



TRAFFIC IMPACT STUDY
SEBRIGHT QUARRY

CITY OF KAWARTHA LAKES





## TRAFFIC IMPACT STUDY SEBRIGHT QUARRY

#### CITY OF KAWARTHA LAKES

P/N 05-2019 March 20, 2008 Revised April 19, 2011

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#### TABLE OF CONTENTS

Page

1.0	INTE	RODUCT	ION	1
2.0	CON	TEXT		1
3.0	COM	IMENTS,	, OBJECTIONS AND RESPONSE	2
	3.1		ry of Transportation	
	3.2		Kawartha Lakes	
			1 – Location.	
	3.3		of Simcoe	
	3.4	Public	Comments	6
4.0			N OF AVAILABLE STOPPING SIGHT DISTANCE	
5.0	TRIP	GENERA	ATION	7
6.0			ACKGROUND TRAFFIC CONDITIONS	
	6.1	Traffic	Data	8
	6.2		c Traffic Conditions	9
		6.2.1	Roadway Volumes	9
			TABLE 1: Historical Traffic Volumes	9
		6.2.2	Directional Distribution.	
			TABLE 2: Projected Background Traffic Volumes for Proposed	Haul Route10
7.0	DISC	CUSSION		10
8.0	CON	CLUSION	N	1.1

#### APPENDIX "A"

Sebright Quarry Trip Generation

APPENDIX "B"

Traffic Count Data

And Analysis

APPENDIX "C"

Left Turn Lane Warrant

APPENDIX "D"

CV - Scott W. Brumwell, P. Eng.

## TRAFFIC IMPACT STUDY SEBRIGHT QUARRY

#### CITY OF KAWARTHA LAKES

P/N 05-2019

Revised April 19, 2011

#### 1.0 INTRODUCTION

This report was prepared in support of applications for the amendments to both the Official Plan of the City of Kawartha Lakes and Zoning By-law of the former Township of Dalton, and for a licence under the Aggregate Resources Act to permit a new quarry. The applications were submitted in October 2008. Through the circulation and notification of the applications under the ARA and the Planning Act a number of comments and objections were received from the public and agencies which resulted in changes to the Site Plan for the proposed quarry. This Report has been revised to include updated traffic information and additional information to address comments and objections related to traffic and the haul route.

The quarry will be located in the Part of Lots 18 through 21, Concessions 4 and 5, geographic Township of Dalton, City of Kawartha Lakes. The area to be licenced is approximately 84 ha and the area to be extracted is approximately 23.2 ha. The annual maximum production will be 200,000 tonnes primarily of specialty aggregate product for use in asphalt for high speed highways.

This study is intended to address policies of the City of Kawartha Lakes and the County of Simcoe by identifying and assessing the potential impacts of the increase in traffic.

#### 2.0 CONTEXT

As shown on Figure 1 – Location, the licenced boundary of the quarry will be approximately 700 metres north of City of Kawartha Lakes Road 45, known as Monck Road. Traffic to and from the quarry will travel along an access road across the unopened road allowance between Concessions 3 and 4 and through other lands owned by the applicant. The haul road will intersect Monck Road approximately 1.1 kilometres east of Dalrymple Road. Traffic will travel west along Monck Road and Simcoe County Road 45 to Simcoe County Road 169, then south to Highway 12. Traffic will primarily travel south on Highway 12 to markets in the GTA, however the material may be required on highway projects elsewhere in the province.

#### 3.0 COMMENTS, OBJECTIONS AND RESPONSE

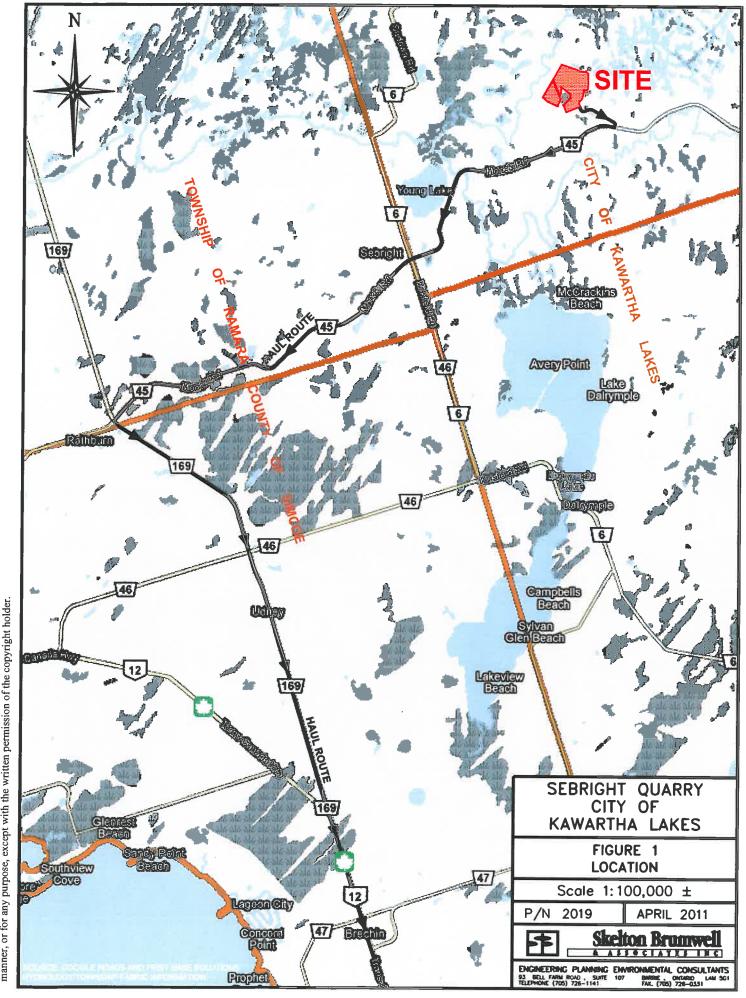
#### 3.1 Ministry of Transportation

The Ministry of Transportation (MTO) commented on the planning applications to the City of Kawartha Lakes on December 10, 2008 indicating that "MTO Central Region Corridor Management has no concerns with this proposed quarry, including potential highway impacts".

#### 3.2 City of Kawartha Lakes

The City of Kawartha Lakes Operations Division provided the following comments on the original applications which were included in Report DEV 2009-020 presented at the Public Meeting on March 11, 2009.

- "The proposed entrance from the quarry should be moved to east end of the development as shown on Appendix "F". This length of CKL Road 45 is straight and flat, while the proposed entrance is a poor location due the steeper grade and the existing curve to the east and west.
- 2. The report prepared by Skelton, Brumwell & Associates states that the site will generate 5,703 trips in and 5,703 trip out, with 75% of those between June and November. These numbers translate into a trip every 6 minutes based on operation 20 days/month of operation and with operating hours between 7:00 am. And 3:00 pm.
- 3. The applicant shall construct an acceleration lane for west-bound traffic leaving the quarry, west of the CKL approved entrance.
- 4. The applicant shall construct a left turn land for east-bound traffic turning into the quarry, west of the CKL approved entrance.
- 5. The 2 km section east of Sebright has only 50 mm of asphalt. The applicant shall increase the depth of asphalt for this section to 100 mm before the quarry becomes operational.



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- 6. The applicant shall enter into a Haul Rout Agreement with the CKL, at no cost to the City.
- 7. The surface treatment on CKL Road #6 cannot sustain the weight and volume of quarry related traffic. The Haul Route shall consist of CKL Road #45 west of the approved entrance, to Highways #169 and #12.

Giofam met with City of Kawartha Lakes staff July 28, 2009 to discuss the comments, and as a result, agreed to relocate the entrance and provide for the additional lanes at the entrance through an agreement with the Municipality. Staff indicated that the additional pavement depth on the 2.0 kilometre section east of Sebright was to be addressed through stimulus funding from senior levels of government, and therefore would not be required of the applicant.

#### 3.3 County of Simcoe

The Township of Ramara, and the County of Simcoe provided comments on the Planning Act Applications related to the use of County Road 45 as the haul route for the quarry. The County of Simcoe also submitted a letter of objection to the applicant and the MNR.

In correspondence to the City of Kawartha Lakes dated March 10, 2009, the Committee of Council of the Township of Ramara states that "Concession B-C in the designated haul route in the Township Official Plan and not Monck Road". The letter requests "a meeting with the City of Kawartha Lakes and the County of Simcoe to discuss any proposed haul route to the west from this proposed quarry, any possible funding that may be available from the senior levels of government and cost sharing an environmental assessment for a proposed haul route from Monck Road to County Road 169 along Concession B-C".

Transportation and Engineering staff of the County of Simcoe, in correspondence to the City of Kawartha Lakes dated March 9, 2009, requested "that the City require the applicant to enter into a legal agreement with the County for the shared maintenance of the haul route within the County's jurisdiction as a condition of Site Plan Control approval." A further comment from staff was submitted to the City of Kawartha Lakes dated May 12, 2009 which indicated that the County "supports the Township of Ramara in designating Concession Road B-C as a haul route for the ....Sebright Quarry and not Monck Road", and that "a legal agreement between all parties must be entered into for the shared maintenance of the haul route".

A letter of objection under the Aggregate Resources Act was filed by legal Counsel for the County on June 22, 2009 which stated that "The County of Simcoe objects to the granting of the license until it has an opportunity to review and comment on the proposed haul route, consider alternatives and enter into any necessary agreements for the improvement of and continuing maintenance of the agreed haul route".

Concession Road B-C, designated a haul route in the Township of Ramara, is gravel road open only from County Road 169 east for approximately 3.2 kilometres. The road is also travelled for approximately 0.7 kilometres west from County Road 46 at Sebright. Between these existing sections of road is approximately 4.5 kilometres of unopened road allowance that is entirely within lands designated "Greenlands" in the County of Simcoe Official Plan adopted November 25, 2008.

If the road was open from County Road 46 to County Road 169, trucks travelling from the proposed quarry would require west bound trucks to turn off of Monck Road onto County Road 46, go north for about 300 metres through the community of Sebright, then turn again onto Concession Road B-C. In addition, the intersection of Concession Road B-C and County Road 169 where trucks would be turning left is un-signalized. In contrast, trucks travelling Monck Road and continuing on County Road 45 would not be required to make additional turns, and would turn onto County Road 169 at an un-signalized intersection.

