	84%
	9:45 – 10:00	28	88%	26	81%	27	84%	27	84%
	10:00 – 10:15	28	88%	26	81%	27	84%	27	84%
	10:15 – 10:30	28	88%	25	78%	27	84%	26	81%
	10:30 – 10:45	28	88%	26	81%	27	84%	27	84%
	13:00 – 13:15	33	103%	24	75%	25	78%	25	78%
	13:15 – 13:30	40	125%	25	78%	27	84%	26	81%
	13:30 – 13:45	46	144%	24	75%	26	81%	25	78%
	13:45 – 14:00	47	147%	24	75%	26	81%	25	78%
	14:00 – 14:15	47	147%	25	78%	27	84%	26	81%
	14:15 – 14:30	47	147%	26	81%	26	81%	26	81%
	14:30 – 14:45	47	147%	26	81%	26	81%	26	81%
PUDO Peak Period	14:45 – 15:00	47	147%	29	91%	26	81%	28	88%
PUDO Peak Period	15:00 – 15:15	40	125%	29	91%	26	81%	28	88%
PUDO Peak Period	15:15 – 15:30	24	75%	29	91%	27	84%	28	88%
PUDO Peak Period	15:30 – 15:45	24	75%	26	81%	26	81%	26	81%
PUDO Peak Period	15:45 – 16:00	23	72%	23	72%	26	81%	25	78%
	16:00 – 16:15	20	63%	20	63%	19	59%	20	63%
	16:15 – 16:30	15	47%	14	44%	14	44%	14	44%
	16:30 – 16:45	14	44%	6	19%	9	28%	8	25%
	16:45 – 17:00	14	44%	6	19%	9	28%	8	25%
	17:00 – 17:15	14	44%	4	13%	9	28%	7	22%
	17:15 – 17:30	17	53%	2	6%	6	19%	4	13%
	17:30 – 17:45	16	50%	1	3%	4	13%	3	9%
	17:45 – 18:00	17	53%	2	6%	0	0%	1	3%

Average (Days 1, 2 & 3)				
Start Time	Main Lot	Basket Ball Court Section	Total	Parking Utilization
7:00	1	0	1	3%
7:15	1	0	1	3%
7:30	2	0	2	6%
7:45	4	0	4	13%
8:00	15	0	15	47%
8:15	23	5	28	88%
8:30	26	1	27	84%
8:45	27	1	28	88%
9:00	27	0	27	84%
9:15	27	0	27	84%
9:30	27	0	27	84%
9:45	27	0	27	84%
10:00	27	0	27	84%
10:15	27	0	27	84%
10:30	27	0	27	84%
13:00	26	1	27	84%
13:15	28	2	30	94%
13:30	28	4	32	100%
13:45	28	4	32	100%
14:00	29	4	33	103%
14:15	29	4	33	103%
14:30	29	4	33	103%
14:45	30	4	34	106%
15:00	29	3	32	100%
15:15	27	0	27	84%
15:30	25	0	25	78%
15:45	24	0	24	75%
16:00	20	0	20	63%
16:15	14	0	14	44%
16:30	10	0	10	31%
16:45	10	0	10	31%
17:00	9	0	9	28%
17:15	8	0	8	25%
17:30	7	0		
17:45	6	0		

