

## **Traffic Assessment Study**

### **Proposed Estate Plan of Subdivision (Common Element Condominium) Condominium Development – Frisque Lands**

869547 Ontario Inc.  
3225 5<sup>th</sup> Concession Road  
Part of Lots 3 and 4, Concession 5  
City of Pickering

City File No(s). SP-2023-04, CP-20923-05 and A13/23

Project No: W21015

Updated June 6<sup>th</sup>, 2025

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# 1. Introduction

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CANDEVCON GROUP INC. was retained by 869547 Ontario Inc. to undertake a Traffic Assessment Study as a requirement by the City of Pickering for the zoning by-law amendment and draft plan of subdivision including draft plan of condominium (Common Element) application for the proposed Estate Subdivision Condominium Development. The subject lands are located at the northeast corner of the 5<sup>th</sup> Concession Road and Sideline 4 connection. **Figure 1** illustrates the location of the proposed Estate Subdivision Condominium Development.

The purpose of this Study, is to determine the traffic impacts of the proposed Estate Subdivision Condominium Development on the surrounding road network, including the nearby intersection of Audley Road at 5<sup>th</sup> Concession Road, and to analyze the proposed Vehicular Accesses to the site.

It is assumed that the proposed Estate Subdivision Condominium Development will be fully build-out and operating by 2027. As a result, a horizon year of 2032 was analyzed, representing a five (5) year post build-out.

The Traffic Assessment Study addresses the future operations at the following intersections:

- Audley Road at 5<sup>th</sup> Concession Road,
- Proposed Site Access at 5<sup>th</sup> Concession Road,
- Proposed Site Access at Sideline 4.

The intersection of Audley Road at 5<sup>th</sup> Concession Road was studied under the Future (2032) Total Background and Future (2032) Total Traffic scenarios. The proposed Site Access at 5<sup>th</sup> Concession Road and the proposed Site Access at Sideline 4 intersections were studied under the Future (2032) Total Traffic scenario.



TRAFFIC ASSESSMENT STUDY FOR

**869547 ONTARIO INC.**

CITY OF PICKERING

# LOCATION PLAN



**CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS

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BRAMPTON, ONTARIO L6P 0M7  
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DRAWN BY:

B.W.

CHECKED BY:

D.L.

SCALE:

N.T.S.

DATE:

SEPTEMBER 20, 2023

PROJECT No.

W21015

FIGURE No.

**1**

## 2. Proposed Development – Study Area

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The subject development is located immediately east of Sideline 4 and north of 5<sup>th</sup> Concession Road. The total area of the development is approximately 17.91 hectares.

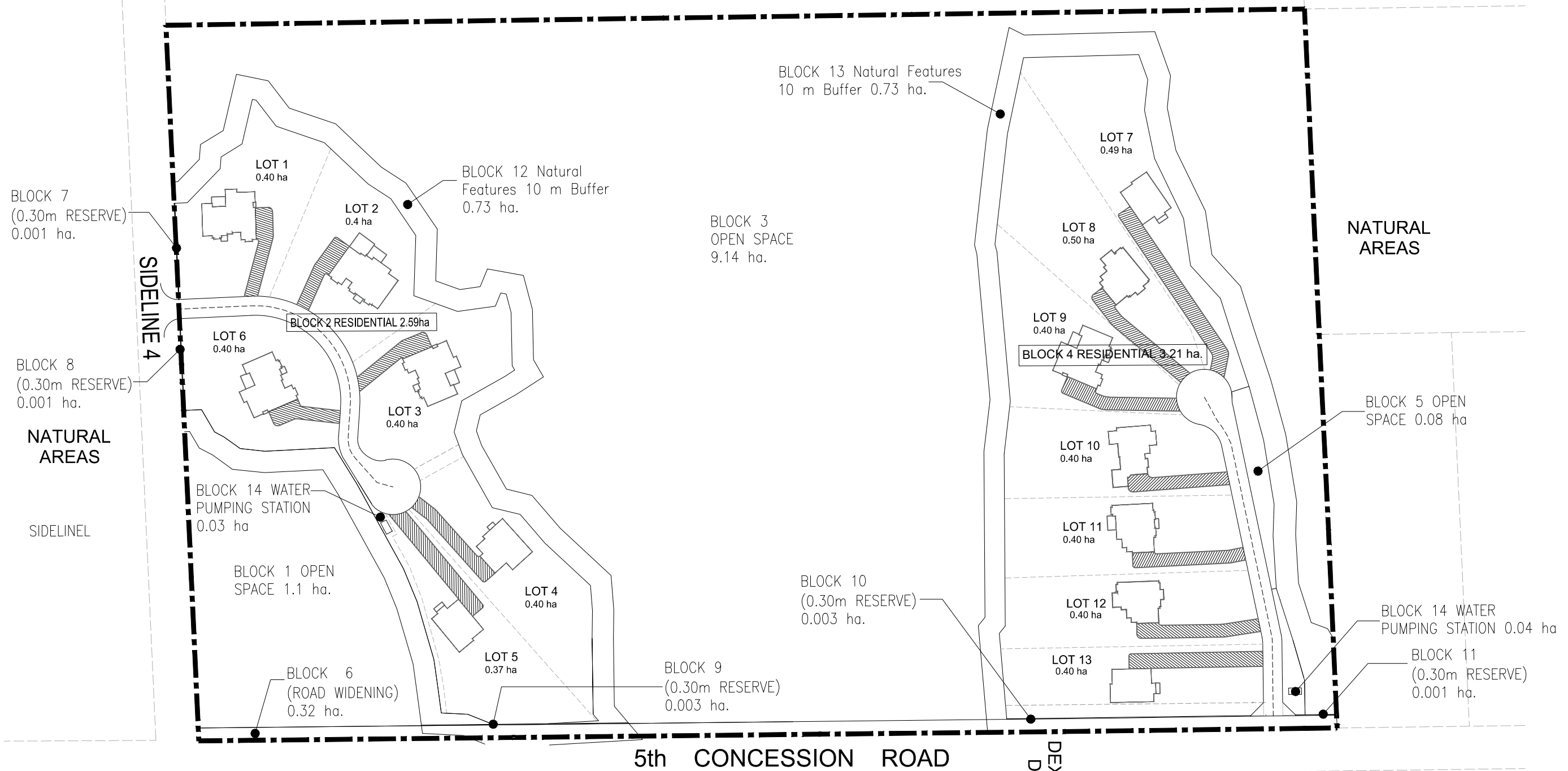
The surrounding land uses of the subject development are as follows:

- To the north, a residential dwelling and greenbelt lands,
- To the south, 5<sup>th</sup> Concession Road with Dexshire Drive and a future residential subdivision (Deer Creek East) beyond,
- To the east, greenbelt lands with a residential dwelling and Audley Road beyond,
- To the west, Sideline 4 with greenbelt lands and residential dwellings beyond.

It is assumed that the proposed Estate Subdivision Condominium Development will be fully built-out and operating in 2027. The proposed Estate Subdivision Condominium Development will consist of 13 single detached homes. Within the development, a private road to Sideline 4 will service six (6) residential dwelling units and a private road to 5<sup>th</sup> Concession Road, east of the subject property, will service seven (7) residential dwelling units.

The proposed Building Envelope Plan for the condominium development is provided in **Figure 2**.

# NATURAL AREAS



TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED RESIDENTIAL SUBDIVISION  
CITY OF PICKERING

## PROPOSED BUILDING ENVELOPE PLAN



**CANDEVCON GROUP INC.**  
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|                         |                |
|-------------------------|----------------|
| DATE:<br>APR. 11th 2025 | JOB No. W21015 |
| DESIGN:<br>S.N.         | FIG. No.       |
| SCALE:<br>1:2000        | <b>2</b>       |

## 3. Existing and Future Road Network

---

### 3.1 Existing Road Network

The existing road network within the Study Area comprises 5<sup>th</sup> Concession Road, Sideline 4 and Audley Road.

#### 5<sup>th</sup> Concession Road

5<sup>th</sup> Concession Road is an east-west Type “B” arterial road that is under the jurisdiction of the City of Pickering. West of the Subject Lands, 5<sup>th</sup> Concession Road comprises a westerly connection with Brock Road while aligning with Whitevale Road and an easterly connection with Sideline 4. East of Sideline 4, the roadway connects with Dexshire Drive before connecting with Audley Road to form a T-intersection. Within the vicinity of the Study Area and west of Sideline 4, 5<sup>th</sup> Concession Road has a posted speed limit of 60 km/h. Between Audley Road and Dexshire Drive, 5<sup>th</sup> Concession Road has a speed limit of 60 km/h. 5<sup>th</sup> Concession Road is a two (2) lane roadway with a rural cross section. After 2031, there are plans to extend 5<sup>th</sup> Concession Road from Audley Road to Lake Ridge Road and from Sideline 4 to Dexshire Drive<sup>1</sup>. This Study assumes that these improvements will be made after the 2032 horizon year.

#### Audley Road

Audley Road is a north-south local road that is under the jurisdiction of the City of Pickering. Within the Study Area, Audley Road is a two (2) lane roadway with a rural cross section and a posted speed limit of 60 km/h. It is anticipated that the roadway will not be widened by the horizon year.

#### Sideline 4

Sideline 4 is a north-south local road that is under the jurisdiction of the City of Pickering. The roadway comprises a southerly connection with 5<sup>th</sup> Concession Road and a north end that terminates via cul-de-sac; just south of Highway 407. In addition, the roadway intersects with Highway 7 to form an un-signalized intersection with stop-controls at the northbound and southbound approaches. Within the vicinity of the Study Area, Sideline 4 is a two (2) lane roadway with a rural cross section and a posted speed limit of 60 km/h. It is anticipated that the roadway will not be widened by the horizon year.

### 3.2 Future Road Network

As illustrated in **Figure 2**, two (2) private roads within the proposed Estate Subdivision Condominium Development will service the single detached homes. A private road to Sideline 4 will service six (6) residential dwelling units and a private road to 5<sup>th</sup> Concession Road, east of the subject property, will service seven (7) residential dwelling units.

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<sup>1</sup> City of Pickering – Integrated Transportation Master Plan, IBI Group, August 2021.

## 4. Existing Traffic Conditions

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### 4.1 Existing Background Traffic Volumes

To capture the existing traffic volumes for Audley Road, the northbound and southbound through movement volumes from turning movement counts for the Audley Road at 5<sup>th</sup> Concession Road intersection were utilized. The traffic counts were conducted by Ontario Traffic Inc. (OTI) on Wednesday April 2<sup>nd</sup>, 2025 from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. The A.M. and P.M. Peak Hour traffic volumes for the intersection occurred between 8:00 A.M. and 9:00 A.M. and between 4:30 P.M. and 5:30 P.M., respectively.

To capture the existing traffic volumes for Sideline 4, the inbound and outbound volumes for the east leg of the 5<sup>th</sup> Concession Road at Salem Road intersection from turning movement counts were utilized. The traffic counts were conducted by Ontario Traffic Inc. (OTI) on Wednesday April 2<sup>nd</sup>, 2025 from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. The A.M. and P.M. Peak Hour traffic volumes for the intersection occurred between 7:45 A.M. and 8:45 A.M. and between 4:15 P.M. and 5:15 P.M., respectively.

The turning movement counts that were conducted by OTI can be found in **Appendix A**.

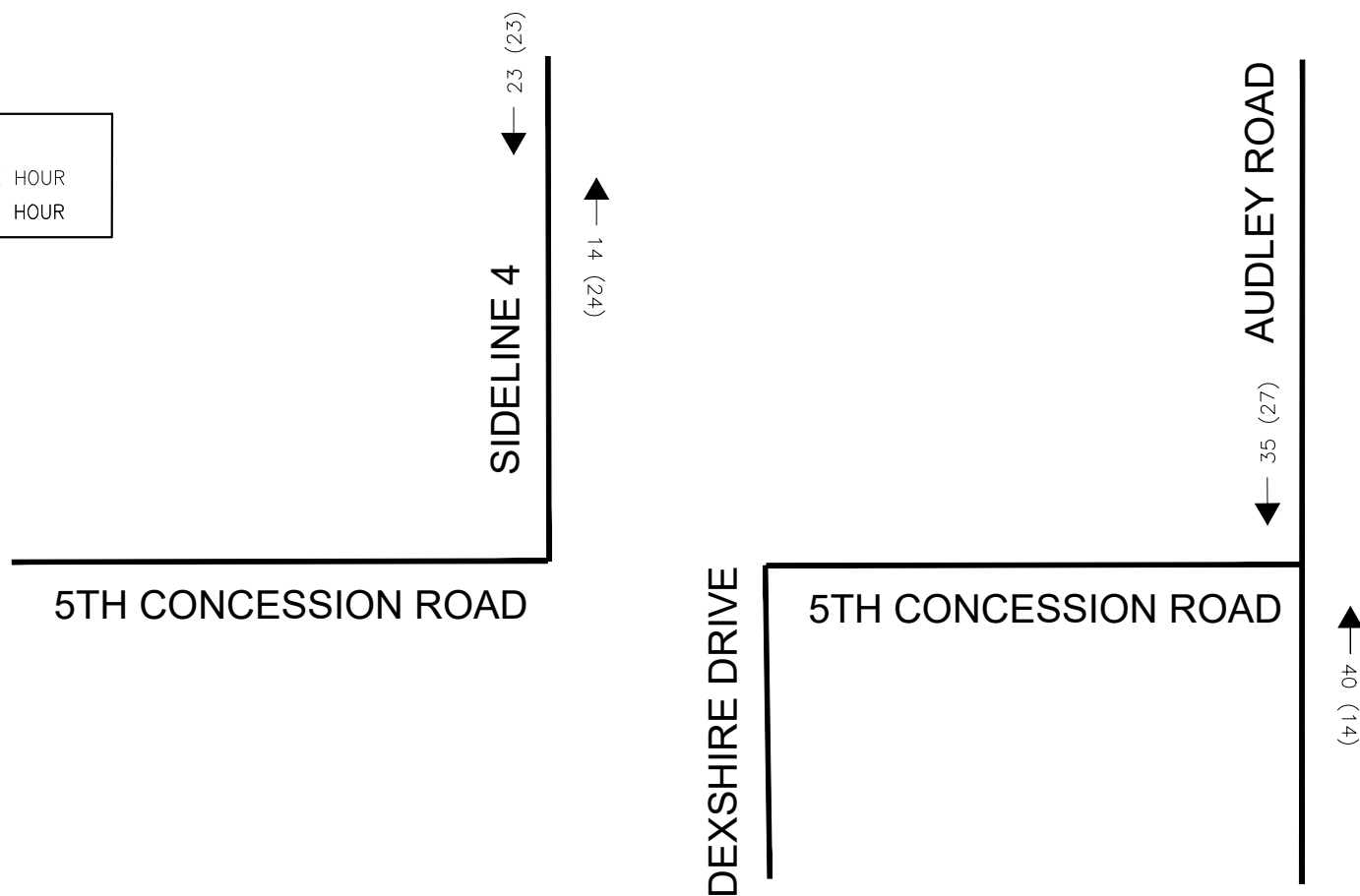
The existing traffic volumes along Sideline 4 and Audley Road are summarized in **Table 1** and are illustrated in **Figure 3**.

**Table 1: Existing (2025) Traffic Volumes**

| Road        | Direction  | A.M. Peak<br>Hour | P.M. Peak<br>Hour |
|-------------|------------|-------------------|-------------------|
| Audley Road | Northbound | 40                | 14                |
|             | Southbound | 35                | 27                |
| Sideline 4  | Northbound | 14                | 24                |
|             | Southbound | 23                | 23                |

**LEGEND:**

100      AM PEAK HOUR  
(100)      PM PEAK HOUR



**NOTE:**

1. DRAWING IS FOR SCHEMATIC PURPOSES ONLY AND NOT TO BE SCALED.

TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED CONDOMINIUM DEVELOPMENT ESTATE SUBDIVISION  
CITY OF PICKERING

**EXISTING (2025) TRAFFIC VOLUMES**



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|                         |                      |
|-------------------------|----------------------|
| DATE:<br>APRIL 29, 2025 | JOB No.<br>W21015    |
| DRAWN BY:<br>B.W.       | FIG. No.<br><b>3</b> |
| SCALE:<br>N.T.S.        |                      |

## 5. Future Total Background Traffic Conditions

### 5.1 Other Background Developments

There is one (1) background development within the vicinity of the proposed Estate Subdivision Condominium Development that will impact the surrounding road network.

Deer Creek East is a residential subdivision that is currently under construction. The subdivision comprises 27 detached residential units and is located on the south side of 5<sup>th</sup> Concession Road and is approximately 375 metres west of Audley Road. The dwelling units can access the public road network via Dexshire Drive, which is a part of the future Residential Subdivision. Dexshire Drive connects to the section of 5<sup>th</sup> Concession Road that connects with Audley to form a three-legged intersection. A traffic study for Deer Creek East was not required. Therefore, the assumed site-generated trips, trip distribution, and trip assignment for Deer Creek East was determined in this Study.

#### 5.1.1 Deer Creek East - Trip Generation

The trip generation formulae from the ITE Trip Generation Manual (ITE 2021)<sup>2</sup> were used for the single detached homes (Land Use 210) during the concerned Peak Hours of street traffic.