It is our opinion that the proposed haul route along existing arterial roads in the City of Kawartha Lakes and the County of Simcoe is the most direct, and the only feasible route for transportation of aggregates from the proposed quarry.

Skelton, Brumwell & Associates Inc. made an initial contact with the County Director of Transportation Engineering on November 3, 2009.

#### 3.4 Public Comments

Many comments and objections from the public expressed concern relative to the use of Monck Road as a Haul Route due to public safety issues; dust, noise and emissions created by the trucks; and conflict with weekend tourist traffic. The location of the entrance was also a concern. In response to these comments, the entrance has been relocated, the hours of operation modified so

that no transportation of aggregate will occur after 3 pm on Fridays, or on Saturdays, Sundays and holidays. Individual responses have been provided to each of the objectors.

#### 4.0 EVALUATION OF AVAILABLE STOPPING SIGHT DISTANCE

The speed limit on Monck Road is 80 km/h. Based on MTO guidelines, an 80 km/h road requires a minimum stopping sight distance (on wet pavement) of 135 metres. In this area, however, it is reasonable to apply a design speed of 100 km/hr, which is 20 km/hr higher than the posted limit. According to MTO Design Guidelines, the minimum sight stopping distance for a speed of 100 km/hr is 185 metres.

The stopping sight distance for traffic approaching the entrance at its new location are approximately 300 metres to the west and 500 metres to the east which exceed the MTO minimum stopping sight distance.

#### 5.0 TRIP GENERATION

The expected traffic generation is based on the tonnage of material produced by the quarry annually, the number and capacity of trucks used to transport the material, the hours of operation for the quarry, and the months when peak production is expected to take place at the quarry. These calculations are shown in Appendix A. It is assumed for the purposes of this study that the quarry will be in full operation by 2012.

It is anticipated that the site will generate approximately 5,703 trips in and out for a total of 11,406 trips annually at the maximum licensed tonnage.

The site is expected to ship 75% of its production in the six months from June to November. At an average of 20 working days a month, there will be 71 trips per day.

The site will be in operation for 12 hours a day from Monday to Friday, and Saturday from 7:00am to 12:00am. However, in response to comments related to impacts on tourist traffic, the loading and transportation will be limited to 7:00 am to 7:00 pm Monday to Thursday and 7:00 am to 3:00 pm Friday, with no shipping Saturday, Sunday or holidays. It is assumed that 66.7% of shipping will occur within the peak hours from 7:00am to 3:00pm. This will mean 9 trips an

hour with approximately 6 minutes between each trip. The calculations can be found in Appendix A.

#### 6.0 EXISTING BACKGROUND TRAFFIC CONDITIONS

#### 6.1 Traffic Data

The City of Kawartha Lakes provided an Average Annual Daily Traffic (AADT) volume for County Road 45 (Monck Road) for 2004 and 2010. The road was formerly Provincial Highway 503, so historical AADT data was also obtained from the Province from Traffic Volume records. The AADT data for Monck Road is summarized in Table 1.

AADT data for Simcoe County Road 45 and County Road 169, formerly Provincial Highway 69, was obtained from Simcoe County and the Province. This is included in Appendix B and summarized in Table 1.

In addition, 24 hours, mid-week traffic counts for spring/summer or summer/fall from 2005 and 2008 for both roads were also obtained and are also included in Appendix B. The 24 hour counts confirm that traffic volumes are greatest in summer. For example, the average daily traffic for County Road 45 in 2008 was 2,511 vehicles in July and 1,912 in September.

The peak hours of travel shift from season to season. For example, peak hours during the spring and fall are generally around 7 am and mid to late afternoon, but in the July the peak hours is late morning and late afternoon/evening and the evening. This means that the peak hours of operation of the quarry from 7 am to 3 pm will generally coincide with the peak hours on the road.

The detailed counts in 2005 for County Road 45 indicate that passenger vehicles make up approximately 69% of the total vehicle count, light trucks and other smaller 2 axle vehicles make up approximately 30%, and other vehicle classes make up the remainder. This means that there are few if any large trucks making use of the County Road 45 to transport materials or other larger items. Most vehicles were observed to be travelling at 90-100km/h.

Detailed traffic counts from 2005 and 2008 for Simcoe County Road 169 were also provided by Simcoe County. This is included in Appendix B. The data is from a segment of the highway between Simcoe County Road 45 and Highway 12. Based on the information, it is apparent that

the peak hours of travel remain roughly the same from season to season at 12pm and late afternoon/early evening. Volume northbound and southbound is 51% and 49% respectively in summer and 49% and 51% respectively in fall. There was no vehicle classification or speed data provided by the County. AADT data obtained from the County and Province is summarized in Table 1.

#### 6.2 Historic Traffic Conditions

#### 6.2.1 Roadway Volumes

Table 1 provides the historical traffic volumes for the proposed route. Over the last decade the recorded AADT for all three roads has declined.

**TABLE 1: Historical Traffic Volumes** 

	Monck Road	Simcoe County Road 45	Simcoe County Road 169
Year	6.3 km east of Sebright	Simcoe CR 46 to CR 169	Simcoe CR 45 to CR 12
1988	300		
1990	500		
1996		1850	2700
1998			3000
1999		2800	3600
2002		3000	3100
2004	1620		
2005		2600	2700
2008		2100	2500
2010	1240		

#### 6.2.2 Directional Distribution

The 2005 detailed traffic counts indicate the average proportional direction of traffic movement along Simcoe County Road 45 is split 49% westbound and 51% eastbound. The 2008 data indicates 53% westbound and 47% eastbound. It is assumed this directional distribution would apply to Monck Road as well. Similarly, the distribution of traffic along Simcoe County Road 169 was 50% northbound and 50% southbound in 2005, and 54% northbound and 46% southbound in 2008. We also have assumed that the peaking factor is 9% based on the peak traffic daily and hourly volumes. These calculations are included in Appendix "B".

While the available data indicates a decline in traffic volume, was have applied a conservative 2% annual growth rate for future traffic volumes based on a 20 year study horizon as shown in Table 2.

TABLE 2: Projected Background Traffic Volumes for Proposed Haul Route

Location	Year	AADT	Peak	Hour	Westbound	Eastbound
Location	1 Cal	AADI	Rate	Volume	53%	47%
Monck Road	2004	1620				
- 6.3 km east of	2010	1240				
Sebright	2012	1290	9%	116	62	54
	2032	1920	9%	173	92	81
G: GD 45	2005	2600	9%	234	124	110
Simcoe CR 45  – CR 46 to	2008	2100	9%	189	100	89
Highway 169	2012	2270	9%	204	108	96
	2032	3380	9%	304	161	143
			<u> </u>		Northbound	Southbound
					54%	46%
GD 4.60	2005	2700	9%	243	131	112
Simcoe CR 169 - CR 45 to	2008	2500	9%	225	121	104
Highway 12	2012	2700	9%	243	131	112
116111147 12	2032	4020	9%	362	195	167

#### 7.0 DISCUSSION

The impact on the existing road volumes will be minimal. The expected volume of daily traffic that will make use of the haul route is 71 trips. On an hourly basis, the site will generate approximately 9 trips. An addition of 9 trips to the calculated average peak hour volumes in 2012 represents an increase of approximately 7% on Monck Road, and 3% on County Road 45. When compared to the highest recorded peak hour volumes on County Road 45, the quarry traffic represents less that 3% of the peak hour volume. By the end of the study period the traffic from the quarry will represent only 3% of the anticipated peak hour traffic on Monck Road, and 2% on County Road 45.

Based on the MTO Geometric Design Standards, there is no left turn lane warranted for the quarry driveway. There is not enough traffic generated by the site, or background traffic on the road, even assuming that 9 vehicles all turning left into the quarry, when compared to the

projected 2012 volume during peak hours (116 vehicles or 54 advancing (east bound) and 62 opposing (west bound)) and a design speed of 100 km/hr for a left turn lane to be warranted. Similarly when compared to the projected 2032 volumes (173 or 81 vehicles advancing and 92 opposing), site generated traffic and background traffic do not warrant a left turn lane. Refer to Appendix C for the Left Turn Storage Lanes Warrant Charts.

However, the applicant has agreed to provide the east bound left turn and west bound acceleration lanes. Construction of these lanes will be phased in based on the annual production of the quarry. Details of the construction and phasing will be included in a Haul Route Agreement between the applicant and the City of Kawartha Lakes.

#### 8.0 CONCLUSION

Based on our research and analysis, the following conclusions are made:

- The proposed Sebright Quarry will generate a peak traffic volume of 71 vehicles per day or 9 vehicles per hour at the maximum licensed quarry production of 200,000 tonnes per year.
- The additional traffic represents an increase of about 5% in the 2012 average annual daily traffic volume on Monck Road a 3% increase on County Road 45. The impact will decrease as background traffic increases.
- Vehicles entering and leaving the quarry will primarily be trucks transporting aggregate for highway pavements and other products to the market in the GTA and elsewhere.
- The proposed haul route utilizing existing arterial roads provides the most direct link to the provincial highway system.
- Based on MTO Geometric Design Standards, no left turn lane is warranted at the proposed entrance and exit at Monck Road, however the applicant intends to enter into an agreement with the City of Kawartha Lakes for improvements to the proposed entrance/exit.
- The stopping sight distances measured at the proposed entrance/exit are acceptable for the typical speed of traffic on Monck Road.

• The additional traffic generated by the quarry will have minimal impact on the haul route and will not impede traffic flow.

All of which is respectfully submitted,

SKELTON, BRUMWELL & ASSOCIATES INC.