**Table 2** summarizes the trip generation formulae and the percentages of incoming and outgoing trips during the Peak Hours.

**Table 2: Trip Generation Formulae with Inbound and Outbound Percentages – Deer Creek East Residential Subdivision**

| <i>ITE<br/>Land Use</i>                                        | A.M. Peak Hour                                         |      |       | P.M. Peak Hour                                         |      |       |
|----------------------------------------------------------------|--------------------------------------------------------|------|-------|--------------------------------------------------------|------|-------|
|                                                                | Fitted Curve<br>Equation                               | % In | % Out | Fitted Curve<br>Equation                               | % In | % Out |
| <i>Single<br/>Family<br/>Detached<br/>Housing<br/>(LU 210)</i> | $\text{Ln}(T) = 0.91 \text{ Ln}(X) + 0.12$<br>(Note 1) | 26   | 74    | $\text{Ln}(T) = 0.94 \text{ Ln}(X) + 0.27$<br>(Note 1) | 63   | 37    |

Note 1: T represents the total number of trips and X represents the number of dwelling units.

<sup>2</sup> Trip Generation Manual (11<sup>th</sup> Edition), Institute of Transportation Engineers, September 2021.

## 5. Future Total Background Traffic Conditions - Continued

### 5.1.2 Deer Creek East - Total Site-Generated Trips

The resulting number of trips was determined by using the trip generation formulae in **Table 2** and the number of single detached homes provided by the background development. The future residential subdivision comprises 27 single detached homes.

The total number of trips generated during the concerned Peak Hours along with the number of trips coming in/out of the residential subdivision are summarized in **Table 3**.

**Table 3: Site-Generated Trips – Deer Creek East Residential Subdivision**

| ITE Land Use                                             | No. of Units | A.M. Peak Hour |           |       | P.M. Peak Hour |           |       |
|----------------------------------------------------------|--------------|----------------|-----------|-------|----------------|-----------|-------|
|                                                          |              | Trips In       | Trips Out | Total | Trips In       | Trips Out | Total |
| Deer Creek East –<br>Residential Subdivision<br>(LU 210) | 27           | 6              | 17        | 23    | 18             | 11        | 29    |

The residential subdivision is expected to generate 23 net trips during the A.M. Peak Hour (6 inbound trips and 17 outbound trips) and 29 net trips during the P.M. Peak Hour (18 inbound trips and 11 outbound trips).

### 5.1.3 Deer Creek East – Trip Distribution and Assignment

For the trip distribution and assignment of the trips generated by the Deer Creek East residential subdivision, it was assumed that work trips will be made during the A.M. Peak Hour and that home trips will be made during the P.M. Peak Hour. Therefore, the A.M. Peak Period work trip distribution from the 2016 Transportation Tomorrow Survey was utilized for the assumed trip distribution and trip assignment.

The assumed trip assignment will be as follows:

- 16% (16%) to/from the north via Audley Road,
- 84% (84%) to/from the south via Audley Road.

**Figure 4** illustrates the Site-Generated Traffic volumes used in the analysis for the Deer Creek East Residential Subdivision.

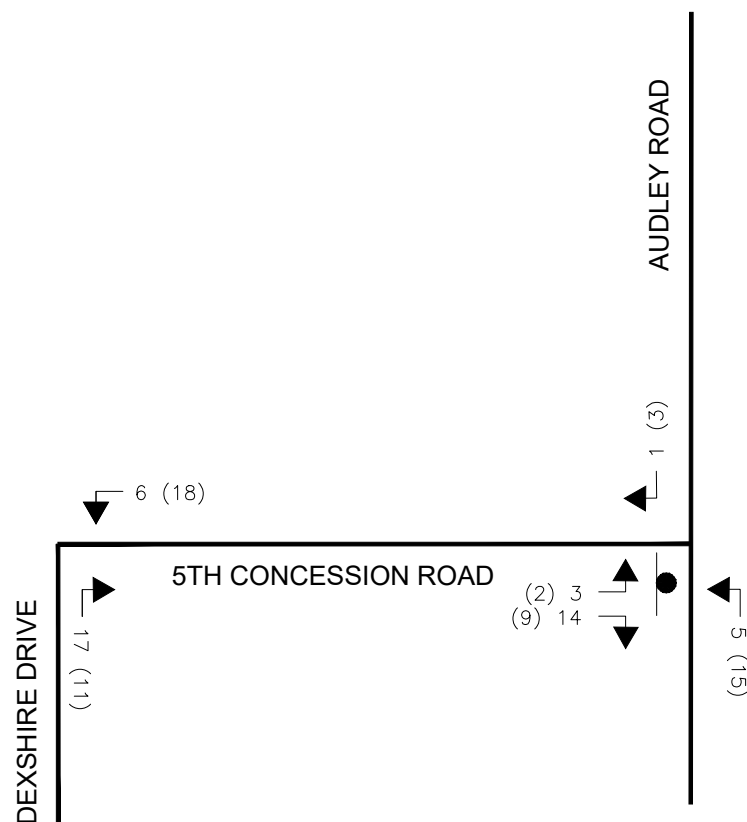
| PEAK HOUR    | NET GENERATED TRIPS |           |             |
|--------------|---------------------|-----------|-------------|
|              | TRIPS IN            | TRIPS OUT | TOTAL TRIPS |
| AM PEAK HOUR | 6                   | 17        | 23          |
| PM PEAK HOUR | 18                  | 11        | 29          |

**LEGEND:**

100      AM PEAK HOUR  
(100)      PM PEAK HOUR  
—●—      STOP SIGN

**NOTE:**

1. TRAFFIC VOLUMES SHOWN HAVE BEEN ROUNDED UP TO THE CLOSEST NUMBER.
2. DRAWING IS FOR SCHEMATIC PURPOSES ONLY AND NOT TO BE SCALED.



TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED CONDOMINIUM DEVELOPMENT ESTATE SUBDIVISION  
CITY OF PICKERING

**SITE GENERATED TRIP ASSIGNMENT FOR  
DEER CREEK EAST BACKGROUND DEVELOPMENT**



**CANDEVCON GROUP INC.**  
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DATE:

SEPTEMBER 20, 2023

DRAWN BY:

B.W.

SCALE:

N.T.S.

JOB No.

W21015

FIG. No.

**4**

## 5. Future Total Background Traffic Conditions - Continued

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### 5.2 Traffic Growth Rate

The traffic growth rate was obtained from the City of Pickering and was applied to the through movements on Audley Road and Sideline 4. A 2% annual growth rate was applied from 2025 to 2032, respectively.

### 5.3 Future Total (2032) Background Traffic

The Future (2032) Total Background Traffic volumes are based on the 2025 Peak Hour Volumes projected with a 2% growth rate for seven (7) years plus the anticipated trips from the Deer Creek East residential subdivision. **Figure 5** illustrates the Future (2032) Total Background Traffic volumes for the road network within the Study Area during the A.M. and P.M. Weekday Peak Hours.

### 5.4 Future (2032) Total Background Traffic Analysis

The Future (2032) Total Background Traffic is illustrated in **Figure 5** and was analyzed using the procedures of the Highway Capacity Manual 2000/2010 as employed by SYNCHRO software<sup>3</sup>.

The intersection of Audley Road at 5<sup>th</sup> Concession Road was analyzed as an un-signalized intersection with a stop-control at the eastbound approach. The lane configuration used in the analysis comprises a shared through-left turning lane at the northbound approach; a shared left-right turning lane at the eastbound approach; and a shared through-right turning lane at the southbound approach.

The traffic conditions for the Future (2032) Total Background Traffic scenario are summarized in **Table 4** and the related calculations are provided in **Appendix C**. The Level of Service (LOS) definition for un-signalized intersections are included in **Appendix B** for reference.

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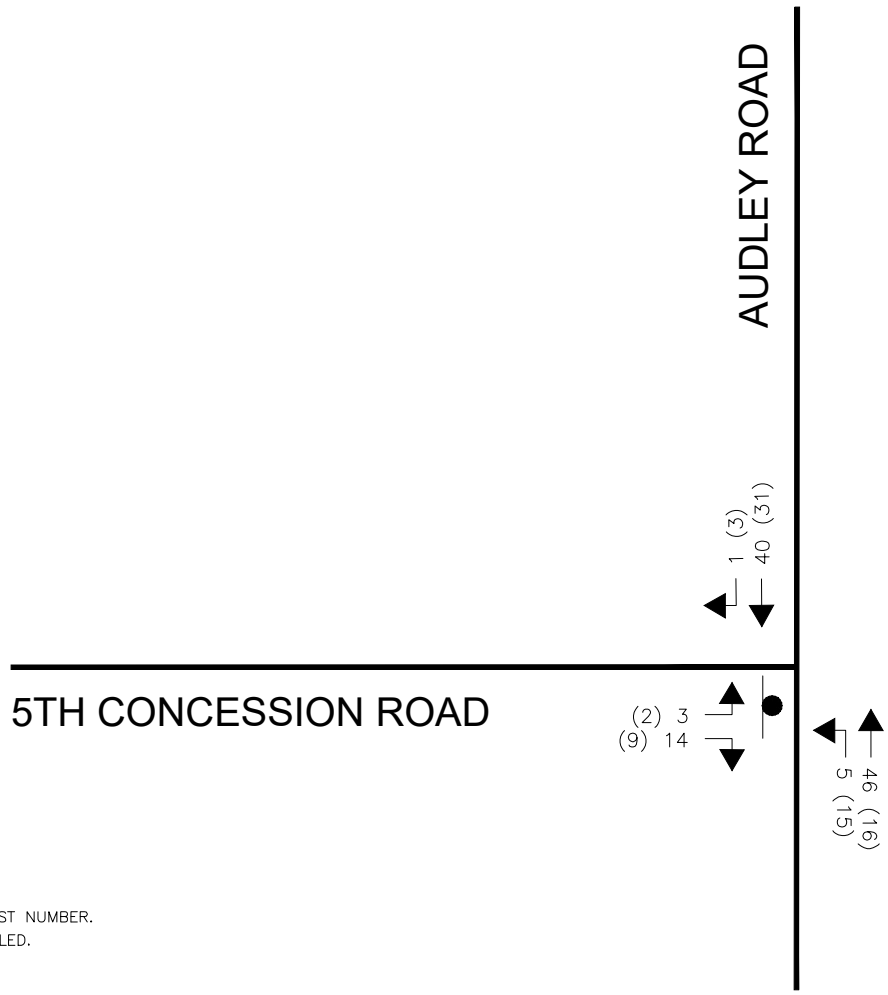
<sup>3</sup> Synchro 9 Traffic Signal Optimization and Simulation Modeling Software, Version 9, Trafficware Corporation, 2014.

**LEGEND:**

|                                                                                   |              |
|-----------------------------------------------------------------------------------|--------------|
| 100                                                                               | AM PEAK HOUR |
| (100)                                                                             | PM PEAK HOUR |
|  | STOP SIGN    |

NOTE:

1. TRAFFIC VOLUMES SHOWN HAVE BEEN ROUNDED UP TO THE CLOSEST NUMBER.
2. DRAWING IS FOR SCHEMATIC PURPOSES ONLY AND NOT TO BE SCALED.



|                                                                                                                                       |                                                                                       |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |
|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------|-----------|------|--------|--------|-------------------------------------------------------------------------------------------------------------|---------|--------|----------|
| <p>TRAFFIC ASSESSMENT STUDY<br/>869547 ONTARIO INC.<br/>PROPOSED CONDOMINIUM DEVELOPMENT ESTATE SUBDIVISION<br/>CITY OF PICKERING</p> |  | <div>  <b>CANDEVCON GROUP INC.</b><br/> CONSULTING ENGINEERS AND PLANNERS<br/> <small>9358 GOREWAY DRIVE      BRAMPTON, ONTARIO L6P 0M7</small> </div> |       |                |           |      |        |        |                                                                                                             |         |        |          |
| <p>FUTURE (2032) TOTAL BACKGROUND TRAFFIC VOLUMES</p>                                                                                 |                                                                                       | <table> <tr> <td>DATE:</td> <td>APRIL 29, 2025</td> </tr> <tr> <td>DRAWN BY:</td> <td>B.W.</td> </tr> <tr> <td>SCALE:</td> <td>N.T.S.</td> </tr> </table>                                                                                   | DATE: | APRIL 29, 2025 | DRAWN BY: | B.W. | SCALE: | N.T.S. | <table> <tr> <td>JOB No.</td> <td>W21015</td> </tr> <tr> <td>FIG. No.</td> <td><b>5</b></td> </tr> </table> | JOB No. | W21015 | FIG. No. |
| DATE:                                                                                                                                 | APRIL 29, 2025                                                                        |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |
| DRAWN BY:                                                                                                                             | B.W.                                                                                  |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |
| SCALE:                                                                                                                                | N.T.S.                                                                                |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |
| JOB No.                                                                                                                               | W21015                                                                                |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |
| FIG. No.                                                                                                                              | <b>5</b>                                                                              |                                                                                                                                                                                                                                             |       |                |           |      |        |        |                                                                                                             |         |        |          |

## 5. Future Total Background Traffic Conditions - Continued

### 5.4 Future (2032) Total Background Traffic Analysis - Continued

**Table 4: Future (2032) Total Background Traffic – Level of Service**

| Intersection                                                               | Direction      | A.M. Peak Hour |          |                    |                              | P.M. Peak Hour |          |                    |                              |
|----------------------------------------------------------------------------|----------------|----------------|----------|--------------------|------------------------------|----------------|----------|--------------------|------------------------------|
|                                                                            |                | V/C            | LOS      | Delay <sup>1</sup> | 95 <sup>th</sup> % Queue (m) | V/C            | LOS      | Delay <sup>1</sup> | 95 <sup>th</sup> % Queue (m) |
| Audley Road<br>at<br>5 <sup>th</sup> Concession<br>Road<br>(Un-signalized) | <b>Overall</b> | <b>0.04</b>    | <b>A</b> | <b>1.7</b>         | <b>n/a</b>                   | <b>0.02</b>    | <b>A</b> | <b>2.7</b>         | <b>n/a</b>                   |
|                                                                            | Northbound     | 0.00           | A        | 0.7                | 0.1                          | 0.01           | A        | 3.6                | 0.3                          |
|                                                                            | Eastbound      | 0.03           | A        | 8.8                | 0.6                          | 0.01           | A        | 8.6                | 0.3                          |
|                                                                            | Southbound     | 0.04           | A        | 0.0                | 0.0                          | 0.02           | A        | 0.0                | 0.0                          |

Note 1: Delays are measured in seconds per vehicle.

The analysis of the Future (2032) Total Background Traffic Conditions indicates that the un-signalized intersection of Audley Road at 5<sup>th</sup> Concession Road will operate at a Level of Service “A” during the A.M. and P.M. Peak Hours. During the A.M. and P.M. Peak Hours, all of the turning movements will operate at a Level of Service “A”.

## 6. Trip Generation and Distribution

### 6.1 Trip Generation

The trip generation formulae from the ITE Trip Generation Manual (ITE 2021) were used for the single detached homes (Land Use 210) during the concerned Peak Hours of street traffic.

**Table 5** summarizes the trip generation formulae and the percentages of incoming and outgoing trips during the A.M. and P.M. Peak Hours.

**Table 5: Trip Generation Formulae with Inbound and Outbound Percentages**

| <i>ITE<br/>Land Use</i>                                        | A.M. Peak Hour                                         |      |       | P.M. Peak Hour                                         |      |       |
|----------------------------------------------------------------|--------------------------------------------------------|------|-------|--------------------------------------------------------|------|-------|
|                                                                | Fitted Curve<br>Equation                               | % In | % Out | Fitted Curve<br>Equation                               | % In | % Out |
| <i>Single<br/>Family<br/>Detached<br/>Housing<br/>(LU 210)</i> | $\text{Ln}(T) = 0.91 \text{ Ln}(X) + 0.12$<br>(Note 1) | 26   | 74    | $\text{Ln}(T) = 0.94 \text{ Ln}(X) + 0.27$<br>(Note 1) | 63   | 37    |

Note 1: T represents the total number of trips and X represents the number of dwelling units.

## 6. Trip Generation and Distribution - Continued

### 6.2 Total Site-Generated Trips

The resulting number of trips was determined by using the trip generation formulae in **Table 5** and the number of single detached homes. The proposed Estate Subdivision Condominium Development comprises 13 single detached homes.

The resulting number of trips generated by the development during the concerned Peak Hours is summarized in **Table 6**.

**Table 6: Site-Generated Trips**

| Development Area                                                        | A.M. Peak Hour |           |           | P.M. Peak Hour |           |           |
|-------------------------------------------------------------------------|----------------|-----------|-----------|----------------|-----------|-----------|
|                                                                         | Trips In       | Trips Out | Total     | Trips In       | Trips Out | Total     |
| Dwelling Units with Access to Sideline 4 (6 Units)                      | 1              | 4         | 5         | 4              | 3         | 7         |
| Dwelling Units with Access to 5 <sup>th</sup> Concession Road (7 Units) | 2              | 5         | 7         | 5              | 3         | 8         |
| <b>Total Trips</b>                                                      | <b>3</b>       | <b>9</b>  | <b>12</b> | <b>9</b>       | <b>6</b>  | <b>15</b> |

The proposed Estate Subdivision Condominium Development is expected to generate 12 net trips during the A.M. Peak Hour (3 inbound trips and 9 outbound trips) and 15 net trips during the P.M. Peak Hour (9 inbound trips and 6 outbound trips).

### 6.3 Trip Distribution and Assignment

For the trip distribution and assignment, it was assumed that work trips will be made during the A.M. Peak Hour and that home trips will be made during the P.M. Peak Hour. Therefore, the A.M. Peak Period work trip distribution from the 2016 Transportation Tomorrow Survey was utilized for the assumed trip distribution and trip assignment.

The assumed trip assignment will be as follows:

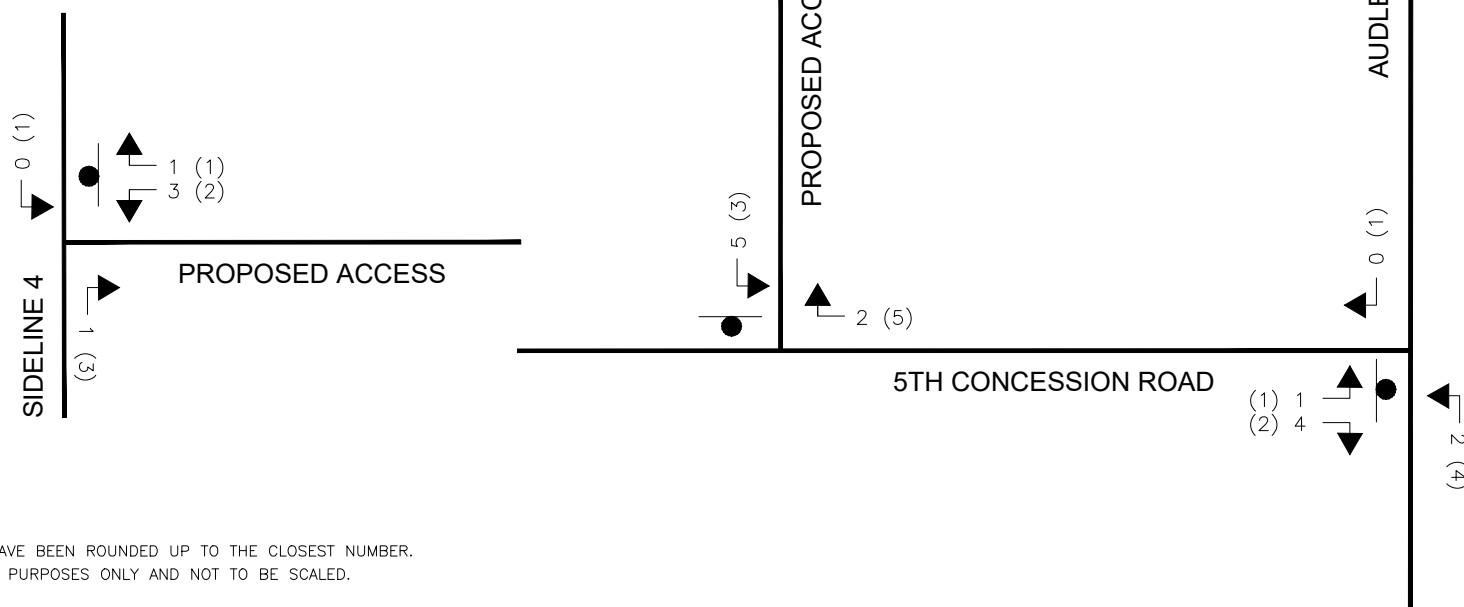
- 7% (7%) to/from the north via Sideline 4,
- 39% (39%) to/from the south via Sideline 4,
- 9% (9%) to/from the north via Audley Road,
- 45% (45%) to/from the south via Audley Road.

**Figure 6** illustrates the Site-Generated Traffic volumes used in the analysis for the proposed Estate Subdivision Condominium Development.

| PEAK HOUR    | DEVELOPMENT AREA                   | NET GENERATED TRIPS |           |             |
|--------------|------------------------------------|---------------------|-----------|-------------|
|              |                                    | TRIPS IN            | TRIPS OUT | TOTAL TRIPS |
| AM PEAK HOUR | ACCESS TO/FROM SIDELINE 4          | 1                   | 4         | 5           |
|              | ACCESS TO/FROM 5TH CONCESSION ROAD | 2                   | 5         | 7           |
| PM PEAK HOUR | ACCESS TO/FROM SIDELINE 4          | 4                   | 3         | 7           |
|              | ACCESS TO/FROM 5TH CONCESSION ROAD | 5                   | 3         | 8           |

**LEGEND:**

100 AM PEAK HOUR  
(100) PM PEAK HOUR  
—●— STOP SIGN



**NOTE:**

1. TRAFFIC VOLUMES SHOWN HAVE BEEN ROUNDED UP TO THE CLOSEST NUMBER.
2. DRAWING IS FOR SCHEMATIC PURPOSES ONLY AND NOT TO BE SCALED.

TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED CONDOMINIUM DEVELOPMENT ESTATE SUBDIVISION  
CITY OF PICKERING

**SITE GENERATED TRAFFIC ASSIGNMENT**



**CDG CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS  
9358 GOREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7

|                             |                   |
|-----------------------------|-------------------|
| DATE:<br>SEPTEMBER 20, 2023 | JOB No.<br>W21015 |
| DRAWN BY:<br>B.W.           | FIG. No.<br>6     |
| SCALE:<br>N.T.S.            |                   |

## 7. Future Total Traffic Conditions

---

### 7.1 Future (2032) Total Traffic

Site-Generated Traffic volumes from the proposed Estate Subdivision Condominium Development were added to the Future (2032) Total Background Traffic to yield the Future (2032) Total Traffic. **Figure 7** illustrates the Future (2032) Total Traffic volumes used in the analysis.

### 7.2 Future (2032) Total Traffic Analysis

The Future (2032) Total Traffic is illustrated in **Figure 7** and was analyzed using the procedures of the Highway Capacity Manual 2000/2010 as employed by SYNCHRO software.

For the intersection of Audley Road at 5<sup>th</sup> Concession Road, the lane configuration used in the Future (2032) Total Background Traffic Analysis was used in the Future (2032) Total Traffic Analysis.

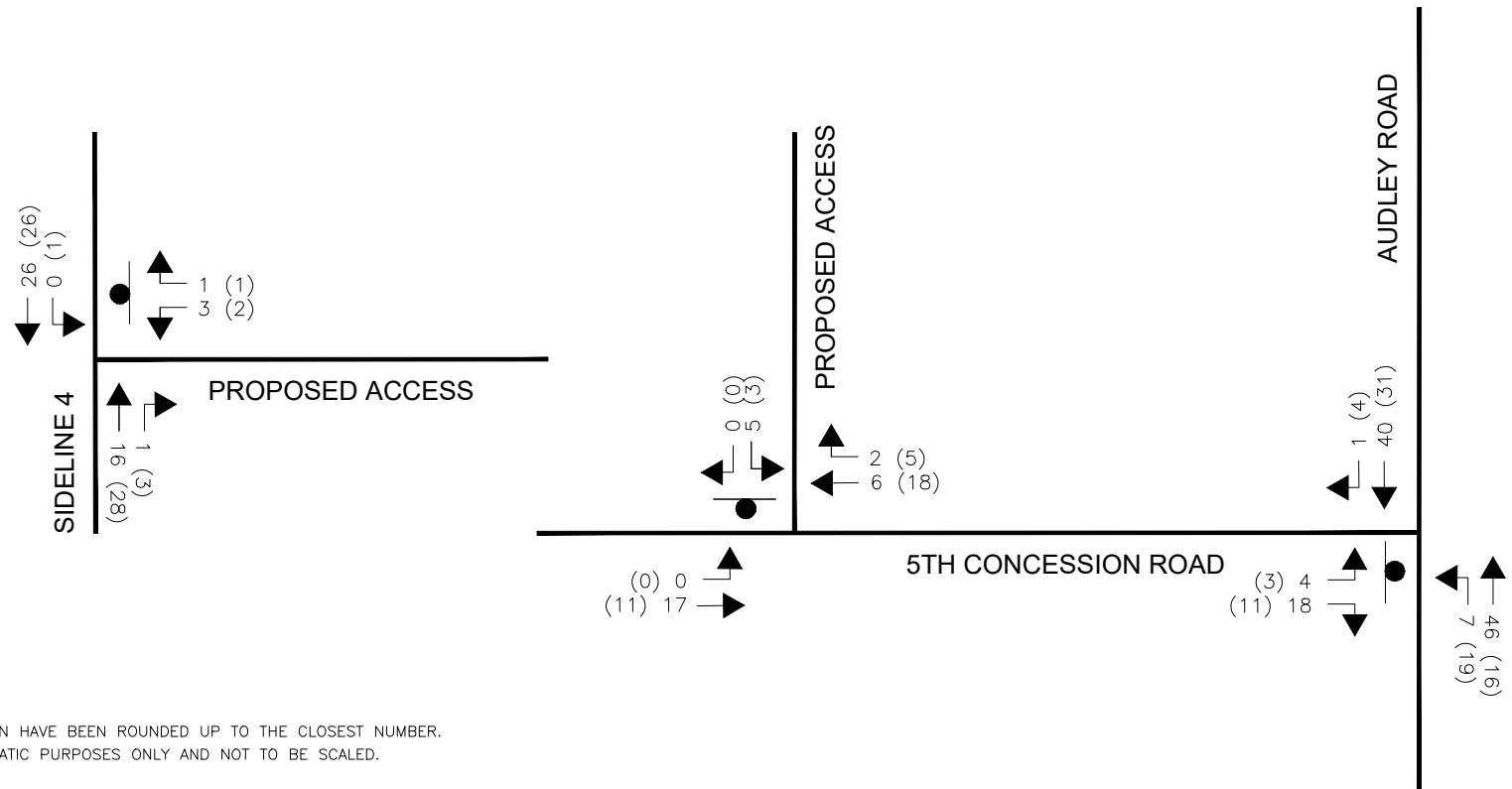
The proposed Site Access at 5<sup>th</sup> Concession Road intersection was analyzed as an un-signalized intersection with a stop-control at the southbound approach. The lane configuration used in the analysis comprises a shared through-left turning lane at the eastbound approach; a shared left-right turning lane at the southbound approach; and a shared through-right turning lane at the westbound approach.

The proposed Site Access at Sideline 4 intersection was analyzed as an un-signalized intersection with a stop-control at the westbound approach. The lane configuration used in the analysis comprises a shared through-right turning lane at the northbound approach; a shared through-left turning lane at the southbound approach; and a shared left-right turning lane at the westbound approach.

The traffic conditions for the Future (2032) Total Traffic scenario are summarized in **Table 7** and the related calculations are provided in **Appendix C**.

**LEGEND:**

100 AM PEAK HOUR  
(100) PM PEAK HOUR  
—●— STOP SIGN



**NOTE:**

1. TRAFFIC VOLUMES SHOWN HAVE BEEN ROUNDED UP TO THE CLOSEST NUMBER.
2. DRAWING IS FOR SCHEMATIC PURPOSES ONLY AND NOT TO BE SCALED.

TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED CONDOMINIUM DEVELOPMENT ESTATE SUBDIVISION  
CITY OF PICKERING

**FUTURE (2032) TOTAL TRAFFIC VOLUMES**



**CDG CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS  
9358 GOREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7

|                         |                   |
|-------------------------|-------------------|
| DATE:<br>APRIL 29, 2025 | JOB No.<br>W21015 |
| DRAWN BY:<br>B.W.       | FIG. No.<br>7     |
| SCALE:<br>N.T.S.        |                   |

## 7. Future Total Traffic Conditions - Continued

### 7.2 Future (2032) Total Traffic Analysis - Continued

**Table 7: Future (2032) Total Traffic-Level of Service**

| Intersection                                                            | Direction      | A.M. Peak Hour |          |                    |                              | P.M. Peak Hour |          |                    |                              |
|-------------------------------------------------------------------------|----------------|----------------|----------|--------------------|------------------------------|----------------|----------|--------------------|------------------------------|
|                                                                         |                | V/C            | LOS      | Delay <sup>1</sup> | 95 <sup>th</sup> % Queue (m) | V/C            | LOS      | Delay <sup>1</sup> | 95 <sup>th</sup> % Queue (m) |
| Audley Road at 5 <sup>th</sup> Concession Road (Un-signalized)          | <b>Overall</b> | <b>0.04</b>    | <b>A</b> | <b>2.1</b>         | <b>n/a</b>                   | <b>0.02</b>    | <b>A</b> | <b>3.1</b>         | <b>n/a</b>                   |
|                                                                         | Northbound     | 0.01           | A        | 1.0                | 0.2                          | 0.01           | A        | 4.1                | 0.4                          |
|                                                                         | Eastbound      | 0.03           | A        | 8.8                | 0.8                          | 0.02           | A        | 8.7                | 0.4                          |
|                                                                         | Southbound     | 0.04           | A        | 0.0                | 0.0                          | 0.02           | A        | 0.0                | 0.0                          |
| Proposed Site Access at 5 <sup>th</sup> Concession Road (Un-signalized) | <b>Overall</b> | <b>0.01</b>    | <b>A</b> | <b>1.4</b>         | <b>n/a</b>                   | <b>0.01</b>    | <b>A</b> | <b>0.7</b>         | <b>n/a</b>                   |
|                                                                         | Eastbound      | 0.00           | A        | 0.0                | 0.0                          | 0.00           | A        | 0.0                | 0.0                          |
|                                                                         | Southbound     | 0.01           | A        | 8.7                | 0.1                          | 0.00           | A        | 8.7                | 0.1                          |
|                                                                         | Westbound      | 0.01           | A        | 0.0                | 0.0                          | 0.01           | A        | 0.0                | 0.0                          |
| Proposed Site Access at Sideline 4 (Un-signalized)                      | <b>Overall</b> | <b>0.01</b>    | <b>A</b> | <b>0.7</b>         | <b>n/a</b>                   | <b>0.02</b>    | <b>A</b> | <b>0.5</b>         | <b>n/a</b>                   |
|                                                                         | Northbound     | 0.01           | A        | 0.0                | 0.0                          | 0.02           | A        | 0.0                | 0.0                          |
|                                                                         | Southbound     | 0.00           | A        | 0.0                | 0.0                          | 0.00           | A        | 0.3                | 0.0                          |
|                                                                         | Westbound      | 0.00           | A        | 8.7                | 0.1                          | 0.00           | A        | 8.7                | 0.1                          |

Note 1: Delays are measured in seconds per vehicle.

#### **Audley Road at 5<sup>th</sup> Concession Road**

The analysis of the Future (2032) Total Traffic Conditions indicates that the un-signalized intersection will continue to operate at a Level of Service “A” during the A.M. and P.M. Peak Hours. During the A.M. and P.M. Peak Hours, all of the turning movements will continue to operate at a Level of Service “A”. With the inclusion of site-generated trips, impacts to this intersection will be minimal.

#### **Proposed Site Access at 5<sup>th</sup> Concession Road**

The analysis of the Future (2032) Total Traffic Conditions indicates that the un-signalized intersection will operate at a Level of Service “A” during the A.M. and P.M. Peak Hours. During the A.M. and P.M. Peak Hours, all of the turning movements will operate at a Level of Service “A”.

#### **Proposed Site Access at Sideline 4**

The analysis of the Future (2032) Total Traffic Conditions indicates that the un-signalized intersection will operate at a Level of Service “A” during the A.M. and P.M. Peak Hours. During the A.M. and P.M. Peak Hours, all of the turning movements will operate at a Level of Service “A”.