Per:

Scott W. Brumwell, P.Eng

Vice President

APPENDIX A
Sebright Quarry Trip Generation

## GIOFAM SEBRIGHT QUARRY CALCULATION OF QUARRY TRAFFIC GENERATION

#### **AGGREGATE PRODUCTION**

#### **Annual Tonnage**

Licence Limit

200,000 tonnes

#### **Vehicle Usage and Capacity**

Type of Vehicle	Tonnes per Load	Number of Trucks		mated ck Usage
Trailers Trains	3( 4:	_	5 5	75% 15%
Tri-Axle Tandems	2:	3	5	10%
				100%

#### **Annual Trip Generation**

Total Annual	Vehicle	Estimated	Tonnage Per	Tonnes Per	Trips Per
Tonnage		Truck Usage	Truck Type	Load	Year
	Trailers	75%	150,000	36	4,167
Licence Limit	Trains	15%	30,000	45	667
	Tri-Axle Tandems 10% 20,000	23	870		
			Ť	otal Trips Out	5,703
				Total Trips In	5,703
			Total Tr	rips (Out + In)	11,406

#### **DAILY TRIP GENERATION**

Percentage (%) of annual tonnage shipped in peak months	75%
Peak Months: June to November	6
Average number of working days per month:	20

Total Annual Tonnage	Total Trips Per Year	Total Trips in Peak Months	Total Working Days in Peak Months	Trips Per Day
Licence Limit	11,406	8,554	120	71

### GIOFAM SEBRIGHT QUARRY CALCULATION OF QUARRY TRAFFIC GENERATION

#### **HOURLY TRIP GENERATION**

Hours of Transportation: As stipulated by the Site Plan

 Monday to Thursday
 Friday

 From:
 7:00 AM
 7:00 AM

 To:
 7:00 PM
 3:00 PM

 Total Hours:
 12
 8

Peak Hours: Monday to Friday
From: 7:00 AM
To: 3:00 PM
Total Hours: 8

Total Annual	Trips Per Day	Trips Per	Minutes
Tonnage		Hour	Between
Licence Limit	71	9	7

APPENDIX "B"
Traffic Count Data
And Analysis

#### P/N: 05–2019 Sebright Quarry

DATE:

April 15, 2011

CALCS: TPP

#### **Traffic Count Data Analysis**

#### On CR 45 CR 46 to CR 169

	Spring	2005	Summe	r 2005	Fall 2	2005	Average
Westbound	1155	45%	1297	51%	897	51%	49%
Eastbound	1427	55%	1269	49%	878	49%	51%
Total	2582	100%	2566	100%	1775	100%	100%

	Spring	2008	Summe	r 2008	Fall 2	2008	Average
Westbound			1422	57%	950	50%	53%
Eastbound			1089	43%	962	50%	47%
Total			2511	100%	1912	100%	100%
	Sping 2005	Summer 2008	Fall 2008	Average			

Highest Daily Total Peak Hour Volume Peak Rate

lotai	3014	2/65	2074	2618
lume	317	218	163	233
	11%	8%	8%	9%
				_

Traffic Generated by Site Per Hour =

9 vehicles

% Increase to Highest Peak Hour Volume =

2.8%

#### On Hwy 169

Hwy 12 to CR45

	Summe	Fall 2	Average		
Northbound	1792	51%	1113	49%	50%
Southbound	1709	49%	1170	51%	50%
Total	3501	100%	2283	100%	100%

	Spring	2008	Summe	Average	
Northbound	1249	54%	1569	54%	54%
Southbound	1045	46%	1359	46%	46%
Total	2294	100%	2928	100%	100%

	Spring 2008	Summer 2008	<b>A</b> verage
Highest Daily Total	2762	3762	3262
Peak Volume	244	285	265
Peak Rate	9%	8%	8%

Traffic Generated by Site Per Hour =

9 vehicles

% Increase to Highest Peak Volume =

3.2%



Transportation Capital Branch Highway Planning Office

# Provincial Highways

**Traffic Volumes** 

1988

King's Highways • Secondary Highways • Tertiary Roads

LOCATION DESCRIPTION	DIST F		1988 AADT	1988 SADT	1988 SAWDT	1988 WADT	1988 AR	NOTES
	SECON	DARY #	502					
HIGHWAY 11 - MANITOU RD	51.2	UNC	600	1100	900	320	.7	
RAINY RIVER/KENORA DIST BDY SIGN	89.8	UNC	350	650	520	190	.8	
POINT 5.0 KM N OF CONTACT BAY RD	10.3	sc	650	690	750	580	5.3	
SEC HWY 594								
	SECON	IDARY #	503					
HWY 48 - KIRKFIELD	3.1	HR	300	610	440	140	.0	
TRENT CANAL LIFT LOCK TUNNEL	17.0	HR	600	1200	880	290	1.9	
SIMCOE RD 46	5.8	HR	300	610	440	140	3.1	-
SIMCOE RD 45 - SEBRIGHT	15.4	LR	850	1450	1050	530	1.7	
SEC HWY 505-VICTORIA RD(N)-UPHILL	19.3	LR	550	960	680	340	3.4	
HWY 35 - NORLAND	15.4	LR	700	1200	860	440	1.3	
N JCT HWY 121-GREGO ST-KINMOUNT EE OLAP HWY 121 S JCT HWY 121-MONK ST-KINMOUNT	.2							
SEC HWY 507 - GOODERHAM	28.4	LR	1000	1750	1200	620	1.4	
HWY 121 - TORY HILL	12.2	LR	700	1200	860	440	2.6	
	SEC01	NDARY #	504					
SEC HWY 620 - TO GLEN ALDA	13.2	R	200	380	270	100	3.1	
LASSWADE RD - CHANDOS TWP	12.4	IR	250	320	270	200	6.2	
SEC HWY 620A - APSLEY		CTR	1550	2000	1900	1250	.0	
HWY 28 - S APSLEY CUTOFF								



Ministry of Transportation Transportation Capital Branch Highway Planning Office

# Provincial Highways

## **Traffic Volumes**

1990

King's Highways • Secondary Highways • Tertiary Roads

Highway Information Systems Traffic Characteristics February, 1992

LOCATION DESCRIPTION	DIST (KM)		1990 AADT	1990 SADT	1990 SAWDT	1990 WADT	1990 AR	NOTES
	SECON	IDARY #	502					
HIGHWAY 11 - MANITOU RD	51.2	LR	600	1050	830	370	.7	-
POINT 5.0 KM N OF CONTACT BAY RD	89.8	Т	350	630	600	210	1.1	
SEC HWY 594 ~ HWY ENDS	10.3	R	700	1300	1000	370	8.4	
	SECON	IDARY #	503					
HWY 48 - KIRKFIELD - VICT. RD 29	3.1	LT	700	1000	970	510	1.3	-
TRENT CANAL LIFT LOCK TUNNEL SIMCOE RD 46	17.0	HR	900	1650	1300	530	.9	
SIMCOE RD 45 - SEBRIGHT	5.8	HR	500	920	730	290	3.8	<del>-</del>
SEC HWY 505-VICTORIA RD(N)-UPHILL	15.4		1150	2000	1550	720	1.7	
HWY 35 - NORLAND	19.3 15.4		850 850	1450 1450	1150 1150	530 530	2.7	
N JCT HWY 121-CREGO ST VERLAP HWY 121 S JCT HWY 121-MONCK ST-KINMOUNT	.2	LK	050	1430	/	530	٤.,	
SEC HWY 507 - GOODERHAM	28.4	LR	1000	1750	1350	620	1.4	
HWY 121 - TORY HILL - HWY ENDS	12.2	LR	700	1200	970	440	4.8	
	SECON	DARY #	504					
SEC HWY 620 - TO GLEN ALDA	13.2	R	200	370	290	100	1.0	-
LASSWADE RD - CHANDOS TWP	12.4	IR	250	310	270	200	2.7	
SEC HWY 620A - APSLEY  HWY 28 - S APSLEY CUTOFF - HWY ENDS	.5	CTR	1550	1900	1800	1300	.0	

ARTERIAL ROAD 34			
3401	1.0 KM. EAST OF HWY 35	A000	4000
3402		A08C	1200
3402		A09C	640
3403	0.8 KW. SOUTH OF ARTERIAL ROAD 8	A09C	250
			-
ARTERIAL ROAD 35			
3501	3.8 KM. NORTH OF ARTERIAL ROAD 8	A09C	1120
3502	4.6 KM. NORTH OF ARTERIAL ROAD 48	A10C	260
3503	4.2 KM. SOUTH OF ARTERIAL ROAD 45	A10C	90
ADTEDIAL DOAD OC			
ARTERIAL ROAD 36	A O I/M NODTH OF LINEY 7		-
3601	1.9 KM. NORTH OF HWY. 7	A10C	6040
3602	1.9 KM. SOUTHWEST OF ARTERIAL ROAD	A10C	5260
3603	2.3 KM. EAST OF ARTERIAL ROAD 24	A10C	3620
3604	0.6 KM. S. OF BOBCAYGEON S. LIMITS	A10C	8100
ADTEDIAL DOAD CT			
ARTERIAL ROAD 37	O O KAL FACT OF ARTERIAL BOAR 404	1400	
3701	0.8 KM. EAST OF ARTERIAL ROAD 121	A10C	250
ARTERIAL ROAD 38			
3801	1.3 KM. NORTH OF HWY 7A	A08C	1410
3802	1.0 KM. SOUTH OF HWY 7	A08C	1130
		7.000	1100
ARTERIAL ROAD 41			
4101	1.8 KM. NORTH OF ARTERIAL ROAD 48	A09C	300
4102	9.6 KM. NORTH OF ARTERIAL ROAD 48	A09C	170
ARTERIAL BOAR 42			
ARTERIAL ROAD 42	4.2 KM FAST OF LIMAN 25	4000	
4201	4.2 KM. EAST OF HWY. 35	A09C	220
ARTERIAL ROAD 43			
4301	0.4 KM. EAST OF HWY. 35	A09C	680
4302	3.6 KM. WEST OF ARTERIAL ROAD 44	A09C	420
ARTERIAL ROAD 44			
4401	0.3 KM. NORTH OF ARTERIAL ROAD 43	A09C	570
4402	0.5 KM. WEST OF ARTERIAL ROAD 121	A09C	400
ARTERIAL ROAD 45			
4501	6.3 KM. EAST OF ARTERIAL ROAD 6	A400	1040
4501	3.7 KM. EAST OF ARTERIAL ROAD 6	A10C A10C	1240
4502	(UPHILL)	AIUC	1260
4503	4.9 KM. WEST OF HWY 35 (NORLAND)	A10C	1510
4504	4.1 KM. WEST OF ARTERIAL ROAD 121	A10C	1220
ARTERIAL ROAD 46			
	5 4 KM SOUTH OF ARTERIAL BOARD	4000	4000
4601 4602	5.4 KM. SOUTH OF ARTERIAL ROAD 9 3.4 KM. NORTH OF ARTERIAL ROAD 9	A09C	1000
4603		A09C	1580
4003	3.9 KM. SOUTH OF ARTERIAL ROAD 48	A09C	1440