## 8. Internal Traffic Circulation

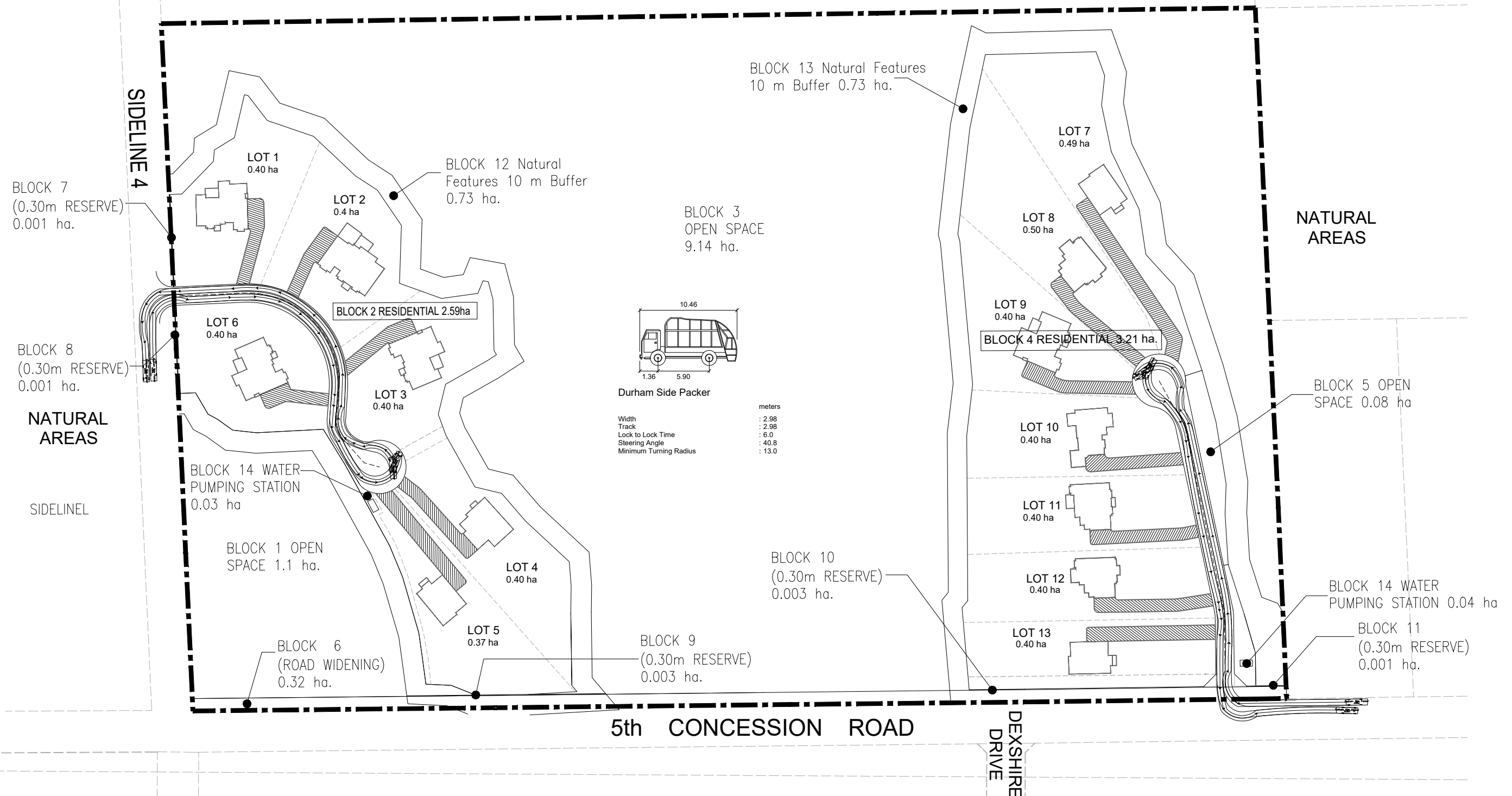
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Using the proposed Building Envelope Plan provided in **Figure 2**, the internal traffic circulation was analyzed for waste collection, fire emergency and snow removal vehicles. The vehicle swept paths have been analysed in the AutoTURN software.

For waste collection vehicles, with the exception of having to possibly back-up for a short distance and continue moving forward in order to exit from the cul-de-sac, they will be able to move forward for the entirety of their path when loading waste from residents via curb-side pickup. The swept path plan for waste collection vehicles is provided in **Figure 8**.

For fire emergency and snow removal vehicles, they will be able to service the proposed Estate Subdivision Condominium Development by moving forward for the entirety of their path. The swept path plan for fire emergency vehicles is provided in **Figure 9** and the swept path plan for snow removal vehicles is provided in **Figure 10**.

NATURAL AREAS



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PROPOSED RESIDENTIAL SUBDIVISION  
CITY OF PICKERING

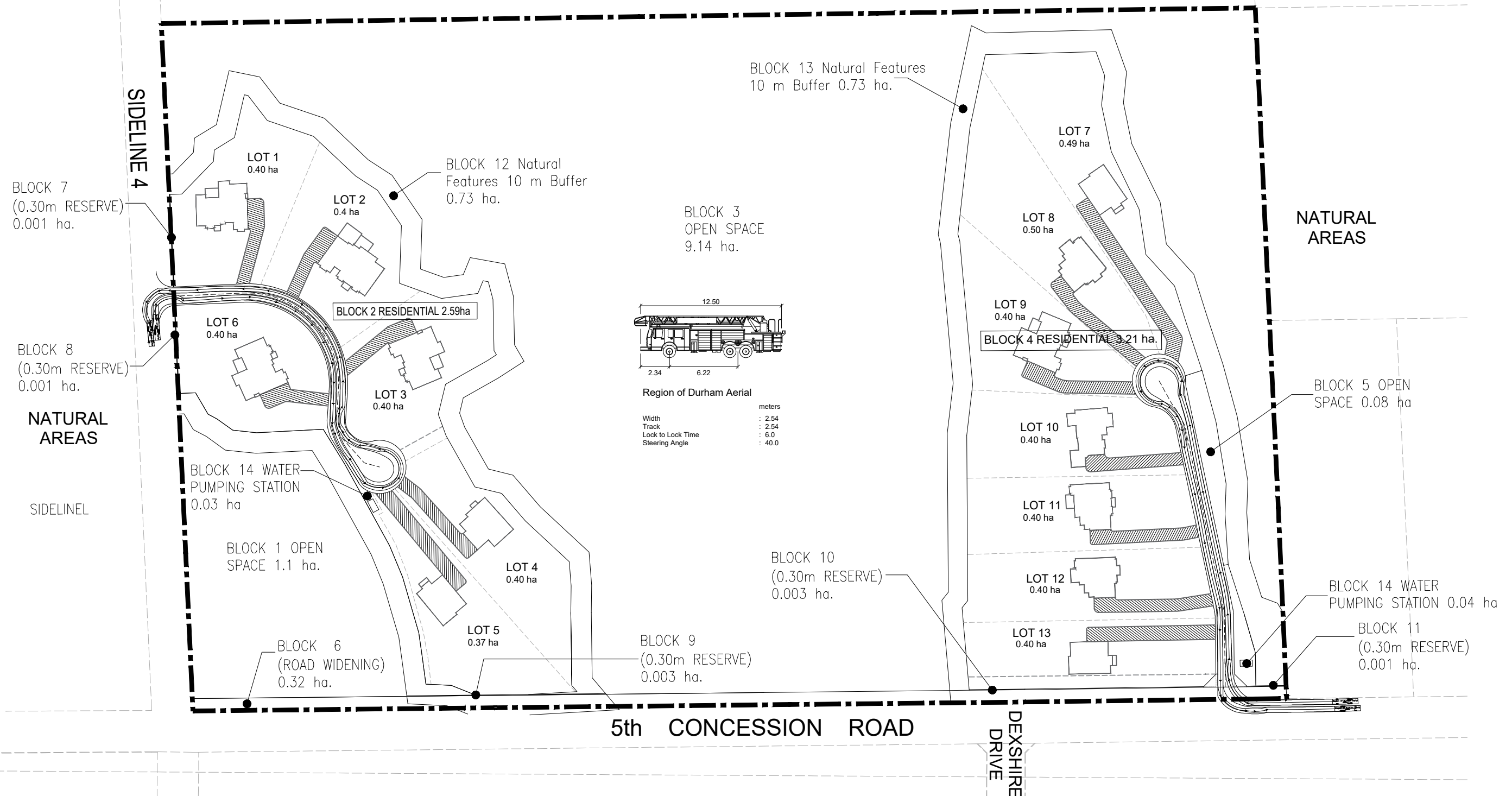
WASTE COLLECTION SWEPT PATH PLAN



**CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS  
9358 GOREWAY DRIVE  
BRAMPTON ON, L6P-0M7  
TEL (905) 794-0600  
FAX (905) 794-0611

|                      |                |
|----------------------|----------------|
| DATE: APR. 29th 2025 | JOB No. W21015 |
| DESIGN: B.W.         | FIG. No.       |
| SCALE: 1:2000        | <b>8</b>       |

NATURAL AREAS



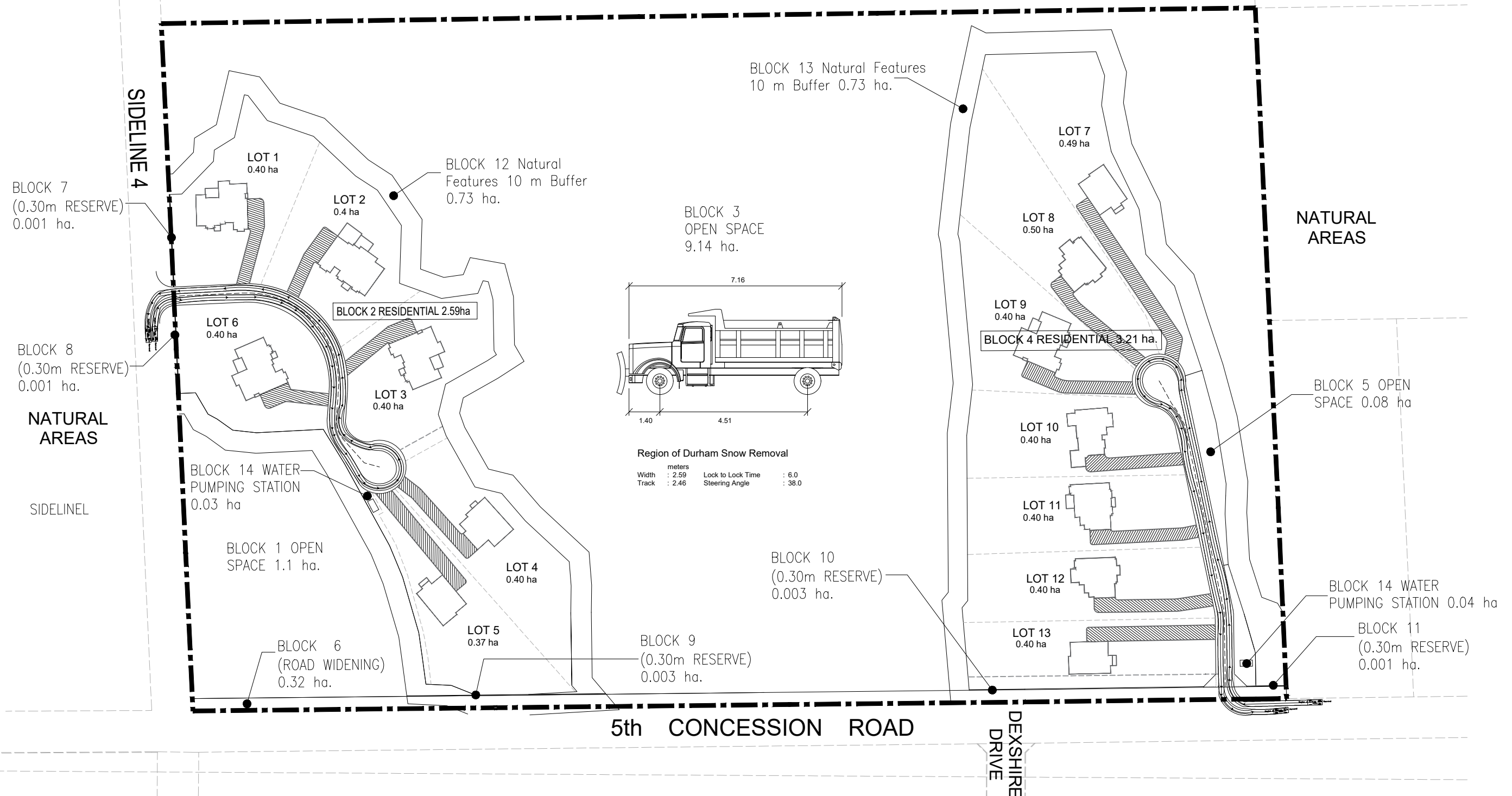
TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED RESIDENTIAL SUBDIVISION  
CITY OF PICKERING

FIRE EMERGENCY SWEEP PATH PLAN



|                                                                                                                |                |
|----------------------------------------------------------------------------------------------------------------|----------------|
| <b>CANDEVCON GROUP INC.</b><br>CONSULTING ENGINEERS AND PLANNERS<br>9358 GOREWAY DRIVE<br>BRAMPTON ON, L6P-0M7 |                |
| DATE: APR. 29th 2025                                                                                           | JOB No. W21015 |
| DESIGN: B.W.                                                                                                   | FIG. No.       |
| SCALE: 1:2000                                                                                                  | <b>9</b>       |

NATURAL AREAS



TRAFFIC ASSESSMENT STUDY  
869547 ONTARIO INC.  
PROPOSED RESIDENTIAL SUBDIVISION  
CITY OF PICKERING

SNOW REMOVAL SWEEP PATH PLAN



**CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS  
9358 GOREWAY DRIVE  
BRAMPTON ON, L6P-0M7  
TEL (905) 794-0800  
FAX (905) 794-0611

|                      |                |
|----------------------|----------------|
| DATE: APR. 29th 2025 | JOB No. W21015 |
| DESIGN: B.W.         | FIG. No.       |
| SCALE: 1:2000        | <b>10</b>      |

## 9. Summary and Recommendations

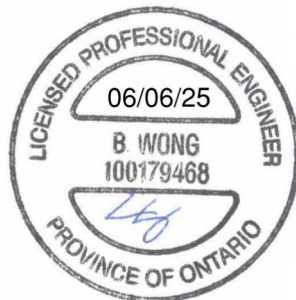
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The proposed Estate Subdivision Condominium Development is expected to generate 12 net trips during the A.M. Peak Hour (3 inbound trips and 9 outbound trips) and 15 net trips during the P.M. Peak Hour (9 inbound trips and 6 outbound trips).

The proposed Site Access at 5<sup>th</sup> Concession Road and proposed Site Access at Sideline 4 intersections comprise of a stop-control at the access approach. The Audley Road at 5<sup>th</sup> Concession Road, proposed Site Access at 5<sup>th</sup> Concession Road and proposed Site Access at Sideline 4 intersections are expected to operate at a Level of Service “A” during the A.M. and P.M. Peak Hours for the 2032 horizon year.

**Based on the above analysis, the concerned intersections will operate at acceptable levels of service under the 2032 horizon year. With the inclusion of site-generated trips, traffic impacts will be minimal.**

This report has been prepared by:  
**CANDEVCON GROUP INC.**



Brian Wong, P.Eng.  
Intermediate Transportation Engineer



David Lee, P.Eng.  
Project Manager

# **APPENDIX A**

## **Turning Movement Counts**

- Audley Road at 5<sup>th</sup> Concession Road
- 5<sup>th</sup> Concession Road at Salem Road

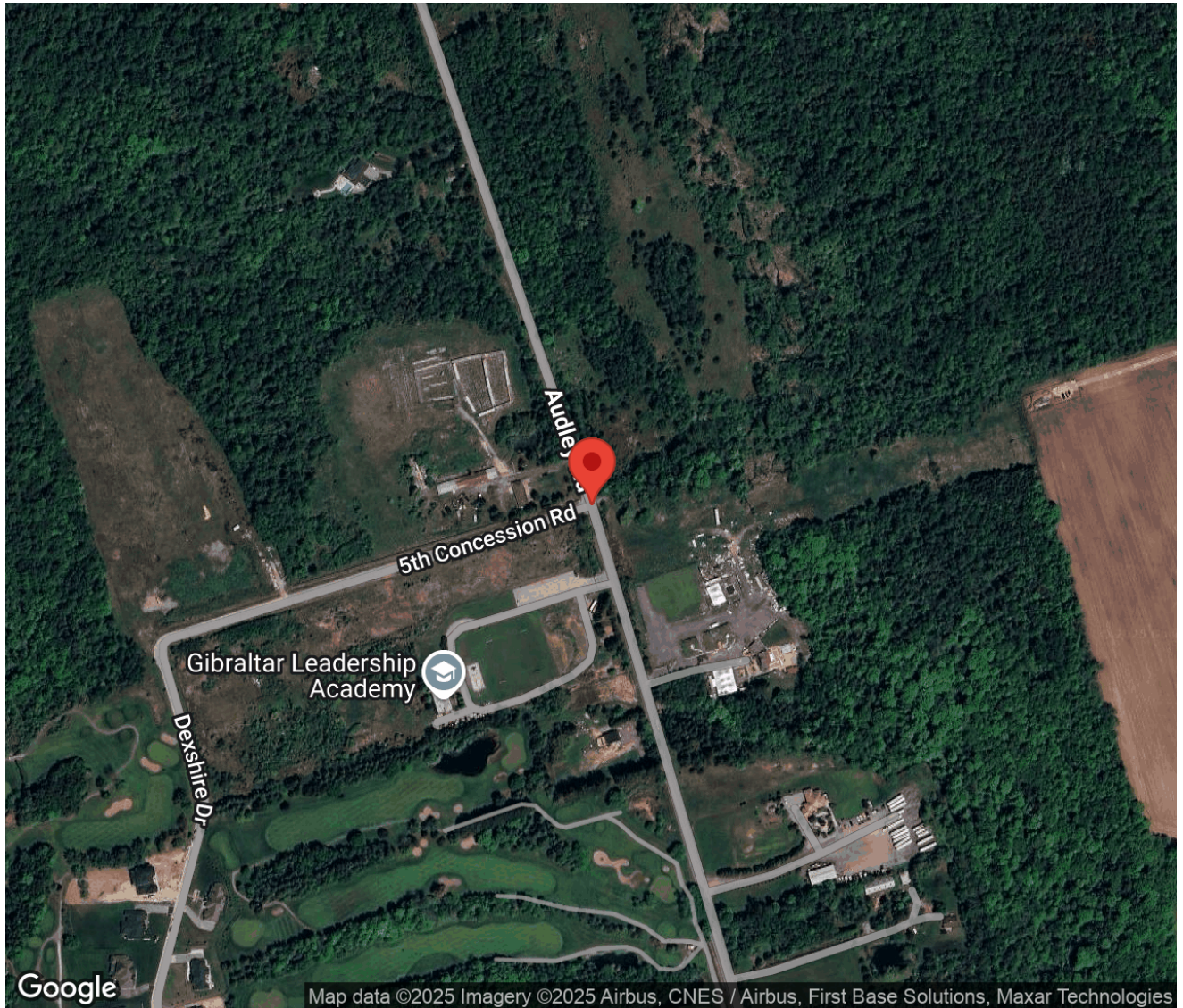
## Project #25-096 - Candevcon Group Inc.