#### County of Simcoe

#### Roads & Engineering

Oct 2005

#### Annual Average Daily Traffic Summary (A.A.D.T.)

Road - Site #	Distance	Link Description	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
ertion (will lost tru)	18 18 18 18 18 18 18 18 18 18 18 18 18 1	CR:27-3500 SC4 2000-8 Co	2.24215m/a/2.253		meneral in the man of	ARREST NO.		STORY SANCES	Carrer 11 state	and the second second	Manualia Tagatania	
001-01	6,1	Opezanasa sen anguna (	3,900	4.150	incoppilation and the second of the second of the	\$5.50°\$1000	Acres of the second sec	5,300	appared holds of hear a fairer	a more property of the property	5,000	
CANCEL THE WAY WAS		15th SR:New-Tecumseth	A THE SHALL SHALL		THE PROPERTY OF THE PARTY.	F 2002	THE STATE OF THE STATE OF		ALADA TO THE STATE OF	WOOTE TO WELL	特性物质的特性的	STORY OF SER
001-02	2.0		4,400	4,800				5,800			5,300	
THE RESIDENCE OF THE PARTY OF T	in the angles	East Limits / Beeton / ***********************************	100 400	THE REAL	THE PROPERTY OF THE PARTY OF	表 激激	ALCOHOL: ALCOHOL:	10000000000000000000000000000000000000	"特别"的"决"。	This earlies	NO THE SERVE	TARE W. W. D.
001-03	1.9		4,250	4,450				5,500			5,000	
Frien Walking Garage	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	GR:10年2年 編纂編 湯 等於 條	<b>公司的中国</b> 。中国		STANDON OF THE STAND	ाक्ष्रीकिया संदर्भ	the last tenth of the last		作為物質 海 经	<b>建</b>		H. 网络多数网络
001-04	6.6		2,050	2,100	2500 (TMC)		2,650 (TMC)**	2,600		To the same of the	2,300	6 17/5
		CR 50%			ECONOMIST TO SERVICE	BOOK STREET			the second second		2.000	NEW YORK AND A
001-05	7.2		1,900	1,900	2100 (TMC)	11.11.190	2,150(TMC)**	2,200	Annual Professional State of the Control of the Control	all a department and a section of the ci-		Carriebass Total
		County Boundary		######################################		10 E	and the same said the same	Court of 6 St. Cast.	Company and the contract of th		Parpresignates	Color Salatan Lander Andre
TANKSON COMMANDE	Salvantant H. Colman	CR1395-204-3064-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2			T Diving the Control of the	triplicate with the		1-10-12		Maria Carlos Carlos	e el el actividad	Li Length Sent
003-01	3.1		3,200	3,100				4,700			4,600	
The Transfer	The second	CR4/24			LUMBER BUREFUL	-2000 Laboration		Sand Artifact		THE PERSON NAMED IN	A CONTRACTOR OF THE PARTY OF TH	<b>阿斯斯斯</b> 斯斯斯斯斯
		Bradford Limits 1	AND DESCRIPTION OF THE PARTY.		A Section of the Section of	the of the second	(1) 2011 1000 1000					
004-01	9.8		272000 15. 7. 10.00000	11,500	industrial a series to receive and	and the second section is a second	Co Librarantas de Latera de Librara	12,300	Charles and the Charles and the second of	CONTRACTOR OF STREET	13,400	
		GR:897/CR:349-5-12-12-14-14-14-14-14-14-14-14-14-14-14-14-14-	<b>多名為自己地名的</b>					8.600	SOLD SECTION AND	AMERICAN SOUTH COMMENTS STORY	8,600	SAME CANADAM SERVICE AS
004-02	4.4	lline 47/Churchill // 2004		7,550	7,700	Marie Post College world	8,600 (TMC)**		STREET MARKET VINES.	* A C. S.		3-1-1-4-10-X-12-6
004-03	5.5	PINE 4-7 CHUICHING THE SHIPE THE PRINC		7.100	7.700	A PROPERTY OF THE PARTY OF THE	8.550 (TMC)**	8,800	THE PARTY OF THE P	AT AT SALES AND A	8,000	5.58P5965225C-15-13P-5-1, -02P-2
		CR 2100 500 200 200 200 200 200 200 200 200 2	CONTRACTOR MANUAL			armin cross				Par Trends		
004-04	2.8	Of the Indian Control of the Indian	Carte and an animal and	8.500	9,500	10,600		11,500	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		10,500	
		Victoria Sts / Stroud	e a description de la variante		a vite costs vy		A WARRY OF	C. S. C. PROBLEM	<b>"我们是我们对此的</b>	STATES AND SERVICES	W. SERVICE BETTER	L. Commercial
004-05	2.9			10,400	13,200		12,150 (TMC)**	11,800			10,800	
可用量扩展 凝聚的	<b>2000年本本本本本</b>	Mapleview Dr. Barrie Limit	<b>医医物 与精彩</b>		· 1984年1987年1987年1987	AND DAMES	CH STATE OF	armine and a second	<b>"种"的"中"的"种"的"种"的"种"的"种"的"种"的"种"的"种"的"种"的"种"的"种</b>	<b>以来等的此</b> 个	E Carlotte Control	The Albert M.
									T-1-1-1	Maria Company of the Paris of t	Calle of the State of Contract	a sa becaried y as also de
a	74 77	CR415			AND STREET, STREET, ST.	Spiller A				A STATE OF THE STA		Erekriteka, obrita
005-01	4.1		2,300	2,500	M. C. Hamilton and Manager Science		2,800 (TMC)**	2,900	and reliable ages 17 to 18 institute 11 to		3,600	tellin "Remoterin World"
デンスタ、ABMAできて、AMA		CR-13 Mars. Translation of the Care Control of the Care Care Care Care Care Care Care Car			<b>福在1777年)。在1880年8月</b>	A STATE OF THE PARTY OF THE PAR	A See See See See See See See See See Se	1,250	manager and the second	Be Care - Courses	1,800	Mind applied topics, 25
005-02	5,6	County-Boundary (** )	1,200	1,150	65.5 M. Tolk	car cadebases		7,200	77 A TO SERVICE TO	The party of the		pagentin of the light of the
	HANNEY PROPERTY OF THE COME.	Gourniya Bournuary ear (1) 11 12 12 13 13 15 15	And the Manager of	and the second	1 41 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 10 Comment (1997) 10	T gras Programs, regal, small	That will be designed and	Asset Control National Printers	Carlys, Court Coupers Court		
TALL BALLSTON	· 第二次的形式 平成 中國	GR 27 N	* AME SPECIAL	2 - 4 Miles 1979 3	eganeratus gradus	Legacia (St.	ner it blickfaller	10 15 15 15 15 15 15 15 15 15 15 15 15 15	·····································	THE THE STATE OF THE	Market Mary of the	SECTION OF THE PARTY OF THE PAR
006-01	5.5		3,000			4,000	4,200		4,700			4,700
in druggering b	一个事件 17 17 15 15 15 15 15 15	Conc 4/-Tiny	STATE STATE OF THE	上上 物色 アンバー	金融和制度的第三人称单位	2017年	Transfer 1987	<b>新四十四個數數</b>			"我是我们的"	<b>为于各种的基础的</b>
006-02	8.2		3,250		3,500	3,600	3,800		4,200			3,900
15 一世紀末 海線		CR'25 / Perkinsfield * * * * * * * * * * * * * * * * * * *	图 对外,不是		a special of supplied to		1466 Expelsions	The selection of	rate, water hands	AND THE STREET	hat duckling for	A TOO
006-03	1.4		3,000			3,400	3,900	Property of the Park State Comment	4,700	and a Commission with a serie built	to other than the televisions	4,700
		Conc-1.17-Tiny	14年在日本公司	CONTRACT OF		Control of the second	S. JAMES, A. A. START STARTS	And Philad State	The state of the s	<b>沙</b> 河南南北北	articles of the property	3,400
006-04	2.8	Control of the contro	distance and the same and a feet days	A Salating Land of the American	AND	Williams San Co.	other extension in tension (American	A Company of the Company	marin and a marin at the contract of the	CONTRACTOR OF THE PARTY OF		3,400
000.05		Cond:13 /aTiny: 人名英格兰 李章等		<b>《北京教育》</b>	eregentus, altera	2.500	2.900	Carlo new Laboration	3.200	THE RESERVE OF THE PARTY OF THE	(2007) BARRIES	3,000
006-05	4.1		2,300									

<sup>\*\*</sup> Turning Movement Count

Road - Site #	Distance	Link Description	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
and a set to a settler	NEL COLUMN CALLIFORNIA DE L'ATTACANO	II. 40 Skinsky Medical College	Section 1	And an age and small of the	and the second second second	****	. 4 4 5	- Control of the Charles and the	Josephin and two pages			
044-01	2.7	Hwy-12 Sprained was the second	12,000	A CONTRACTOR OF THE PROPERTY.			and the second	A CONTRACTOR OF THE PROPERTY O		er verliebteilten treftere in.	a pracasation recor	海市 (1999年) (() * 1999年)
124 144 144 14 14 14 14 14 14 14 14 14 14		CR4545454 7876 (2005)		CANTON FOR MICHIGAN PROGRAM	17,500	17,400	T A CONTRACTOR OF LANCE OF THE	TO THE PROPERTY AND THE COURSE OF STREET	17,500		1970a ( 7)	17,600
044-02	2.7	OK-40s-50-98 19-58-1 specialist is signature	12,000	A. A. a. L C. Britain, Faith 1975 Sept.			differentiation of the second second	and Greek to an order		A STATE OF THE PARTY OF THE PAR	1095 mass 160 (1)	1000年の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の
744-02	Marin State Company	Casino Main Entrance		THE RESIDENCE OF THE PARTY OF T	15,800	16,000	TO THE PERSON OF THE PERSON OF	March Transaction of the Company of the Company	16,200	Windows Will Berner		16,000
044-03	0.3	Casillo Main Citual Cess . 200 100 100	· Jangsmalk, 4789/6 graft	CONT. STATE OF BUILDING	5.800	6.550	THE RANGE COMM. U.S.	The state of the s	6,500	The second of statement of the Co.	Bir the Britis	一个 。
1044-03		Benson Rd	and the second of the second	ALANS AND PROPERTY DISC			an and the second of the second	No desirable and of the form		A COMPANY AND A COMPANY	CT * - 4.141 Taylor 1	· 利勒德·罗门政盟
044-04	2.8	Densoning oversely designed a	An authorist of the state of the Control	- Single of the Walking and Day	4.400	4,100	a management	PRODUCTION CONT.	4.000	· 在中華的新聞人。同學的數學的意思。	The state of the s	4.400
14 LS 70 DE 7555		Longford Mills Rd. of Annual Market	Enter Martine Communication	President and Committee of the Committee			Con Transferances of	CONSISSE BY BY AFF OF	-1	1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 ·	AZ NY MARINE	
044-05	8.7	Longiora Willis-Ru, G Care (1995)	3,000	min many fight of the color	Company of the Control of the Control	3,400	ego:	Company and some	3,500	er i seren i en institut garagen	and the second second	2,700
044-03	THE REST CONTRACTOR OF THE PARTY OF THE PART	CR 169*		to all entering introduction	The State of the S		THE STATE OF STATE OF	unit on super South America		04445 1.7445 v.	Televis of the State of	2,700
100 100 100 100 100 100 100 100	and the state of t	OLCIOS STATE OF THE STATE OF THE PROPERTY.	1 2 30 5 5 5 1 V	and the Control of th	TOTAL THE TANK THE TANK THE TANK	ay 100 to a page 200	- 1 had used, an inmediation	Codeadare Stories Contra	and the second of the second	2 5 47 1 1921 February 2 44 1 19,4	The state of the state of	17 74-1-12 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		CR'46'(503)	sing that	: The waser th	Part Marine	a. Jordan addarday	TENER CONTRACTOR	and the states of	HAR DECKNOOLS IN	100	served look divine 1 of the	Come Than come.
045-01	9.1	ON 40 ( 505.)	1,850		A MANAGEMENT TO SEC. 100	2.800		Action St. C. St.	3,000	ta / train tas 'a	2 - 1 - 1 - 1 - 1	2,600
447.35. 252,5525.00	ARTHUR ARRANG FORM	CR-16913894 (4.227) (ACIDA CATA		The state of the s	AND CONTROL OF A PROPERTY OF		81 TO \$187.00 Laborate	our NATO HE AND LOST		- 45 - 5 en 65 35 5	K HANGE TO S	A SHOWER &
045-02	9.1	Cit sees as a sees as a sees as a sees	1,950	10 an interest (defendance) at	AND DESCRIPTION OF THE PERSON	2,300		F 14 (15) - 2 (34) - 12 (5) - 14	3,000	3.00		2,900
The Market of the Control	TO AND ADDRESS OF THE PARTY OF	CR'44 \$2 37		The Manager	Carrie State of		Same Manager and	n military and the second		200 TO 100 TO	MARLITY SERVICE	1.00 M. 19 194.
"我"。据"一维、姚姚"。	ver lease all lease to	CR:169	SOUTH THE BUILD	THE PERSON	<b>建设和第二人</b>	Shepping Trailing	ক্তিকার ক্রিক্টেটি বিশ্ববিদ্যালয় করে । বিশ্ববিদ্যালয় বিশ্ববিদ্যালয় করে ।	The state of the state of	The Late of	66 'a 11 144 a	profession of the sales	San San San To
046-01	6.0		1,700			1,800			1,900			1,800
12 - F - 64 - 57 - 14 - 57	SHOWER SHOWS AND ADDRESS.	Simcoe/Victoria Boundary	BECKER STORY		THE PROPERTY OF LE	TO THE STATE OF	AL PROPERTY COME	PARK IN THE	CHAMPAGE	CASE BESTANDA AL MOST	<b>研</b> 机。"影響的學問形象	
046-02	5.8				110014 . 7 = -	850			700			700
STATE OF THE PARTY	Charles to the special contract of	CR'45 @ Sebright 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	· 国际社会 62 445	The state of the s	Principles (1)	179.120	· 1000年18月	Secretary Posts	TO THE CONTRACT	<b>大学的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人</b>	A STATE OF STREET, STATE	E 1/20世紀 (2) 安康
TOTAL TENEDRAL	PER	Hwy 12 19 19 19 19		1.1 平台市	and the second		<b>海水流和 中心中心</b>	<b>打印開門的數約</b>		THE RESPONSE	The state of the s	O'CHERRISA.
047-01	3.6		2,700			2,700			1,900			2,000
	STORES OF LINE	5th Sideroad Ramara	<b>游荡了</b> ************************************	14 May 200	BOWN TO STATE OF THE PARTY OF T		<b>然后的动</b> ,自由等于	<b>的一种人们的</b>	CONTRACTOR OF THE	<b>京本社、京都市、東北市</b>	entranti reservi i	<b>5位,广泛的地域学系的</b>
047-02	3.0								1,700			1,900
<b>表现,如此种种的特殊</b>		Conc 4%Simcoe/Victoria Boundary	<b>建立時間 30%</b>	CANCEL TO CANCEL	Alternative and	NACK MAR CHARM	A CONTRACTOR OF THE PARTY OF TH	Edit America	<b>对于他们的对抗的</b>	THE STATE OF THE S	Straight Section 17	<b>20 18 18 18 18 18 18 18 18 18 18 18 18 18 </b>
047-03	5.1								900			1,100
<b>医生物性毒性</b>	智能器 海線線 特殊	Sylvan Glent State	· 李智子母籍	VALUE OF THE	Date of the last o	Serie and the	and which the	(4) 数据中央的基础等	Market Market Land	there are very true	Cartifal Control	<b>电影中国</b>
13.1 美国研究。1100年的	· · · · · · · · · · · · · · · · · · ·	Orillia Limits 18 18 18 18 18 18 18 18 18 18 18 18 18	Control of the last	A THE PARTY OF THE		也 医水杨醇	。本意例可能可	SAME STATES		· 其次等。 [[1] [1] [1] [1] [1]	The state of salester	4. [15] <b>发现</b> 的形式
049_01	0.8				11,000				8,300			9,000
THE DESCRIPTION		Hwy 11 Overpass 193000 197000	<b>心脏器的形成</b> 化异	经利用的 國際		DENT'S ANDRE	Werdish takes and			CHARLES TO SEE THE	SEE SEPTEMBER OF SERVICE	GL 四级图表的连续
049-02	1.4				5,700		cuttle research like		5700			
् विकासी विकासी विकास	With the street of the state of	Hwy-11 on Ramp at Forest hills	a light state have		STEEL GOOD .	of the the state	731. 21 N. Hotelskin.	中 物質等等的 分	· 第5 · 首称。25	TWITE BY	是"可能数"。 44 · 19	Heart of States Statige
		_		to district on	10 2001		5	N. Sueleten	see a fact a second second		a arte can payment	12 AMIL 21 J H. M.
Transfer with the State		Hwy/9年的新学生的一次,并是是一种		THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS		10 20 00 00	A A A A A A A A A A A A A A A A A A A			er of countries of		in the second
050-01	10.0		5,200		6,600		6,100 (TMC)**	7,300	11.000.00		7,500	B . B . C . C . B . B .
<ul> <li>ा े त्यारिक्याक्षेत्रं अपारिकृ</li> </ul>	、1、日本日本海域建設的1922年1	Rd:1- Passagetic option of the market		AND WALLES	在 <b>新</b> 名[14] 2012]。 电点	THE PERSON NAMED OF THE			s da a segre denes	1 (1984) 1 - 4 - 4 - 10 - 14 - 14 - 14 - 14 - 14		are a series of the series of
050-02	10.0		4,900		6,200	14 14 14 14 14	6,700 (TMC)**	6,800	and the second		6,900	100 Albah 2 1 40
and the soliday below the	大學 無 門機構物	Hwy 89 with Selfin Then were a	कर हैं। विश्वविद्याल की एवं	West Control of the Control	金属 医肾 化基金		<b>然心想</b> 。在,特别对	g. A. Swiek son in	ON ASSETT TO ASSET	, Andrew Sally in the state	ERTERNATION .	and the Selfer and a right
		Laura District	M	Er Agronal La	w 15 10 60 77 12 7 1 15 11	that are in any which	1.44 3.17 0.2 12 12	LAKE OF THE PARTY	24 W. 1.1275 Teatrities	and antique is	Tarrey Co.	
	TO THE STATE OF THE STATE OF	10th S.R. / Ramara		and the state of t	TRANSPERSON		nghirin (Lab. Mark)	nyar yan		water water and of	Progress of Stages Scholar	no service of the
052-01	6.3	AA - II -	700	a language and the problem of the same	on confirmation of the work of	800	a strangered to a "topy of a color	arternes (estastation)	800	en ha imenal displayed	er glatarit gan in to	or has not have been been a Man
057.00		Muskoka Rd: 10 More 10		CAMPAG MARIN DOM	transmissions, seems		recent of the factor of	representational designation	1,900	to the selection with the	subject to the second	1.47 黑色性 强
052-02	0.7	Line 14 B	1,150	So. 7. Publishmen or m.	Law art 198 Allian Life Co. Co. Co. Co.	1,300	Contract Comments of the Contractor	na Tarakatan Karaman da S		e- " antique " " and " a	on Miles at 1 1 1 1 1 1 1 1	esti d'italiantico ente
是184 年, <b>等额</b> 为194	44条据文、2.5%。	Hwy 11 Ramp. vs. diselection with	N	*1.4. Property \$1544	British Control of the		THE REPORT OF THE PARTY OF THE	menanging an palesing	. the state of	40、1988年,1987年,19	and to take the second of	ex citibiolegic 1000