### Intersection Count Report

**Intersection:** Audley Rd & 5th Concession Rd  
**Municipality:** Pickering  
**Count Date:** Wednesday, Apr 02, 2025  
**Site Code:** 2509600001  
**Count Categories:** Cars, Trucks, Bicycles, Pedestrians  
**Count Period:** 07:00-09:00, 16:00-18:00  
**Weather:** Clear  
**Comments:**

## Traffic Count Map

|               |                               |
|---------------|-------------------------------|
| Intersection: | Audley Rd & 5th Concession Rd |
| Site Code:    | 2509600001                    |
| Municipality: | Pickering                     |
| Count Date:   | Apr 02, 2025                  |



## Traffic Count Summary

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### Audley Rd - Traffic Summary

| Hour          | North Approach Totals           |      |       |        |       |      | South Approach Totals           |      |       |        |       |      | Total |
|---------------|---------------------------------|------|-------|--------|-------|------|---------------------------------|------|-------|--------|-------|------|-------|
|               | Includes Cars, Trucks, Bicycles |      |       |        |       |      | Includes Cars, Trucks, Bicycles |      |       |        |       |      |       |
|               | Left                            | Thru | Right | U-Turn | Total | Peds | Left                            | Thru | Right | U-Turn | Total | Peds |       |
| 07:00 - 08:00 | 0                               | 17   | 0     | 0      | 17    | 0    | 4                               | 18   | 0     | 0      | 22    | 0    | 39    |
| 08:00 - 09:00 | 0                               | 35   | 1     | 0      | 36    | 0    | 7                               | 40   | 0     | 0      | 47    | 0    | 83    |
| BREAK         |                                 |      |       |        |       |      |                                 |      |       |        |       |      |       |
| 16:00 - 17:00 | 0                               | 17   | 0     | 0      | 17    | 0    | 13                              | 20   | 0     | 0      | 33    | 0    | 50    |
| 17:00 - 18:00 | 0                               | 31   | 2     | 0      | 33    | 0    | 8                               | 11   | 0     | 0      | 19    | 0    | 52    |
| GRAND TOTAL   | 0                               | 100  | 3     | 0      | 103   | 0    | 32                              | 89   | 0     | 0      | 121   | 0    | 224   |

## Traffic Count Summary

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### 5th Concession Rd - Traffic Summary

| Hour          | East Approach Totals            |      |       |        |       |      | West Approach Totals            |      |       |        |       |      |    | Total |
|---------------|---------------------------------|------|-------|--------|-------|------|---------------------------------|------|-------|--------|-------|------|----|-------|
|               | Includes Cars, Trucks, Bicycles |      |       |        |       |      | Includes Cars, Trucks, Bicycles |      |       |        |       |      |    |       |
|               | Left                            | Thru | Right | U-Turn | Total | Peds | Left                            | Thru | Right | U-Turn | Total | Peds |    |       |
| 07:00 - 08:00 | 0                               | 0    | 0     | 0      | 0     | 0    | 4                               | 0    | 6     | 0      | 10    | 0    | 10 |       |
| 08:00 - 09:00 | 0                               | 0    | 0     | 0      | 0     | 0    | 1                               | 0    | 12    | 0      | 13    | 0    | 13 |       |
| BREAK         |                                 |      |       |        |       |      |                                 |      |       |        |       |      |    |       |
| 16:00 - 17:00 | 0                               | 0    | 0     | 0      | 0     | 0    | 1                               | 0    | 10    | 0      | 11    | 0    | 11 |       |
| 17:00 - 18:00 | 0                               | 0    | 0     | 0      | 0     | 0    | 0                               | 0    | 4     | 0      | 4     | 0    | 4  |       |
| GRAND TOTAL   | 0                               | 0    | 0     | 0      | 0     | 0    | 6                               | 0    | 32    | 0      | 38    | 0    | 38 |       |

## Traffic Count Data

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### North Approach - Audley Rd

| Start Time      | Cars |    |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | → | ↻ | Total | ←      | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 0    | 4  | 0 | 0 | 4     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 0    | 6  | 0 | 0 | 6     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 0    | 2  | 0 | 0 | 2     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 0    | 2  | 0 | 0 | 2     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 0    | 2  | 1 | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 0    | 14 | 0 | 0 | 14    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 0    | 13 | 0 | 0 | 13    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 0    | 6  | 0 | 0 | 6     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 0    | 49 | 1 | 0 | 50    | 0      | 3 | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### North Approach - Audley Rd

| Start Time  | Cars |    |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|             | ←    | ↑  | → | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 16:00       | 0    | 3  | 0 | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15       | 0    | 2  | 0 | 0 | 2     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30       | 0    | 8  | 0 | 0 | 8     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45       | 0    | 4  | 0 | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00       | 0    | 7  | 0 | 0 | 7     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15       | 0    | 8  | 1 | 0 | 9     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:30       | 0    | 9  | 0 | 0 | 9     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45       | 0    | 7  | 1 | 0 | 8     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| SUBTOTAL    | 0    | 48 | 2 | 0 | 50    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| GRAND TOTAL | 0    | 97 | 3 | 0 | 100   | 0      | 3 | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### South Approach - Audley Rd

| Start Time      | Cars |    |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑  | → | ↻ | Total | ←      | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 0    | 4  | 0 | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 2    | 5  | 0 | 0 | 7     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 0    | 2  | 0 | 0 | 2     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 2    | 6  | 0 | 0 | 8     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 2    | 7  | 0 | 0 | 9     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 2    | 14 | 0 | 0 | 16    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 1    | 10 | 0 | 0 | 11    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 2    | 8  | 0 | 0 | 10    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 11   | 56 | 0 | 0 | 67    | 0      | 2 | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Audley Rd & 5th Concession Rd  
 Site Code: 2509600001  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### South Approach - Audley Rd

| Start Time         | Cars |    |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|--------------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                    | ←    | ↑  | → | ↻ | Total | ←      | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 16:00              | 5    | 10 | 0 | 0 | 15    | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15              | 1    | 3  | 0 | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30              | 3    | 1  | 0 | 0 | 4     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45              | 3    | 5  | 0 | 0 | 8     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00              | 5    | 1  | 0 | 0 | 6     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15              | 2    | 5  | 0 | 0 | 7     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:30              | 1    | 1  | 0 | 0 | 2     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45              | 0    | 3  | 0 | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b>    | 20   | 29 | 0 | 0 | 49    | 1      | 2 | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>GRAND TOTAL</b> | 31   | 85 | 0 | 0 | 116   | 1      | 4 | 0 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |

[illegible]

[illegible]

## Peak Hour Diagram

### Specified Period

From: 07:00:00

To: 09:00:00

### One Hour Peak

From: 08:00:00

To: 09:00:00

**Intersection:** Audley Rd & 5th Concession Rd

**Site Code:** 2509600001

**Count Date:** Apr 02, 2025

**Weather conditions:** Clear

**\*\* Unsignalized Intersection \*\***

**Major Road:** Audley Rd runs N/S

### North Approach

|                                                                                   | Out       | In        | Total     |
|-----------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 36        | 40        | 76        |
|  | 0         | 1         | 1         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                     | <b>36</b> | <b>41</b> | <b>77</b> |

### Audley Rd

|                                                                                   |          |           |          |
|-----------------------------------------------------------------------------------|----------|-----------|----------|
|  | 0        | 0         | 0        |
|  | 0        | 0         | 0        |
|  | 1        | 35        | 0        |
| <b>Totals</b>                                                                     | <b>1</b> | <b>35</b> | <b>0</b> |

Peds: 0

### 5th Concession Rd

|  |  |  | Totals |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|
| 0                                                                                   | 0                                                                                   | 0                                                                                   | 0      |  |
| 0                                                                                   | 0                                                                                   | 1                                                                                   | 1      |  |
| 0                                                                                   | 0                                                                                   | 12                                                                                  | 12     |  |

Peds: 0



Peds: 0

Peds: 0

### West Approach

|                                                                                     | Out       | In       | Total     |
|-------------------------------------------------------------------------------------|-----------|----------|-----------|
|  | 13        | 8        | 21        |
|  | 0         | 0        | 0         |
|  | 0         | 0        | 0         |
| <b>Totals</b>                                                                       | <b>13</b> | <b>8</b> | <b>21</b> |

|                                                                                     |          |           |          |
|-------------------------------------------------------------------------------------|----------|-----------|----------|
| <b>Totals</b>                                                                       | <b>7</b> | <b>40</b> | <b>0</b> |
|  | 7        | 39        | 0        |
|  | 0        | 1         | 0        |
|  | 0        | 0         | 0        |

### Audley Rd

### South Approach

|                                                                                       | Out       | In        | Total     |
|---------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 46        | 47        | 93        |
|  | 1         | 0         | 1         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                         | <b>47</b> | <b>47</b> | <b>94</b> |

 - Cars

 - Trucks

 - Bicycles

### Comments

## Peak Hour Summary

Intersection: Audley Rd & 5th Concession Rd  
Site Code: 2509600001  
Count Date: Apr 02, 2025  
Period: 07:00 - 09:00

### Peak Hour Data (08:00 - 09:00)

| Start Time  | North Approach<br>Audley Rd |      |      |   |      |       | South Approach<br>Audley Rd |      |   |   |      |       | East Approach |   |   |   |      |       | West Approach<br>5th Concession Rd |   |      |   |      |       | Total<br>Vehicles |
|-------------|-----------------------------|------|------|---|------|-------|-----------------------------|------|---|---|------|-------|---------------|---|---|---|------|-------|------------------------------------|---|------|---|------|-------|-------------------|
|             | ←                           | ↑    | →    | ↻ | Peds | Total | ←                           | ↑    | → | ↻ | Peds | Total | ←             | ↑ | → | ↻ | Peds | Total | ←                                  | ↑ | →    | ↻ | Peds | Total |                   |
| 08:00       |                             | 2    | 1    | 0 | 0    | 3     | 2                           | 7    |   | 0 | 0    | 9     |               |   |   |   | 0    |       | 1                                  |   | 4    | 0 | 0    | 5     | 17                |
| 08:15       |                             | 14   | 0    | 0 | 0    | 14    | 2                           | 14   |   | 0 | 0    | 16    |               |   |   |   | 0    |       | 0                                  |   | 6    | 0 | 0    | 6     | 36                |
| 08:30       |                             | 13   | 0    | 0 | 0    | 13    | 1                           | 11   |   | 0 | 0    | 12    |               |   |   |   | 0    |       | 0                                  |   | 1    | 0 | 0    | 1     | 26                |
| 08:45       |                             | 6    | 0    | 0 | 0    | 6     | 2                           | 8    |   | 0 | 0    | 10    |               |   |   |   | 0    |       | 0                                  |   | 1    | 0 | 0    | 1     | 17                |
| Grand Total |                             | 35   | 1    | 0 | 0    | 36    | 7                           | 40   |   | 0 | 0    | 47    |               |   |   |   | 0    | 0     | 1                                  |   | 12   | 0 | 0    | 13    | 96                |
| Approach %  |                             | 97.2 | 2.8  | 0 | -    | -     | 14.9                        | 85.1 |   | 0 | -    | -     |               |   |   |   | -    | -     | 7.7                                |   | 92.3 | 0 | -    | -     |                   |
| Totals %    |                             | 36.5 | 1    | 0 |      | 37.5  | 7.3                         | 41.7 |   | 0 |      | 49    |               |   |   |   | 0    |       | 1                                  |   | 12.5 | 0 |      | 13.5  |                   |
| PHF         |                             | 0.63 | 0.25 | 0 |      | 0.64  | 0.88                        | 0.71 |   | 0 |      | 0.73  |               |   |   |   | 0    |       | 0.25                               |   | 0.5  | 0 |      | 0.54  | 0.67              |
| Cars        |                             | 35   | 1    | 0 |      | 36    | 7                           | 39   |   | 0 |      | 46    |               |   |   |   | 0    |       | 1                                  |   | 12   | 0 |      | 13    | 95                |
| % Cars      |                             | 100  | 100  | 0 |      | 100   | 100                         | 97.5 |   | 0 |      | 97.9  |               |   |   |   | 0    |       | 100                                |   | 100  | 0 |      | 100   | 99                |
| Trucks      |                             | 0    | 0    | 0 |      | 0     | 0                           | 1    |   | 0 |      | 1     |               |   |   |   | 0    |       | 0                                  |   | 0    | 0 |      | 0     | 1                 |
| % Trucks    |                             | 0    | 0    | 0 |      | 0     | 0                           | 2.5  |   | 0 |      | 2.1   |               |   |   |   | 0    |       | 0                                  |   | 0    | 0 |      | 0     | 1                 |
| Bicycles    |                             | 0    | 0    | 0 |      | 0     | 0                           | 0    |   | 0 |      | 0     |               |   |   |   | 0    |       | 0                                  |   | 0    | 0 |      | 0     | 0                 |
| % Bicycles  |                             | 0    | 0    | 0 |      | 0     | 0                           | 0    |   | 0 |      | 0     |               |   |   |   | 0    |       | 0                                  |   | 0    | 0 |      | 0     | 0                 |
| Peds        |                             |      |      |   | 0    | -     |                             |      |   |   | 0    | -     |               |   |   |   | 0    | -     |                                    |   |      | 0 | -    |       | 0                 |
| % Peds      |                             |      |      |   | 0    | -     |                             |      |   |   | 0    | -     |               |   |   |   | 0    | -     |                                    |   |      | 0 | -    |       |                   |

## Peak Hour Diagram

### Specified Period

From: 16:00:00  
To: 18:00:00

### One Hour Peak

From: 16:30:00  
To: 17:30:00

**Intersection:** Audley Rd & 5th Concession Rd  
**Site Code:** 2509600001  
**Count Date:** Apr 02, 2025

**Weather conditions:** Clear

**\*\* Unsignalized Intersection \*\***

**Major Road:** Audley Rd runs N/S

### North Approach

|                                                                                   | Out       | In        | Total     |
|-----------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 28        | 12        | 40        |
|  | 0         | 2         | 2         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                     | <b>28</b> | <b>14</b> | <b>42</b> |

### Audley Rd

|                                                                                   |          |           |          |
|-----------------------------------------------------------------------------------|----------|-----------|----------|
|  | 0        | 0         | 0        |
|  | 0        | 0         | 0        |
|  | 1        | 27        | 0        |
| <b>Totals</b>                                                                     | <b>1</b> | <b>27</b> | <b>0</b> |

Peds: 0

### 5th Concession Rd

|  |  |  | Totals |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------|
| 0                                                                                   | 0                                                                                   | 0                                                                                   | 0      |
| 0                                                                                   | 0                                                                                   | 0                                                                                   | 0      |
| 0                                                                                   | 0                                                                                   | 9                                                                                   | 9      |

Peds: 0



Peds: 0

Peds: 0

### West Approach

|                                                                                     | Out      | In        | Total     |
|-------------------------------------------------------------------------------------|----------|-----------|-----------|
|  | 9        | 14        | 23        |
|  | 0        | 0         | 0         |
|  | 0        | 0         | 0         |
| <b>Totals</b>                                                                       | <b>9</b> | <b>14</b> | <b>23</b> |

|                                                                                     |           |           |          |
|-------------------------------------------------------------------------------------|-----------|-----------|----------|
| <b>Totals</b>                                                                       | <b>13</b> | <b>14</b> | <b>0</b> |
|  | 13        | 12        | 0        |
|  | 0         | 2         | 0        |
|  | 0         | 0         | 0        |

### Audley Rd

### South Approach

|                                                                                       | Out       | In        | Total     |
|---------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 25        | 36        | 61        |
|  | 2         | 0         | 2         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                         | <b>27</b> | <b>36</b> | <b>63</b> |

 - Cars

 - Trucks

 - Bicycles

### Comments

## Peak Hour Summary

Intersection: Audley Rd & 5th Concession Rd  
Site Code: 2509600001  
Count Date: Apr 02, 2025  
Period: 16:00 - 18:00