<sup>\*\*</sup> Turning Movement Count

Road - Site #	Distance	Link Description	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
and the state of	4	Elmvale / W Limits	7. Sept. 200.	* 1984 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Section of the	2011 (m) 193	San Maria	Stage of Spare	11 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	and the same of the same	V - W - 24 -
092-01	4.0				5,200		6,500			5,400		
	. The subjective of the	Rd:29	distra Deposit	a toll with the	· 一个生态	<b>多是有扩张公理等表</b>	THE PERSON OF	ASSET SACRES	Charles Charles		at the first of the second	e of A. Marie
092-02	5.3				5,200		6,800			6,000		
. 287(_ <b>587</b> )(150)(1,	The Control of State of the	Wasaga Beach	TOUR THE WA	September 1991	The sales of the	John Callenda	eri, market	FEET STREET	<b>撒巴尔 生物</b>		"N" SCHOOL STA	1.1-1990401
-17 / <b>28</b> / 2372		Barrie / N Limits Grove St		\$10 graph (1.54%)	20 小麦帕克·克尔克	Later Later		* ** "YEAR STORY	See William	1 大学 (人) (金字 大学人)	la greef fire carrier	धार भावेत हाल्येबहर
093-01	1.5				5,900	5,950	5,500			5,500		
The desired of a second		Georgian Dr.	1.43		L	Control of the Control	September 1994	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	20 34 20,000	149 TO 1887 TO 18	等某事 化生物学物	
093-02	2,3				5,100	5,700	5,100			5,850		
。11/40 图《建建出作》	HONGE WITH	Hwys11-76801 contributed a section	12 12 2 7 7 75	HOSE HELLS	- Maria Maria de La Carte de L	14年 187 1880 188	<b>产品等的</b>	Contained to a	AMERICATION OF THE	4000年。于11日晚日至	ectores our	STELLINE S
093-03	6.2				3,400	3,250	3,800			4,000		
在在1000分娩的主体。	and a soft of the period of the	CR 11 / Dalston		图 調節學	A PROPERTY.	S. S	知识解默 對水	1. 1 (4. 14. 14. 14. 14. 14. 14. 14. 14. 14. 1	of the second	The Assistant on	Site of the Kendin	TO HER WARREN
093-04	6.3				3,000	2,700	3,000	-		4,900		
to will be	. av de Skiller	CR 22 / Craighurst	Living to the second of	Market 19 Day	E. SUPPLATION	THE PARTY STREET		· STATEMAN	of Flague Allend	ATHERED & TIME	Take I do not be a	nation with
093-05	2.6					2,450	2,400			2,400		
THAT HE STORY OF THE STORY		Hwy 400"	<b>法的统一 一次 网络</b>	COMMISSION, F	18 Mary 1991	TO TAKE MENTAL A	AND MADE AND AND		NO. NO. DISEASE.	Section of the	The Thomas Control	75. SA JA-2
			1									
1515 <b>4</b> 10 1 - 10 10 10	The same of the same of	Hwy.12.47	n nym (本 ) (新聞) (4)	A ALL &	A CONTRACTOR OF THE PARTY OF TH	14. 15 ME 18 18 18 18 18 18 18 18 18 18 18 18 18	A STATE OF THE STA	The State of the State of	The State (National St.	and the second of the	e engage in this pictor	the same and the
093-06	2,0	11.0).51.2.1			12.500		13.700			14.000	4.0	
		CR-25 / Yonge St. Version 18	1,000 - 196754	Township		THE MANAGEMENT		A Marketter State of the	47.3		The Contraction of the	5,4 . Dan 1 . Jan -
093-07	0.5	ON-20 Parolinge 60 4 1 2 Parallel	31,44	and the state of t	Charles de la constante de	*** ** ** ** ** ** ** ** ** ** ** ** **	17,500				2 X W	
1. 43.1 <b>2</b> 7		Hugel Aven De Ask Three Selection	12 17 12 144 8 April 12 12 12 12 12 12 12 12 12 12 12 12 12	The Later to the to	" " Walter St. " "	Terror To Table State Processing		at Libither & mades	ter and the second	and the second of the second	n introduce for pull agent, the	the comment.
093-08		nugerAventure 227	A Charles And San	Appropriate the second	14	the second section of the second	description of the state of the same	the commence and the second of	many as the man married	the to a contract with the property	The state of the state of the state of	Table 1 To 1 Special St
							17,000					
	1.0	White date DATE (11) 11 11 11 11 11 11 11 11 11 11 11 11	Secret St. Caratagas ve	Soldfied 1.1 meur terstebe	The state of the s		17,900	a Constitution of the Constitution of	direct land rate to	Parama Wildrey	of the second of the second	- 14 <sup>20</sup> - 266 V
PART TO SERVE	2. 医咽针下上动物 拉普	Vindem Str. 1		AND MARK		NOT 18 12 18 18		5.10.30.40.40.30.30.30.30.30.30.30.30.30.30.30.30.30		eligiere, magentia	al of the get of the c	1972 - 1944 A
093-09	4 (大学時代代) (大学教徒) (1) (1) 1.5				14,500		18,200					
PART TO SERVE	4 (大学時代代) (大学教徒) (1) (1) 1.5	Vinder Stra			14,500		18,200					
093-09	1.5 1.5	Penetangi/ Sitimiti	5000000 150	gerganist inte	14,500		18,200	Larry a construction	CONTRACTORS	and the second	1955 (1965) . V	F MARKET
093-09	2 (1995) 15 (2 (1995) 16 (2 1.5 (1.5 (1995) 18 (2 (1995) 18 (1995	Penetang://S/Elimit》。 字符》译字字字	re Control (C. 23)	gerganist inte	14,500		18,200	Larry a construction	CONTRACTORS	Theresees I dele		FREE TRA
093-09 093-09 124-01	1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	Penetang://S:Eimit: 1975-1975-1975-1975-1975-1975-1975-1975-	2,500		14,500		18,200 2,400			3,650	MARKET (Prog.) - N. J.	19 miles 2000
093-09 093-09 124-01	1.5	Penetangi/ Sitimiti	2,500		14,500 3,900		18,200 2,400			3,650	1955 (1965) . V	19 M. C. (2005)
093-09 093-09 124-01 124-02	1.5 1.0 10.0	Penetang// Stimits And	2,500 2,500		14,500 3,900 3,900		18,200 2,400 3,400			3,650 4,900	orental (Book ) Electrical States of the Control of	PREMINE
093-09 124-01 124-02	1.5	Penetang://S:Eimit: 1975-1975-1975-1975-1975-1975-1975-1975-	2,500 2,500		14,500 3,900 3,900		18,200 2,400 3,400			3,650 4,900	MARKET (Prog.) - N. J.	PREMINE
093-09 124-01 124-02 124-03	1.5 10.0 10.0 1.2 1.2	Penetang// Stimits	2,500 2,500 3,600	go gantaria, como Para do secundada E V - otros seco	14,500 3,900 3,900 3,700		18,200 2,400 3,400 3,400	AMERICAN SECTION SECTI		3,650 4,900 3,700	erister (See See See See See See See See See Se	PERMITTED
093-09 124-01 124-02 124-03	1.5 10.0 1.2 1.2	Penetang// Stimits And	2,500 2,500 2,500 3,600	go gantaria, como Para do secundada E V - otros seco	3,900 3,700		18,200 2,400 3,400 3,400	AMERICAN SECTION SECTI		3,650 4,900 3,700	erister (See See See See See See See See See Se	PERMINE STATE OF STATE POST STATE
093-09 124-01 124-02 124-03 124-03	1.5 10.0 1.2 5.3	Penetang// Stimition City Boundary  Simcoe / Dufferin City Boundary  Grey: Rd 45	2,500 2,500 3,600 3,600	engeneral inde Ore en entrese I I ofference Oregonal rese	3,900 3,900 3,700 3,700		18,200 2,400 3,400 3,400 3,800	AMMERICAN SECTION OF THE SECTION OF	e o generation de la company proposition de la company estat de la company estat de la company estat de la company	3,650 4,900 3,700 4,500		PERMITTED AND AND AND AND AND AND AND AND AND AN
093-09 124-01 124-01 124-02 124-03	1.5 10.0 1.2 5.3	Penetang// Stimits	2,500 2,500 3,600 3,600	engeneral inde Par en er verse I I offerensi	3,900 3,900 3,700 3,700		18,200 2,400 3,400 3,400 3,800	AMMERICAN SECTION OF THE SECTION OF	e o generation de la company proposition de la company estat de la company estat de la company estat de la company	3,650 4,900 3,700 4,500		PERMITTED AND AND AND AND AND AND AND AND AND AN
093-09 124-01 124-02 124-03 124-03	1.5 10.0 1.2 5.3	Penetang// Stimition City Boundary  Simcoe / Dufferin City Boundary  Grey: Rd 45	2,500 2,500 3,600 3,600	engeneral inde Par en er verse I I offerensi	3,900 3,900 3,700 3,700 4,700		18,200 2,400 3,400 3,400 3,800 5,300	paraganaran kecamatan di	THE TELL AND THE SECOND	3,650 4,900 3,700 4,500 5,800		PERMITANTAL AND
093-09 124-01 124-01 124-02 124-03	1.5 10.0 1.2 5.3 3.8	Penetang// Stimition City Boundary  Simcoe / Dufferin City Boundary  Grey: Rd 45	2,500 2,500 3,600 3,600 4,700	engeneral inde Par en er verse I I offerensi	3,900 3,900 3,700 3,700 4,700		18,200 2,400 3,400 3,400 3,800 5,300	AMMERICAN SECTION OF THE SECTION OF	THE TELL AND THE SECOND	3,650 4,900 3,700 4,500 5,800		PERMITANTAL AND
093-09 124-01 124-02 124-03 124-04 124-04	1.5 10.0 1.2 5.3 3.8	Penetangr/ Stümit Simcoe / Dufferin Cty Boundary Singhampton Corner 8th Conc Nottawasaga	2,500 2,500 3,600 3,600 4,700		3,900 3,900 3,700 3,700 4,700		18,200 2,400 3,400 3,400 3,800 5,300	paraganaran kecamatan di	THE TELL AND THE SECOND	3,650 4,900 3,700 4,500 5,800	erani (per ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	PERMITANTAL AND
093-09 124-01 124-02 124-03 124-03 124-04	1.5 10.0 1.2 5.3 3.8 5.4	Penetang// Stimiting Simone / Dufferin Cty Boundary / Simone / Dufferin Cty Boundary / Singhampton Corner / Bth Conc Nottawasaga / CR 91 / Duntroon / 33/34-SR Nottawasaga	2,500 2,500 3,600 3,600 4,700		14,500 3,900 3,900 3,700 3,700 4,700 8,500		18,200 2,400 3,400 3,400 3,800 5,300 8,900	AMERICAN SECTION SECTI		3,650 4,900 3,700 4,500 5,800 9,800	erani (per ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) ( ) Perri ( ) densi ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	FERREDAY, AND
093-09 124-01 124-02 124-03 124-04 124-05	1.5 10.0 1.2 5.3 3.8 5.4	Penetangr/ Stümit Simcoe / Dufferin Cty Boundary Singhampton Corner 8th Conc Nottawasaga	2,500 2,500 3,600 3,600 4,700		14,500 3,900 3,900 3,700 3,700 4,700 8,500		18,200 2,400 3,400 3,400 3,800 5,300 8,900	AMERICAN SECTION SECTI		3,650 4,900 3,700 4,500 5,800 9,800		FERRINAL LANG.  PROPERTY AND ADMINISTRATION OF THE PARTY AND A
093-09 124-01 124-02 124-03 124-04 124-05	1.5 10.0 1.2 5.3 3.8 5.4	Penetangr/ Stümit Simcoe / Dufferin Cty Boundary Singhampton Corner 8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit	2,500 2,500 3,600 3,600 4,700		3,900 3,900 3,700 3,700 4,700 8,500		18,200 2,400 3,400 3,400 3,800 5,300 8,900	AMERICAN SECTION SECTI		3,650 4,900 3,700 4,500 5,800 9,800		FERRITAL STATE STA
093-09 124-01 124-02 124-03 124-04 124-05	1.5 10.0 1.2 5.3 3.8 5.4 3.8	Penetang// Stimiting Simone / Dufferin Cty Boundary / Simone / Dufferin Cty Boundary / Singhampton Corner / Bth Conc Nottawasaga / CR 91 / Duntroon / 33/34-SR Nottawasaga	2,500 2,500 3,600 3,600 4,700 8,500		14,500 3,900 3,900 3,700 3,700 4,700 8,500		18,200 2,400 3,400 3,400 3,800 5,300 8,900			3,650 4,900 3,700 4,500 5,800 9,800		FERRENCE CONTROL CONTR
093-09 124-01 124-02 124-03 124-04 124-05 124-06	1.5 10.0 1.2 5.3 3.8 5.4 3.8	Penetang// Stimit Simcoe / Dufferin Cty Boundary  Grey: Rd'45 Singhampton Corner  8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit Hwy.12	2,500 2,500 3,600 3,600 4,700 8,500		3,900 3,900 3,700 3,700 4,700 8,500 3,000	3,600	18,200 2,400 3,400 3,400 3,800 5,300	AMPARAMAN AMPARA	3,100	3,650 4,900 3,700 4,500 5,800 9,800		PERMITTED AND AND AND AND AND AND AND AND AND AN
093-09 124-01 124-02 124-03 124-04 124-05 124-06	1.5 10.0 1.2 1.2 5.3 3.8 5.4 3.8	Penetangr/ Stümit Simcoe / Dufferin Cty Boundary Singhampton Corner 8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit	2,500 2,500 3,600 3,600 4,700 8,500		3,900 3,900 3,700 3,700 4,700 8,500 3,000	3,600	18,200 2,400 3,400 3,400 3,800 5,300		3,100	3,650 4,900 3,700 4,500 5,800 9,800		\$ \$50,000.00 (1) \$ \$20,
093-09  124-01  124-02  124-03  124-04  124-05  124-06	1.5 10.0 10.0 1.2 1.2 5.3 3.8 5.4 1.7 11.7	Penetangi/ Steimit Simcoe / Dufferin Cty, Boundary Grey, Rd 45 Singhampton Corner 8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit Hwy 12 CR 45	2,500 2,500 3,600 3,600 4,700 8,500		14,500 3,900 3,900 3,700 4,700 4,700 8,500 3,000	3,600	18,200 2,400 3,400 3,400 3,800 5,300 8,900		3,100	3,650 4,900 3,700 4,500 5,800 9,800		\$ \$100 Mary   100 Mary
093-09 124-01 124-02 124-03 124-04 124-05 124-06	1.5 10.0 1.2 1.2 3.8 3.8 3.8 11.7 12.5	Penetang// Stimit Simcoe / Dufferin Cty Boundary  Grey: Rd'45 Singhampton Corner  8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit Hwy.12	2,500 2,500 3,600 3,600 4,700 8,500		14,500 3,900 3,900 3,700 3,700 4,700 8,500	3.600 2.850	18,200 2,400 3,400 3,400 3,800 5,300 8,900	AMPARAMAN AMPARA	3,100	3,650 4,900 3,700 4,500 5,800 9,800		# 200 man
093-09 124-01 124-02 124-03 124-04 124-05 124-06	1.5 10.0 1.2 1.2 5.3 3.8 5.4 11.7 12.5 0.6	Penetang// Stimit Simcoe / Dufferin Cty Boundary Grey:Rd'45 Singhampton Corner 8th Conc Nottawasaga CR 91 / Duntroon 33/34-SR Nottawasaga Popular St / Collingwood Limit Hwy.12 CR 45 CR 45	2,500 2,500 3,600 3,600 4,700 8,500		3,900 3,900 3,700 3,700 4,700 8,500 3,000	3,600 2,850 8,500	18,200 2,400 3,400 3,400 3,800 5,300		3,100 3,000 6,500	3,650 4,900 3,700 4,500 5,800 9,800		\$ 200 Mary 100 Mary 1
093-09 124-01 124-02 124-03 124-04 124-05 124-06	1.5 10.0 1.2 1.2 5.3 3.8 5.4 11.7 12.5 0.6	Penetangi/ Steimit Simcoe / Dufferin Cty, Boundary Grey, Rd 45 Singhampton Corner 8th Conc Nottawasaga CR 91 / Duntroon 33/34 SR Nottawasaga Popular St / Collingwood Limit Hwy 12 CR 45	2,500 2,500 3,600 3,600 4,700 8,500		3,900 3,900 3,700 3,700 4,700 8,500 3,000	3,600 2,850 8,500	18,200 2,400 3,400 3,400 3,800 5,300		3,100 3,000 6,500	3,650 4,900 3,700 4,500 5,800 9,800		1 (200 - 200

045-01, CR 46 to CR 169 Spring 2005, Averaged from 07/06/05 to 09/06/05

Day

					ay				
Hour End	Sun	-Mon	Tue				Sat	> Working	Total
				TUE	~ c)	THUR		Week	
1:00	N/R	N/R	N/R	9	6	7	N/R	7	7
2:00	N/R	N/R	N/R	1	0	1	N/R	1	1
3:00	N/R	N/R	N/R	9	6	6	N/R	7	7
4:00	N/R	N/R	N/R	15	19	17	N/R	17	17
5:00	N/R	N/R	N/R	78	63	55	N/R	65	65
6:00	N/R	N/R	N/R	285	226	245	N/R	252	252
7:00	N/R	N/R	N/R	261	191	179	N/R	210	210
8:00	N/R	N/R	N/R	115	143	121	N/R	126	126
9:00	N/R	N/R	N/R	317	192	184	N/R	231	231
10:00	N/R	N/R	N/R	238	217	195	N/R	217	217
11:00	N/R	N/R	N/R	214	178	130	N/R	174	174
12:00	N/R	N/R	N/R	244	212	125	N/R	194	194
13:00	N/R	N/R	N/R	250	197	131	N/R	193	193
14:00	N/R	N/R	N/R	231	213	135	N/R	193	193
15:00	N/R	N/R	N/R	172	188	140	N/R	167	167
16:00	N/R	N/R	N/R	162	149	139	N/R	150	150
17:00	N/R	N/R	N/R	134	118	89	N/R	114	114
18:00	N/R	N/R	N/R	87	87	86	N/R	87	87
19:00	N/R	N/R	N/R	59	51	63	N/R	58	58
20:00	N/R	N/R	N/R	40	42	37	N/R	40	40
21:00	N/R	N/R	N/R	36	34	39	N/R	36	36
22:00	N/R	N/R	N/R	27	45	42	N/R	38	38
23:00	N/R	N/R	N/R	23	22	15	N/R	20	20
24:00	N/R	N/R	N/R	7	8	7	N/R	7	7
12 Hour	N/R	N/R	N/R	2223	1945	1538	N/R	1902	1902
16 Hour	N/R	N/R	N/R	2587	2257	1835	N/R	2226	2226
18 Hour	N/R	N/R	N/R	2617	2287	1857	N/R	2254	2254
24 Hour	N/R	N/R	N/R	3014	2607	2188	N/R	2603	2603
AM Peak	N/R	N/R	N/R	9:00	6:00	6:00	N/R		
PM Peak	N/R	N/R	N/R	13:00	14:00	15:00	N/R		

### 045-01, CR 46 to CR 169 Spring 2005, Averaged from 07/06/05 to 09/06/05

#### Channel

Hour End	Channel 1 wt3	Channel 2 €13	Total
1:00	0	6	6
2:00	0	0	0
3:00	0	6	6
4:00	1	15	16
5:00	7	57	64
6:00	125	126	251
7:00	117	92	209
8:00	62	63	125
9:00	108	122	230
10:00	100	116	216
11:00	79	94	173
12:00	88	105	193
13:00	86	106	192
14:00	84	108	192
15:00	74	92	166
16:00	66	84	150
17:00	50	63	113
18:00	34	52	86
19:00	20	37	57
20:00	15	24	39
21:00	13	23	36
22:00	18	19	37
23:00	7	12	19
24:00	1	5	6
12 Hour	851	1042	1893
16 Hour	1014	1200	2214
18 Hour	1022	1217	2239
24 Hour	1155 44,7%	1427 55 31.	2582