### Peak Hour Data (16:30 - 17:30)

|                | North Approach<br>Audley Rd |   |   |   |      |       | South Approach<br>Audley Rd |   |   |   |      |       | East Approach |   |   |   |      |       | West Approach<br>5th Concession Rd |   |   |   |      |       | Total<br>Vehicl<br>es |    |
|----------------|-----------------------------|---|---|---|------|-------|-----------------------------|---|---|---|------|-------|---------------|---|---|---|------|-------|------------------------------------|---|---|---|------|-------|-----------------------|----|
| Start Time     | ←                           | ↑ | → | ↻ | Peds | Total | ←                           | ↑ | → | ↻ | Peds | Total | ←             | ↑ | → | ↻ | Peds | Total | ←                                  | ↑ | → | ↻ | Peds | Total |                       |    |
| 16:30          |                             | 8 | 0 | 0 | 0    | 8     | 3                           | 2 |   | 0 | 0    | 5     |               |   |   |   | 0    |       | 0                                  | 0 | 0 | 3 | 0    | 0     | 3                     | 16 |
| 16:45          |                             | 4 | 0 | 0 | 0    | 4     | 3                           | 5 |   | 0 | 0    | 8     |               |   |   |   | 0    |       | 2                                  | 0 | 0 | 2 | 14   |       |                       |    |
| 17:00          |                             | 7 | 0 | 0 | 0    | 7     | 5                           | 2 |   | 0 | 0    | 7     |               |   |   |   | 0    |       | 1                                  | 0 | 0 | 1 | 15   |       |                       |    |
| 17:15          |                             | 8 | 1 | 0 | 0    | 9     | 2                           | 5 |   | 0 | 0    | 7     |               |   |   |   | 0    |       | 3                                  | 0 | 0 | 3 | 19   |       |                       |    |
| Grand<br>Total | 2710028                     |   |   |   |      |       | 13140027                    |   |   |   |      |       | 00            |   |   |   |      |       | 09009                              |   |   |   |      |       | 64                    |    |
| Approach<br>%  | 96.43.60-48.151.90-         |   |   |   |      |       | 0-                          |   |   |   |      |       | -01000-       |   |   |   |      |       |                                    |   |   |   |      |       |                       |    |
| Totals %       | 42.21.6043.8                |   |   |   |      |       | 20.321.9042.2               |   |   |   |      |       | 0014.1014.1   |   |   |   |      |       |                                    |   |   |   |      |       |                       |    |
| PHF            | 0.840.2500.78               |   |   |   |      |       | 0.650.700.84                |   |   |   |      |       | 000.7500.75   |   |   |   |      |       | 0.84                               |   |   |   |      |       |                       |    |
| Cars           | 271028                      |   |   |   |      |       | 1312025                     |   |   |   |      |       | 00909         |   |   |   |      |       | 62                                 |   |   |   |      |       |                       |    |
| % Cars         | 1001000100                  |   |   |   |      |       | 10085.7092.6                |   |   |   |      |       | 001000100     |   |   |   |      |       | 96.9                               |   |   |   |      |       |                       |    |
| Trucks         | 0000                        |   |   |   |      |       | 0202                        |   |   |   |      |       | 0000          |   |   |   |      |       | 2                                  |   |   |   |      |       |                       |    |
| % Trucks       | 0000                        |   |   |   |      |       | 014.307.4                   |   |   |   |      |       | 0000          |   |   |   |      |       | 3.1                                |   |   |   |      |       |                       |    |
| Bicycles       | 0000                        |   |   |   |      |       | 0000                        |   |   |   |      |       | 0000          |   |   |   |      |       | 0                                  |   |   |   |      |       |                       |    |
| % Bicycles     | 0000                        |   |   |   |      |       | 0000                        |   |   |   |      |       | 0000          |   |   |   |      |       | 0                                  |   |   |   |      |       |                       |    |
| Peds           | 0-                          |   |   |   |      |       | 0-                          |   |   |   |      |       | 0-            |   |   |   |      |       | 0                                  |   |   |   |      |       |                       |    |
| % Peds         | 0-                          |   |   |   |      |       | 0-                          |   |   |   |      |       | 0-            |   |   |   |      |       | -                                  |   |   |   |      |       |                       |    |

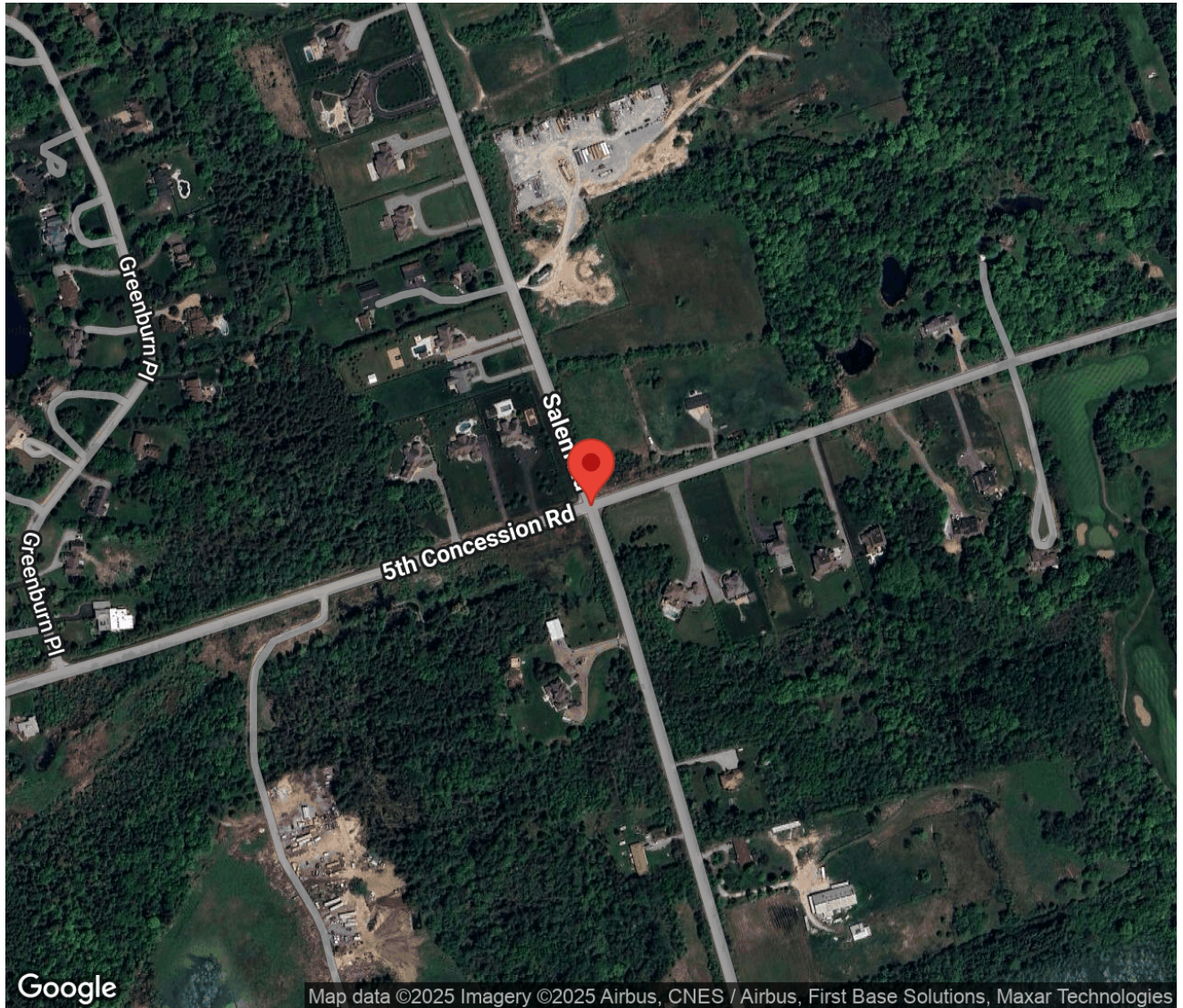
## Project #25-096 - Candevcon Group Inc.

### Intersection Count Report

**Intersection:** Salem Rd & 5th Concession Rd  
**Municipality:** Pickering  
**Count Date:** Wednesday, Apr 02, 2025  
**Site Code:** 2509600002  
**Count Categories:** Cars, Trucks, Bicycles, Pedestrians  
**Count Period:** 07:00-09:00, 16:00-18:00  
**Weather:** Clear  
**Comments:**

## Traffic Count Map

|               |                              |
|---------------|------------------------------|
| Intersection: | Salem Rd & 5th Concession Rd |
| Site Code:    | 2509600002                   |
| Municipality: | Pickering                    |
| Count Date:   | Apr 02, 2025                 |



## Traffic Count Summary

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### Salem Rd - Traffic Summary

| Hour          | North Approach Totals           |      |       |        |       |      | South Approach Totals           |      |       |        |       |      | Total |
|---------------|---------------------------------|------|-------|--------|-------|------|---------------------------------|------|-------|--------|-------|------|-------|
|               | Includes Cars, Trucks, Bicycles |      |       |        |       |      | Includes Cars, Trucks, Bicycles |      |       |        |       |      |       |
|               | Left                            | Thru | Right | U-Turn | Total | Peds | Left                            | Thru | Right | U-Turn | Total | Peds |       |
| 07:00 - 08:00 | 1                               | 82   | 4     | 0      | 87    | 0    | 18                              | 87   | 3     | 0      | 108   | 0    | 195   |
| 08:00 - 09:00 | 1                               | 88   | 6     | 0      | 95    | 0    | 14                              | 83   | 10    | 0      | 107   | 0    | 202   |
| BREAK         |                                 |      |       |        |       |      |                                 |      |       |        |       |      |       |
| 16:00 - 17:00 | 6                               | 152  | 5     | 0      | 163   | 0    | 13                              | 79   | 11    | 1      | 104   | 0    | 267   |
| 17:00 - 18:00 | 0                               | 138  | 1     | 0      | 139   | 0    | 11                              | 54   | 12    | 0      | 77    | 0    | 216   |
| GRAND TOTAL   | 8                               | 460  | 16    | 0      | 484   | 0    | 56                              | 303  | 36    | 1      | 396   | 0    | 880   |

## Traffic Count Summary

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### 5th Concession Rd - Traffic Summary

| Hour          | East Approach Totals            |      |       |        |       |      | West Approach Totals            |      |       |        |       |      | Total |
|---------------|---------------------------------|------|-------|--------|-------|------|---------------------------------|------|-------|--------|-------|------|-------|
|               | Includes Cars, Trucks, Bicycles |      |       |        |       |      | Includes Cars, Trucks, Bicycles |      |       |        |       |      |       |
|               | Left                            | Thru | Right | U-Turn | Total | Peds | Left                            | Thru | Right | U-Turn | Total | Peds |       |
| 07:00 - 08:00 | 11                              | 4    | 0     | 0      | 15    | 0    | 3                               | 1    | 9     | 0      | 13    | 0    | 28    |
| 08:00 - 09:00 | 16                              | 4    | 2     | 0      | 22    | 0    | 8                               | 6    | 13    | 0      | 27    | 0    | 49    |
| BREAK         |                                 |      |       |        |       |      |                                 |      |       |        |       |      |       |
| 16:00 - 17:00 | 18                              | 2    | 2     | 0      | 22    | 0    | 13                              | 5    | 31    | 0      | 49    | 0    | 71    |
| 17:00 - 18:00 | 4                               | 2    | 0     | 0      | 6     | 0    | 3                               | 5    | 20    | 0      | 28    | 0    | 34    |
| GRAND TOTAL   | 49                              | 12   | 4     | 0      | 65    | 0    | 27                              | 17   | 73    | 0      | 117   | 0    | 182   |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### North Approach - Salem Rd

| Start Time      | Cars |     |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|-----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑   | → | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 07:00           | 0    | 15  | 0 | 0 | 15    | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 0    | 23  | 0 | 0 | 23    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 0    | 18  | 1 | 0 | 19    | 0      | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 0    | 25  | 1 | 0 | 26    | 0      | 1 | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 1    | 23  | 0 | 0 | 24    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 0    | 16  | 1 | 0 | 17    | 0      | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 0    | 23  | 3 | 0 | 26    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 0    | 24  | 0 | 0 | 24    | 0      | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 1    | 167 | 6 | 0 | 174   | 1      | 3 | 4 | 0 | 8     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Municipality: Pickering  
Count Date: Apr 02, 2025

### North Approach - Salem Rd

| Start Time  | Cars |     |    |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-------------|------|-----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|             | ←    | ↑   | →  | ↻ | Total | ←      | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 16:00       | 1    | 33  | 3  | 0 | 37    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15       | 1    | 37  | 1  | 0 | 39    | 0      | 2 | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30       | 1    | 34  | 0  | 0 | 35    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45       | 3    | 46  | 1  | 0 | 50    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00       | 0    | 45  | 0  | 0 | 45    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15       | 0    | 35  | 0  | 0 | 35    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:30       | 0    | 32  | 1  | 0 | 33    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45       | 0    | 25  | 0  | 0 | 25    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| SUBTOTAL    | 6    | 287 | 6  | 0 | 299   | 0      | 3 | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| GRAND TOTAL | 7    | 454 | 12 | 0 | 473   | 1      | 6 | 4 | 0 | 11    | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### South Approach - Salem Rd

| Start Time      | Cars |     |    |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|-----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑   | →  | ↻ | Total | ←      | ↑ | → | ↻ | Total | ←        | ↑ | → | ↻ | Total |            |
| 07:00           | 4    | 18  | 0  | 0 | 22    | 1      | 1 | 1 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 5    | 27  | 1  | 0 | 33    | 1      | 0 | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 5    | 22  | 0  | 0 | 27    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 2    | 19  | 0  | 0 | 21    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 2    | 26  | 4  | 0 | 32    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 3    | 18  | 1  | 0 | 22    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 5    | 24  | 2  | 0 | 31    | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 3    | 13  | 2  | 0 | 18    | 0      | 1 | 1 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 29   | 167 | 10 | 0 | 206   | 3      | 3 | 3 | 0 | 9     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Municipality: Pickering  
Count Date: Apr 02, 2025

### South Approach - Salem Rd

| Start Time  | Cars |     |    |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-------------|------|-----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|             | ←    | ↑   | →  | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 16:00       | 4    | 24  | 1  | 0 | 29    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15       | 3    | 23  | 0  | 0 | 26    | 0      | 0 | 0 | 1 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30       | 2    | 15  | 3  | 0 | 20    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45       | 4    | 15  | 7  | 0 | 26    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00       | 3    | 19  | 3  | 0 | 25    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15       | 3    | 7   | 2  | 0 | 12    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:30       | 3    | 14  | 3  | 0 | 20    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45       | 2    | 14  | 4  | 0 | 20    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| SUBTOTAL    | 24   | 131 | 23 | 0 | 178   | 0      | 2 | 0 | 1 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |
| GRAND TOTAL | 53   | 298 | 33 | 0 | 384   | 3      | 5 | 3 | 1 | 12    | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### East Approach - 5th Concession Rd

| Start Time      | Cars |   |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|---|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑ | → | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 07:00           | 0    | 2 | 0 | 0 | 2     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 3    | 1 | 0 | 0 | 4     | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 2    | 1 | 0 | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 5    | 0 | 0 | 0 | 5     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 5    | 0 | 0 | 0 | 5     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 5    | 0 | 1 | 0 | 6     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 3    | 1 | 1 | 0 | 5     | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 3    | 1 | 0 | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 26   | 6 | 2 | 0 | 34    | 1      | 2 | 0 | 0 | 3     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Municipality: Pickering  
Count Date: Apr 02, 2025

### East Approach - 5th Concession Rd

| Start Time  | Cars |    |   |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|             | ←    | ↑  | → | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 16:00       | 1    | 2  | 0 | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15       | 2    | 0  | 0 | 0 | 2     | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30       | 5    | 0  | 0 | 0 | 5     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45       | 9    | 0  | 2 | 0 | 11    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00       | 3    | 1  | 0 | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15       | 1    | 0  | 0 | 0 | 1     | 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 | 0 | 0 | 0     | 0          |
| 17:45       | 0    | 1  | 0 | 0 | 1     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| SUBTOTAL    | 21   | 4  | 2 | 0 | 27    | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| GRAND TOTAL | 47   | 10 | 4 | 0 | 61    | 2      | 2 | 0 | 0 | 4     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
 Site Code: 2509600002  
 Municipality: Pickering  
 Count Date: Apr 02, 2025

### West Approach - 5th Concession Rd

| Start Time      | Cars |   |    |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-----------------|------|---|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|                 | ←    | ↑ | →  | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 07:00           | 1    | 0 | 1  | 0 | 2     | 0      | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:15           | 0    | 0 | 0  | 0 | 0     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:30           | 1    | 1 | 3  | 0 | 5     | 1      | 0 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 07:45           | 0    | 0 | 4  | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:00           | 2    | 1 | 6  | 0 | 9     | 0      | 2 | 0 | 0 | 2     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:15           | 1    | 1 | 2  | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:30           | 0    | 2 | 2  | 0 | 4     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 08:45           | 5    | 0 | 2  | 0 | 7     | 0      | 0 | 1 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| <b>SUBTOTAL</b> | 10   | 5 | 20 | 0 | 35    | 1      | 2 | 2 | 0 | 5     | 0        | 0 | 0 | 0 | 0     | 0          |

## Traffic Count Data

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Municipality: Pickering  
Count Date: Apr 02, 2025

### West Approach - 5th Concession Rd

| Start Time  | Cars |    |    |   |       | Trucks |   |   |   |       | Bicycles |   |   |   |       | Total Peds |
|-------------|------|----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
|             | ←    | ↑  | →  | ↺ | Total | ←      | ↑ | → | ↺ | Total | ←        | ↑ | → | ↺ | Total |            |
| 16:00       | 4    | 1  | 5  | 0 | 10    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:15       | 6    | 0  | 10 | 0 | 16    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:30       | 2    | 2  | 10 | 0 | 14    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| 16:45       | 1    | 1  | 6  | 0 | 8     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:00       | 0    | 2  | 9  | 0 | 11    | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:15       | 2    | 2  | 5  | 0 | 9     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:30       | 1    | 0  | 4  | 0 | 5     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| 17:45       | 0    | 1  | 2  | 0 | 3     | 0      | 0 | 0 | 0 | 0     | 0        | 0 | 0 | 0 | 0     | 0          |
| SUBTOTAL    | 16   | 9  | 51 | 0 | 76    | 0      | 1 | 0 | 0 | 1     | 0        | 0 | 0 | 0 | 0     | 0          |
| GRAND TOTAL | 26   | 14 | 71 | 0 | 111   | 1      | 3 | 2 | 0 | 6     | 0        | 0 | 0 | 0 | 0     | 0          |

## Peak Hour Diagram

### Specified Period

From: 07:00:00  
To: 09:00:00

### One Hour Peak

From: 07:45:00  
To: 08:45:00

**Intersection:** Salem Rd & 5th Concession Rd  
**Site Code:** 2509600002  
**Count Date:** Apr 02, 2025

**Weather conditions:** Clear

**\*\* Unsignalized Intersection \*\***

**Major Road:** Salem Rd runs N/S

### North Approach

|                                                                                   | Out       | In        | Total      |
|-----------------------------------------------------------------------------------|-----------|-----------|------------|
|  | 93        | 92        | 185        |
|  | 5         | 1         | 6          |
|  | 0         | 0         | 0          |
| <b>Totals</b>                                                                     | <b>98</b> | <b>93</b> | <b>191</b> |

### Salem Rd

|                                                                                   |          |           |          |          |
|-----------------------------------------------------------------------------------|----------|-----------|----------|----------|
|  | 0        | 0         | 0        | 0        |
|  | 2        | 3         | 0        | 0        |
|  | 5        | 87        | 1        | 0        |
| <b>Totals</b>                                                                     | <b>7</b> | <b>90</b> | <b>1</b> | <b>0</b> |






### East Approach

|                                                                                     | Out       | In        | Total     |
|-------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 21        | 12        | 33        |
|  | 2         | 2         | 4         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                       | <b>23</b> | <b>14</b> | <b>37</b> |

### 5th Concession Rd

|                                                                                     |  |  |  | Totals    |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------|
|  | 0                                                                                   | 0                                                                                   | 0                                                                                   | <b>0</b>  |
|  | 0                                                                                   | 0                                                                                   | 3                                                                                   | <b>3</b>  |
|  | 0                                                                                   | 2                                                                                   | 4                                                                                   | <b>6</b>  |
|  | 0                                                                                   | 0                                                                                   | 14                                                                                  | <b>14</b> |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

### 5th Concession Rd

| Totals                                                                                |  |  |  |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  | <b>0</b>                                                                              | 0                                                                                     | 0                                                                                     |
|  | <b>2</b>                                                                              | 2                                                                                     | 0                                                                                     |
|  | <b>3</b>                                                                              | 1                                                                                     | 2                                                                                     |
| <b>Totals</b>                                                                         | <b>18</b>                                                                             | <b>18</b>                                                                             | <b>0</b>                                                                              |

### West Approach

|                                                                                     | Out       | In        | Total     |
|-------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 21        | 18        | 39        |
|  | 2         | 5         | 7         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                       | <b>23</b> | <b>23</b> | <b>46</b> |

| Totals                                                                              |  |  |  |  |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  | 12                                                                                  | 87                                                                                  | 7                                                                                   | 0                                                                                   |
|  | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   |
|  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |

Salem Rd

### South Approach

|                                                                                       | Out        | In         | Total      |
|---------------------------------------------------------------------------------------|------------|------------|------------|
|  | 106        | 119        | 225        |
|  | 2          | 3          | 5          |
|  | 0          | 0          | 0          |
| <b>Totals</b>                                                                         | <b>108</b> | <b>122</b> | <b>230</b> |

 - Cars

 - Trucks

 - Bicycles

## Comments

## Peak Hour Summary

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Count Date: Apr 02, 2025  
Period: 07:00 - 09:00

### Peak Hour Data (07:45 - 08:45)

| Start Time  | North Approach<br>Salem Rd |      |      |   |      |       | South Approach<br>Salem Rd |      |      |   |      |       | East Approach<br>5th Concession Rd |      |     |   |      |       | West Approach<br>5th Concession Rd |      |      |   |      |       | Total<br>Vehicles |
|-------------|----------------------------|------|------|---|------|-------|----------------------------|------|------|---|------|-------|------------------------------------|------|-----|---|------|-------|------------------------------------|------|------|---|------|-------|-------------------|
|             | ←                          | ↑    | →    | ↻ | Peds | Total | ←                          | ↑    | →    | ↻ | Peds | Total | ←                                  | ↑    | →   | ↻ | Peds | Total | ←                                  | ↑    | →    | ↻ | Peds | Total |                   |
| 07:45       | 0                          | 26   | 2    | 0 | 0    | 28    | 2                          | 19   | 0    | 0 | 0    | 21    | 5                                  | 0    | 0   | 0 | 0    | 5     | 0                                  | 0    | 4    | 0 | 0    | 4     | 58                |
| 08:00       | 1                          | 24   | 0    | 0 | 0    | 25    | 2                          | 26   | 4    | 0 | 0    | 32    | 5                                  | 0    | 0   | 0 | 0    | 5     | 2                                  | 3    | 6    | 0 | 0    | 11    | 73                |
| 08:15       | 0                          | 16   | 2    | 0 | 0    | 18    | 3                          | 19   | 1    | 0 | 0    | 23    | 5                                  | 1    | 1   | 0 | 0    | 7     | 1                                  | 1    | 2    | 0 | 0    | 4     | 52                |
| 08:30       | 0                          | 24   | 3    | 0 | 0    | 27    | 6                          | 24   | 2    | 0 | 0    | 32    | 3                                  | 2    | 1   | 0 | 0    | 6     | 0                                  | 2    | 2    | 0 | 0    | 4     | 69                |
| Grand Total | 1                          | 90   | 7    | 0 | 0    | 98    | 13                         | 88   | 7    | 0 | 0    | 108   | 18                                 | 3    | 2   | 0 | 0    | 23    | 3                                  | 6    | 14   | 0 | 0    | 23    | 252               |
| Approach %  | 1                          | 91.8 | 7.1  | 0 | -    | -     | 12                         | 81.5 | 6.5  | 0 | -    | -     | 78.3                               | 13   | 8.7 | 0 | -    | -     | 13                                 | 26.1 | 60.9 | 0 | -    | -     | -                 |
| Totals %    | 0.4                        | 35.7 | 2.8  | 0 | -    | 38.9  | 5.2                        | 34.9 | 2.8  | 0 | -    | 42.9  | 7.1                                | 1.2  | 0.8 | 0 | -    | 9.1   | 1.2                                | 2.4  | 5.6  | 0 | -    | 9.1   | -                 |
| PHF         | 0.25                       | 0.87 | 0.58 | 0 | -    | 0.88  | 0.54                       | 0.85 | 0.44 | 0 | -    | 0.84  | 0.9                                | 0.38 | 0.5 | 0 | -    | 0.82  | 0.38                               | 0.5  | 0.58 | 0 | -    | 0.52  | 0.86              |
| Cars        | 1                          | 87   | 5    | 0 | -    | 93    | 12                         | 87   | 7    | 0 | -    | 106   | 18                                 | 1    | 2   | 0 | -    | 21    | 3                                  | 4    | 14   | 0 | -    | 21    | 241               |
| % Cars      | 100                        | 96.7 | 71.4 | 0 | -    | 94.9  | 92.3                       | 98.9 | 100  | 0 | -    | 98.1  | 100                                | 33.3 | 100 | 0 | -    | 91.3  | 100                                | 66.7 | 100  | 0 | -    | 91.3  | 95.6              |
| Trucks      | 0                          | 3    | 2    | 0 | -    | 5     | 1                          | 1    | 0    | 0 | -    | 2     | 0                                  | 2    | 0   | 0 | -    | 2     | 0                                  | 2    | 0    | 0 | -    | 2     | 11                |
| % Trucks    | 0                          | 3.3  | 28.6 | 0 | -    | 5.1   | 7.7                        | 1.1  | 0    | 0 | -    | 1.9   | 0                                  | 66.7 | 0   | 0 | -    | 8.7   | 0                                  | 33.3 | 0    | 0 | -    | 8.7   | 4.4               |
| Bicycles    | 0                          | 0    | 0    | 0 | -    | 0     | 0                          | 0    | 0    | 0 | -    | 0     | 0                                  | 0    | 0   | 0 | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                 |
| % Bicycles  | 0                          | 0    | 0    | 0 | -    | 0     | 0                          | 0    | 0    | 0 | -    | 0     | 0                                  | 0    | 0   | 0 | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                 |
| Peds        | -                          | -    | -    | - | 0    | -     | -                          | -    | -    | - | 0    | -     | -                                  | -    | -   | - | 0    | -     | -                                  | -    | -    | - | 0    | -     | 0                 |
| % Peds      | -                          | -    | -    | - | 0    | -     | -                          | -    | -    | - | 0    | -     | -                                  | -    | -   | - | 0    | -     | -                                  | -    | -    | - | 0    | -     | -                 |

## Peak Hour Diagram

### Specified Period

From: 16:00:00  
To: 18:00:00

### One Hour Peak

From: 16:15:00  
To: 17:15:00

**Intersection:** Salem Rd & 5th Concession Rd  
**Site Code:** 2509600002  
**Count Date:** Apr 02, 2025

**Weather conditions:** Clear

**\*\* Unsignalized Intersection \*\***

**Major Road:** Salem Rd runs N/S

### North Approach

|                                                                                   | Out        | In        | Total      |
|-----------------------------------------------------------------------------------|------------|-----------|------------|
|  | 169        | 83        | 252        |
|  | 2          | 2         | 4          |
|  | 0          | 0         | 0          |
| <b>Totals</b>                                                                     | <b>171</b> | <b>85</b> | <b>256</b> |

### Salem Rd

|                                                                                   |          |            |          |          |
|-----------------------------------------------------------------------------------|----------|------------|----------|----------|
|  | 0        | 0          | 0        | 0        |
|  | 0        | 2          | 0        | 0        |
|  | 2        | 162        | 5        | 0        |
| <b>Totals</b>                                                                     | <b>2</b> | <b>164</b> | <b>5</b> | <b>0</b> |






### East Approach

|                                                                                     | Out       | In        | Total     |
|-------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 22        | 23        | 45        |
|  | 1         | 1         | 2         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                       | <b>23</b> | <b>24</b> | <b>47</b> |

### 5th Concession Rd

|                                                                                     |  |  |  | Totals    |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------|
|  | 0                                                                                   | 0                                                                                   | 0                                                                                   | <b>0</b>  |
|  | 0                                                                                   | 0                                                                                   | 9                                                                                   | <b>9</b>  |
|  | 0                                                                                   | 1                                                                                   | 5                                                                                   | <b>6</b>  |
|  | 0                                                                                   | 0                                                                                   | 35                                                                                  | <b>35</b> |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

### 5th Concession Rd

| Totals                                                                                |  |  |  |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  | <b>0</b>                                                                              | 0                                                                                     | 0                                                                                     |
|  | <b>2</b>                                                                              | 2                                                                                     | 0                                                                                     |
|  | <b>1</b>                                                                              | 1                                                                                     | 0                                                                                     |
|  | <b>20</b>                                                                             | 19                                                                                    | 1                                                                                     |

### West Approach

|                                                                                     | Out       | In        | Total     |
|-------------------------------------------------------------------------------------|-----------|-----------|-----------|
|  | 49        | 15        | 64        |
|  | 1         | 0         | 1         |
|  | 0         | 0         | 0         |
| <b>Totals</b>                                                                       | <b>50</b> | <b>15</b> | <b>65</b> |

| Totals                                                                              |  |  |  |  |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  | 12                                                                                  | 72                                                                                  | 13                                                                                  | 0                                                                                   |
|  | 0                                                                                   | 2                                                                                   | 0                                                                                   | 1                                                                                   |
|  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |

Salem Rd

### South Approach

|                                                                                       | Out        | In         | Total      |
|---------------------------------------------------------------------------------------|------------|------------|------------|
|  | 97         | 216        | 313        |
|  | 3          | 4          | 7          |
|  | 0          | 0          | 0          |
| <b>Totals</b>                                                                         | <b>100</b> | <b>220</b> | <b>320</b> |

 - Cars

 - Trucks

 - Bicycles

## Comments

## Peak Hour Summary

Intersection: Salem Rd & 5th Concession Rd  
Site Code: 2509600002  
Count Date: Apr 02, 2025  
Period: 16:00 - 18:00

### Peak Hour Data (16:15 - 17:15)

| Start Time  | North Approach<br>Salem Rd |      |     |   |      |       | South Approach<br>Salem Rd |      |      |      |      |       | East Approach<br>5th Concession Rd |      |      |   |      |       | West Approach<br>5th Concession Rd |      |      |   |      |       | Total<br>Vehicles |
|-------------|----------------------------|------|-----|---|------|-------|----------------------------|------|------|------|------|-------|------------------------------------|------|------|---|------|-------|------------------------------------|------|------|---|------|-------|-------------------|
|             | ←                          | ↑    | →   | ↻ | Peds | Total | ←                          | ↑    | →    | ↻    | Peds | Total | ←                                  | ↑    | →    | ↻ | Peds | Total | ←                                  | ↑    | →    | ↻ | Peds | Total |                   |
| 16:15       | 1                          | 39   | 1   | 0 | 0    | 41    | 3                          | 23   | 0    | 1    | 0    | 27    | 3                                  | 0    | 0    | 0 | 0    | 3     | 6                                  | 0    | 10   | 0 | 0    | 16    | 87                |
| 16:30       | 1                          | 34   | 0   | 0 | 0    | 35    | 2                          | 16   | 3    | 0    | 0    | 21    | 5                                  | 0    | 0    | 0 | 0    | 5     | 2                                  | 3    | 10   | 0 | 0    | 15    | 76                |
| 16:45       | 3                          | 46   | 1   | 0 | 0    | 50    | 4                          | 16   | 7    | 0    | 0    | 27    | 9                                  | 0    | 2    | 0 | 0    | 11    | 1                                  | 1    | 6    | 0 | 0    | 8     | 96                |
| 17:00       | 0                          | 45   | 0   | 0 | 0    | 45    | 3                          | 19   | 3    | 0    | 0    | 25    | 3                                  | 1    | 0    | 0 | 0    | 4     | 0                                  | 2    | 9    | 0 | 0    | 11    | 85                |
| Grand Total | 5                          | 164  | 2   | 0 | 0    | 171   | 12                         | 74   | 13   | 1    | 0    | 100   | 20                                 | 1    | 2    | 0 | 0    | 23    | 9                                  | 6    | 35   | 0 | 0    | 50    | 344               |
| Approach %  | 2.9                        | 95.9 | 1.2 | 0 | -    | -     | 12                         | 74   | 13   | 1    | -    | -     | 87                                 | 4.3  | 8.7  | 0 | -    | -     | 18                                 | 12   | 70   | 0 | -    | -     | -                 |
| Totals %    | 1.5                        | 47.7 | 0.6 | 0 | -    | 49.7  | 3.5                        | 21.5 | 3.8  | 0.3  | -    | 29.1  | 5.8                                | 0.3  | 0.6  | 0 | -    | 6.7   | 2.6                                | 1.7  | 10.2 | 0 | -    | 14.5  | -                 |
| PHF         | 0.42                       | 0.89 | 0.5 | 0 | -    | 0.86  | 0.75                       | 0.8  | 0.46 | 0.25 | -    | 0.93  | 0.56                               | 0.25 | 0.25 | 0 | -    | 0.52  | 0.38                               | 0.5  | 0.88 | 0 | -    | 0.78  | 0.9               |
| Cars        | 5                          | 162  | 2   | 0 | -    | 169   | 12                         | 72   | 13   | 0    | -    | 97    | 19                                 | 1    | 2    | 0 | -    | 22    | 9                                  | 5    | 35   | 0 | -    | 49    | 337               |
| % Cars      | 100                        | 98.8 | 100 | 0 | -    | 98.8  | 100                        | 97.3 | 100  | 0    | -    | 97    | 95                                 | 100  | 100  | 0 | -    | 95.7  | 100                                | 83.3 | 100  | 0 | -    | 98    | 98                |
| Trucks      | 0                          | 2    | 0   | 0 | -    | 2     | 0                          | 2    | 0    | 1    | -    | 3     | 1                                  | 0    | 0    | 0 | -    | 1     | 0                                  | 1    | 0    | 0 | -    | 1     | 7                 |
| % Trucks    | 0                          | 1.2  | 0   | 0 | -    | 1.2   | 0                          | 2.7  | 0    | 100  | -    | 3     | 5                                  | 0    | 0    | 0 | -    | 4.3   | 0                                  | 16.7 | 0    | 0 | -    | 2     | 2                 |
| Bicycles    | 0                          | 0    | 0   | 0 | -    | 0     | 0                          | 0    | 0    | 0    | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                 |
| % Bicycles  | 0                          | 0    | 0   | 0 | -    | 0     | 0                          | 0    | 0    | 0    | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                                  | 0    | 0    | 0 | -    | 0     | 0                 |
| Peds        | -                          | -    | -   | - | 0    | -     | -                          | -    | -    | -    | 0    | -     | -                                  | -    | -    | - | 0    | -     | -                                  | -    | -    | - | 0    | -     | 0                 |
| % Peds      | -                          | -    | -   | - | 0    | -     | -                          | -    | -    | -    | 0    | -     | -                                  | -    | -    | - | 0    | -     | -                                  | -    | -    | - | 0    | -     | -                 |

# **APPENDIX B**

## **Level of Service Definitions**

### LEVEL OF SERVICE DEFINITIONS

Level of Service Criteria for Two Way Stop Control (TWSC) Intersections

| Level of Service | Control Delay per Vehicle (seconds) | Interpretation                                                                                                                           |
|------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| A                | $\leq 10$                           | <b>Excellent.</b> Large & frequent gaps in traffic on the main roadway. Queuing on the minor street is rare                              |
| B                | $>10 \text{ \& } \leq 15$           | <b>Very Good.</b> Fewer gaps exist in the traffic on the main roadway. Queuing on the minor street is minimal.                           |
| C                | $>15 \text{ \& } \leq 25$           | <b>Good.</b> Fewer gaps exist in traffic on the main roadway. Delay on the minor approach becomes more noticeable.                       |
| D                | $>25 \text{ \& } \leq 35$           | <b>Fair.</b> Infrequent & shorter gaps in traffic on the main roadway. Queuing lengths develop on the minor street.                      |
| E                | $>35 \text{ \& } \leq 50$           | <b>Poor.</b> Very infrequent gaps in traffic on the main roadway. Queuing lengths become noticeable.                                     |
| F                | $>50$                               | <b>Unsatisfactory.</b> Very few gaps in traffic on the main roadway. Excessive delays with significant queue lengths on the minor street |

Source: From Highway Capacity Manual Special Report 209-Table 10-7, Page No.10-25

# **APPENDIX C**

## **Synchro Analysis**

### **Un-signalized Intersection Capacity Analysis**

- Future (2032) Total Background Traffic
- Future (2032) Total Traffic

# HCM Un-signalized Intersection Capacity Analysis 3: Audley Road & 5th Concession Road

Future Total Background - AM

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (veh/h)            | 3                                                                                 | 14                                                                                | 5                                                                                 | 46                                                                                | 40                                                                                | 1                                                                                 |
| Future Volume (Veh/h)             | 3                                                                                 | 14                                                                                | 5                                                                                 | 46                                                                                | 40                                                                                | 1                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Hourly flow rate (vph)            | 4                                                                                 | 21                                                                                | 7                                                                                 | 69                                                                                | 60                                                                                | 1                                                                                 |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              | None                                                                              |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 144                                                                               | 60                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 144                                                                               | 60                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| p0 queue free %                   | 100                                                                               | 98                                                                                | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| cM capacity (veh/h)               | 850                                                                               | 1010                                                                              | 1555                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 25                                                                                | 76                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 4                                                                                 | 7                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 21                                                                                | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 981                                                                               | 1555                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.03                                                                              | 0.00                                                                              | 0.04                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 0.6                                                                               | 0.1                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.8                                                                               | 0.7                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.8                                                                               | 0.7                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 1.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 16.6%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Un-signalized Intersection Capacity Analysis 3: Audley Road & 5th Concession Road

Future Total Background - PM

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (veh/h)            | 2                                                                                 | 9                                                                                 | 15                                                                                | 16                                                                                | 31                                                                                | 3                                                                                 |
| Future Volume (Veh/h)             | 2                                                                                 | 9                                                                                 | 15                                                                                | 16                                                                                | 31                                                                                | 3                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              |
| Hourly flow rate (vph)            | 2                                                                                 | 11                                                                                | 18                                                                                | 19                                                                                | 37                                                                                | 4                                                                                 |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              | None                                                                              |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 94                                                                                | 39                                                                                | 41                                                                                |                                                                                   |                                                                                   |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 94                                                                                | 39                                                                                | 41                                                                                |                                                                                   |                                                                                   |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| p0 queue free %                   | 100                                                                               | 99                                                                                | 99                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cM capacity (veh/h)               | 895                                                                               | 1038                                                                              | 1581                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 13                                                                                | 37                                                                                | 41                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 2                                                                                 | 18                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 11                                                                                | 0                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1013                                                                              | 1581                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.01                                                                              | 0.01                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 0.3                                                                               | 0.3                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.6                                                                               | 3.6                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.6                                                                               | 3.6                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 2.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 18.3%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Un-signalized Intersection Capacity Analysis3: Audley Road & 5th Concession Road

Future Total Traffic - AM

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (veh/h)            | 4                                                                                 | 18                                                                                | 7                                                                                 | 46                                                                                | 40                                                                                | 1                                                                                 |
| Future Volume (Veh/h)             | 4                                                                                 | 18                                                                                | 7                                                                                 | 46                                                                                | 40                                                                                | 1                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Hourly flow rate (vph)            | 6                                                                                 | 27                                                                                | 10                                                                                | 69                                                                                | 60                                                                                | 1                                                                                 |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              | None                                                                              |                                                                                   |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 150                                                                               | 60                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 150                                                                               | 60                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| p0 queue free %                   | 99                                                                                | 97                                                                                | 99                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cM capacity (veh/h)               | 842                                                                               | 1010                                                                              | 1555                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 33                                                                                | 79                                                                                | 61                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 6                                                                                 | 10                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 27                                                                                | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 975                                                                               | 1555                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.03                                                                              | 0.01                                                                              | 0.04                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 0.8                                                                               | 0.2                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.8                                                                               | 1.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.8                                                                               | 1.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 2.1                                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 18.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |

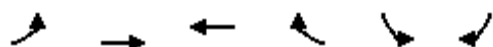
# HCM Un-signalized Intersection Capacity Analysis 10: Sideline 4 & Proposed Access

Future Total Traffic - AM

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (veh/h)            | 3                                                                                 | 1                                                                                 | 16                                                                                | 1                                                                                 | 0                                                                                 | 26                                                                                |
| Future Volume (Veh/h)             | 3                                                                                 | 1                                                                                 | 16                                                                                | 1                                                                                 | 0                                                                                 | 26                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 3                                                                                 | 1                                                                                 | 17                                                                                | 1                                                                                 | 0                                                                                 | 28                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 46                                                                                | 18                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 46                                                                                | 18                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 100                                                                               | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 965                                                                               | 1061                                                                              |                                                                                   |                                                                                   | 1599                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 4                                                                                 | 18                                                                                | 28                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 3                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 1                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 987                                                                               | 1700                                                                              | 1599                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.00                                                                              | 0.01                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.7                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.7                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 0.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 13.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |                                                                                   |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Un-signalized Intersection Capacity Analysis 5: 5th Concession Road & Proposed Access

Future Total Traffic - AM



| Movement                          | EBL  | EBT                                                                               | WBT                                                                               | WBR                  | SBL                                                                               | SBR  |
|-----------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations               |      |  |  |                      |  |      |
| Traffic Volume (veh/h)            | 0    | 17                                                                                | 6                                                                                 | 2                    | 5                                                                                 | 0    |
| Future Volume (Veh/h)             | 0    | 17                                                                                | 6                                                                                 | 2                    | 5                                                                                 | 0    |
| Sign Control                      |      | Free                                                                              | Free                                                                              |                      | Stop                                                                              |      |
| Grade                             |      | 0%                                                                                | 0%                                                                                |                      | 0%                                                                                |      |
| Peak Hour Factor                  | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92                 | 0.92                                                                              | 0.92 |
| Hourly flow rate (vph)            | 0    | 18                                                                                | 7                                                                                 | 2                    | 5                                                                                 | 0    |
| Pedestrians                       |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Lane Width (m)                    |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Walking Speed (m/s)               |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Percent Blockage                  |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Right turn flare (veh)            |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Median type                       |      | None                                                                              | None                                                                              |                      |                                                                                   |      |
| Median storage veh                |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Upstream signal (m)               |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| pX, platoon unblocked             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vC, conflicting volume            | 9    |                                                                                   |                                                                                   |                      | 26                                                                                | 8    |
| vC1, stage 1 conf vol             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vC2, stage 2 conf vol             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vCu, unblocked vol                | 9    |                                                                                   |                                                                                   |                      | 26                                                                                | 8    |
| tC, single (s)                    | 4.1  |                                                                                   |                                                                                   |                      | 6.4                                                                               | 6.2  |
| tC, 2 stage (s)                   |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| tF (s)                            | 2.2  |                                                                                   |                                                                                   |                      | 3.5                                                                               | 3.3  |
| p0 queue free %                   | 100  |                                                                                   |                                                                                   |                      | 99                                                                                | 100  |
| cM capacity (veh/h)               | 1611 |                                                                                   |                                                                                   |                      | 989                                                                               | 1074 |
| Direction, Lane #                 | EB 1 | WB 1                                                                              | SB 1                                                                              |                      |                                                                                   |      |
| Volume Total                      | 18   | 9                                                                                 | 5                                                                                 |                      |                                                                                   |      |
| Volume Left                       | 0    | 0                                                                                 | 5                                                                                 |                      |                                                                                   |      |
| Volume Right                      | 0    | 2                                                                                 | 0                                                                                 |                      |                                                                                   |      |
| cSH                               | 1611 | 1700                                                                              | 989                                                                               |                      |                                                                                   |      |
| Volume to Capacity                | 0.00 | 0.01                                                                              | 0.01                                                                              |                      |                                                                                   |      |
| Queue Length 95th (m)             | 0.0  | 0.0                                                                               | 0.1                                                                               |                      |                                                                                   |      |
| Control Delay (s)                 | 0.0  | 0.0                                                                               | 8.7                                                                               |                      |                                                                                   |      |
| Lane LOS                          |      |                                                                                   | A                                                                                 |                      |                                                                                   |      |
| Approach Delay (s)                | 0.0  | 0.0                                                                               | 8.7                                                                               |                      |                                                                                   |      |
| Approach LOS                      |      |                                                                                   | A                                                                                 |                      |                                                                                   |      |
| Intersection Summary              |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Average Delay                     |      | 1.4                                                                               |                                                                                   |                      |                                                                                   |      |
| Intersection Capacity Utilization |      | 13.3%                                                                             |                                                                                   | ICU Level of Service | A                                                                                 |      |
| Analysis Period (min)             |      | 15                                                                                |                                                                                   |                      |                                                                                   |      |

# HCM Un-signalized Intersection Capacity Analysis 3: Audley Road & 5th Concession Road

Future Total Traffic - PM

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (veh/h)            | 3                                                                                 | 11                                                                                | 19                                                                                | 16                                                                                | 31                                                                                | 4                                                                                 |
| Future Volume (Veh/h)             | 3                                                                                 | 11                                                                                | 19                                                                                | 16                                                                                | 31                                                                                | 4                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              |
| Hourly flow rate (vph)            | 4                                                                                 | 13                                                                                | 23                                                                                | 19                                                                                | 37                                                                                | 5                                                                                 |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   |                                                                                   | None                                                                              | None                                                                              |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 104                                                                               | 40                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 104                                                                               | 40                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |
| p0 queue free %                   | 100                                                                               | 99                                                                                | 99                                                                                |                                                                                   |                                                                                   |                                                                                   |
| cM capacity (veh/h)               | 880                                                                               | 1038                                                                              | 1580                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 17                                                                                | 42                                                                                | 42                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 4                                                                                 | 23                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 13                                                                                | 0                                                                                 | 5                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 996                                                                               | 1580                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.02                                                                              | 0.01                                                                              | 0.02                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (m)             | 0.4                                                                               | 0.4                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.7                                                                               | 4.1                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.7                                                                               | 4.1                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 3.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 18.6%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

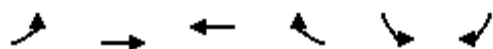
# HCM Un-signalized Intersection Capacity Analysis 10: Sideline 4 & Proposed Access

Future Total Traffic - PM

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|--|--|
|                                   |  |  |  |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |  |  |  |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |
| Traffic Volume (veh/h)            | 2                                                                                 | 1                                                                                 | 28                                                                                | 3                                                                                 | 1                                                                                 | 26                                                                                |  |  |  |
| Future Volume (Veh/h)             | 2                                                                                 | 1                                                                                 | 28                                                                                | 3                                                                                 | 1                                                                                 | 26                                                                                |  |  |  |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |  |  |  |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |  |  |  |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |  |  |  |
| Hourly flow rate (vph)            | 2                                                                                 | 1                                                                                 | 30                                                                                | 3                                                                                 | 1                                                                                 | 28                                                                                |  |  |  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Lane Width (m)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Walking Speed (m/s)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |  |  |  |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Upstream signal (m)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| vC, conflicting volume            | 62                                                                                | 32                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |  |  |  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| vCu, unblocked vol                | 62                                                                                | 32                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |  |  |  |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |  |  |  |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |  |  |  |
| p0 queue free %                   | 100                                                                               | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |  |  |  |
| cM capacity (veh/h)               | 944                                                                               | 1043                                                                              |                                                                                   |                                                                                   | 1579                                                                              |                                                                                   |  |  |  |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Volume Total                      | 3                                                                                 | 33                                                                                | 29                                                                                |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Volume Left                       | 2                                                                                 | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Volume Right                      | 1                                                                                 | 3                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| cSH                               | 975                                                                               | 1700                                                                              | 1579                                                                              |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Volume to Capacity                | 0.00                                                                              | 0.02                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Queue Length 95th (m)             | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Control Delay (s)                 | 8.7                                                                               | 0.0                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Lane LOS                          | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Approach Delay (s)                | 8.7                                                                               | 0.0                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Average Delay                     |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |
| Intersection Capacity Utilization |                                                                                   | 13.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |                                                                                   |  |  |  |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |

# HCM Un-signalized Intersection Capacity Analysis 5: 5th Concession Road & Proposed Access

Future Total Traffic - PM



| Movement                          | EBL  | EBT                                                                               | WBT                                                                               | WBR                  | SBL                                                                               | SBR  |
|-----------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations               |      |  |  |                      |  |      |
| Traffic Volume (veh/h)            | 0    | 11                                                                                | 18                                                                                | 5                    | 3                                                                                 | 0    |
| Future Volume (Veh/h)             | 0    | 11                                                                                | 18                                                                                | 5                    | 3                                                                                 | 0    |
| Sign Control                      |      | Free                                                                              | Free                                                                              |                      | Stop                                                                              |      |
| Grade                             |      | 0%                                                                                | 0%                                                                                |                      | 0%                                                                                |      |
| Peak Hour Factor                  | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92                 | 0.92                                                                              | 0.92 |
| Hourly flow rate (vph)            | 0    | 12                                                                                | 20                                                                                | 5                    | 3                                                                                 | 0    |
| Pedestrians                       |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Lane Width (m)                    |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Walking Speed (m/s)               |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Percent Blockage                  |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Right turn flare (veh)            |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Median type                       |      | None                                                                              | None                                                                              |                      |                                                                                   |      |
| Median storage veh                |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Upstream signal (m)               |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| pX, platoon unblocked             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vC, conflicting volume            | 25   |                                                                                   |                                                                                   |                      | 34                                                                                | 22   |
| vC1, stage 1 conf vol             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vC2, stage 2 conf vol             |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| vCu, unblocked vol                | 25   |                                                                                   |                                                                                   |                      | 34                                                                                | 22   |
| 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)               | 1589 |                                                                                   |                                                                                   |                      | 979                                                                               | 1054 |
| Direction, Lane #                 | EB 1 | WB 1                                                                              | SB 1                                                                              |                      |                                                                                   |      |
| Volume Total                      | 12   | 25                                                                                | 3                                                                                 |                      |                                                                                   |      |
| Volume Left                       | 0    | 0                                                                                 | 3                                                                                 |                      |                                                                                   |      |
| Volume Right                      | 0    | 5                                                                                 | 0                                                                                 |                      |                                                                                   |      |
| cSH                               | 1589 | 1700                                                                              | 979                                                                               |                      |                                                                                   |      |
| Volume to Capacity                | 0.00 | 0.01                                                                              | 0.00                                                                              |                      |                                                                                   |      |
| Queue Length 95th (m)             | 0.0  | 0.0                                                                               | 0.1                                                                               |                      |                                                                                   |      |
| Control Delay (s)                 | 0.0  | 0.0                                                                               | 8.7                                                                               |                      |                                                                                   |      |
| Lane LOS                          |      |                                                                                   | A                                                                                 |                      |                                                                                   |      |
| Approach Delay (s)                | 0.0  | 0.0                                                                               | 8.7                                                                               |                      |                                                                                   |      |
| Approach LOS                      |      |                                                                                   | A                                                                                 |                      |                                                                                   |      |
| Intersection Summary              |      |                                                                                   |                                                                                   |                      |                                                                                   |      |
| Average Delay                     |      | 0.7                                                                               |                                                                                   |                      |                                                                                   |      |
| Intersection Capacity Utilization |      | 13.3%                                                                             |                                                                                   | ICU Level of Service |                                                                                   | A    |
| Analysis Period (min)             |      | 15                                                                                |                                                                                   |                      |                                                                                   |      |