045-01, CR 46 to CR 169 Spring 2005, Averaged from 07/06/05 to 09/06/05

Speed (KPH)

	0 17	15 20	20 40	40 50	60 60	(0.70	70 00	00 00	00 100	100 1101	10 12012	0000	Trade 1	Maa	CLI
Hour End	0 - 15	15 - 30	<i>3</i> 0 - 40	40 - 50	20 - 60	00 - 70	/0 - 80	80 - 90	90-100	100-1101	10-12012	20-999	Total	Mean	Std
										0				Speed	Dev.
1:00	0	0	0	0	0	0	1	4	1	0	0	0	6	85	6
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	2	0	3	0	0	0	5	87	11
4:00	0	0	0	0	0	0	1	6	7	1	0	0	15	90	7
5:00	- 0	0	0	0	0	2	12	24	22	3	0	0	63	87	9
6:00	147	0	2	2	1	4	11	35	32	12	1	0	247	39	40
7:00	124	1	1	1	1	3	11	29	27	7	0	1	206	38	40
8:00	29	0	0	0	0	7	13	35	30	9	1	0	124	69	36
9:00	68	1	2	1	3	7	32	54	41	16	2	0	227	62	38
10:00	81	3	1	3	2	4	24	45	38	12	1	0	214	55	40
11:00	54	1	0	0	0	5	22	45	35	6	1	0	169	61	38
12:00	58	2	0	1	3	6	31	43	34	11	0	0	189	60	37
13:00	66	1	0	0	1	9	30	49	27	7	0	0	190	57	38
14:00	70	0	0	0	1	4	27	46	34	6	1	0	189	57	39
15:00	48	0	0	0	1	8	29	40	30	7	1	0	164	62	37
16:00	42	1	0	0	2	7	34	36	19	5	0	0	146	60	36
17:00	18	0	0	0	1	8	29	36	16	. 2	0	0	110	70	29
18:00	3	0	0	0	0	5	27	35	10	3	0	0	83	80	17
19:00	1	0	0	0	1	3	15	20	11	3	1	0	55	83	15
20:00	1	0	0	0	1	2	8	17	6	1	0	0	36	81	16
21:00	0	0	0	0	0	4	9	12	8	0	0	0	33	82	10
22:00	0	0	0	0	0	5	14	11	6	0	0	0	36	80	9
23:00	1	0	0	0	1	1	6	6	2	1	0	0 .	18	77	21
24:00	ō	0	0	0	0	1	1	3	1	0	0	0	6	82	10
12 Hour	538	9	3	5	15	73	313	484	325	87	8	0	1860	62	37
16 Hour	663	10	4	6	17	87	355	553	372	95	8	1	2171	61	37
18 Hour	664	10	4	6	18	89	362	562	375	96	8	1	2195	61	37
24 Hour	811	10	6	8	19	95	389	631	440	112	9	1	2531	60	38

045-01, CR 46 to CR 169 Spring 2005, Averaged from 07/06/05 to 09/06/05

#### Vehicle Class

Hour En	d	1 2	2 3	4	5	6	7	8	9	10	11	12	13	3 Total
1:00	C	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00	C	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
4:00	2	5	0	0	0	4	0	1	2	0	0	0	0	14
5:00	15	16	2	0	0	19	0	5	4	0	0	0	0	61
6:00	15	177	9	1	3	19	2	6	5	2	1	4	7	251
7:00	12	150	15	1	6	8	0	4	1	1	0	3	6	207
8:00	2	71	18	2	5	14	2	6	2	0	0	1	1	124
9:00	9	135	34	4	9	19	2	6	3	1	0	2	2	226
10:00	14	133	16	1	7	23	1	8	3	1	0	6	1	214
11:00	9	105	23	1	5	13	2	7	4	0	0	0	2	171
12:00	11	116	22	2	4	17	2	5	5	1	0	3	2	190
13:00	7	121	24	0	7	14	1	7	2	1	0	3	1	188
14:00	9	123	18	1	2	17	2	9	2	0	0	3	2	188
15:00	7	98	25	1	4	14	2	4	4	1	0	2	1	163
16:00	3	90	23	6	6	7	0	4	2	1	0	2	3	147
17:00	2	72	25	0	2	5	0	1	1	0	0	1	1	110
18:00	0	54	28	0	3	0	0	0	0	0	0	0	0	85
19:00	0	37	16	0	2	0	0	0	0	0	0	0	0	55
20:00	0	22	14	0	1	1	0	0	0	0	0	0	0	38
21:00	1	22	9	0	1	2	0	. 0	0	0	0	0	0	35
22:00	0	23	11	0	2	0	0	0	0	0	0	0	0	36
23:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
24:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
12 Hour	73	1155	272	18	56	143	14	57	28	6	0	23	16	1861
16 Hour	86	1372	321	19	66	154	14	61	29	7	0	26	22	2177
18 Hour	86	1391	326	19	67	154	14	61	29	7	0	26	22	2202
24 Hour	118	1599	338	20	70	196	16	74	40	9	1	30	29	2540

045-01, CR 46 to CR 169
Feet 2005, Averaged from 19/07/05 to 20/07/05

Day

Hour End	-Sun	- Mon	Tue	Wed	Thu	Fri	Sat	Working	Tota
				TUE	NED			Week	
1:00	N/R	N/R	N/R	23	24	N/R	N/R	24	24
2:00	N/R	N/R	N/R	5	16	N/R	N/R	11	11
3:00	N/R	N/R	N/R	3	7	N/R	N/R	5	5
4:00	N/R	N/R	N/R	11	8	N/R	N/R	10	10
5:00	N/R	N/R	N/R	15	18	N/R	N/R	17	17
6:00	N/R	N/R	N/R	36	33	N/R	N/R	35	35
7:00	N/R	N/R	N/R	78	72	N/R	N/R	75	75
8:00	N/R	N/R	N/R	118	127	N/R	N/R	123	123
9:00	N/R	N/R	N/R	132	117	N/R	N/R	125	125
10:00	N/R	N/R	N/R	133	126	N/R	N/R	130	130
11:00	N/R	N/R	N/R	168	171	N/R	N/R	170	170
12:00	N/R	N/R	N/R	162	184	N/R	N/R	173	173
13:00	N/R	N/R	N/R	184	168	N/R	N/R	176	176
14:00	N/R	N/R	N/R	171	210	N/R	N/R	191	191
15:00	N/R	N/R	N/R	182	178	N/R	N/R	180	180
16:00	N/R	N/R	N/R	174	176	N/R	N/R	175	175
17:00	N/R	N/R	N/R	181	201	N/R	N/R	191	191
18:00	N/R	N/R	N/R	197	192	N/R	N/R	195	195
19:00	N/R	N/R	N/R	162	173	N/R	N/R	168	168
20:00	N/R	N/R	N/R	125	118	N/R	N/R	122	122
21:00	N/R	N/R	N/R	82	85	N/R	N/R	84	84
22:00	N/R	N/R	N/R	104	76	N/R	N/R	90	90
23:00	N/R	N/R	N/R	66	80	N/R	N/R	73	73
24:00	N/R	N/R	N/R	42	44	N/R	N/R	43	43
12 Hour	N/R	N/R	N/R	1964	2023	N/R	N/R	1994	1994
16 Hour	N/R	N/R	N/R	2353	2374	N/R	N/R	2364	2364
18 Hour	N/R	N/R	N/R	2461	2498	N/R	N/R	2480	2480
24 Hour	N/R	N/R	N/R	2554	2604	N/R	N/R	2579	2579
AM Peak	N/R	N/R	N/R	11:00	12:00	N/R	N/R		
PM Peak	N/R	N/R	N/R	18:00	14:00	N/R	N/R		

## 045-01, CR 46 to CR 169 Fall 2005, Averaged from 19/07/05 to 20/07/05

#### Channel

Hour End	Channel 1 wiß	Channel 2 ∈IB	Total
1:00	5	18	23
2:00	5 3 1	7	10
3:00		4	5 9
4:00	5	4	
5:00	12	4	16
6:00	24	10	34
7:00	59	16	75
8:00	87	35	122
9:00	79	45	124
10:00	77	52	129
11:00	93	76	169
12:00	93	79	172
13:00	85	90	175
14:00	91	99	190
15:00	94	86	180
16:00	80	94	174
17:00	80	110	190
18:00	88	106	194
19:00	82	85	167
20:00	62	59	121
21:00	31	52	83
22:00	36	54	90
23:00	20	52	72
24:00	10	32	42
12 Hour	1029	957	1986
16 Hour	1217	1138	2355
18 Hour	1247	1222	2469
24 Hour	1297 50,5° 45	1269 41.5%	2566

### 045-01, CR 46 to CR 169 Summer 2005, Averaged from 19/07/05 to 20/07/05

Speed (KPH)

Hour End	0 - 15	15 - 30	30 - 40	40 - 50	50 - 60	60 - 70	70 - 80	80 - 90	90-100	100-1101	10-1201	20-999	Total	Mean	Std
Tiour Line	0-15	15 50	50 10	40 50	50 00	00 70	70 00	00 70	70 100	100 1101	10 1201	-0 ))]	1000	Speed	Dev.
1:00	0	0	0	0	0	0	2	8	10	2	1	0	23	92	9
2:00	0	0	0	0	0	0	2	2	4	1	0	0	9	89	10
3:00	0	0	0	0	0	0	0	2	1	0	0	0	3	88	6
4:00	0	0	0	0	0	0	2	2	2	1	0	0	7	88	11
5:00	0	0	0	0	0	0	3	4	5	2	1	0	15	91	12
6:00	1	0	0	0	1	0	3	14	10	2	2	0	33	87	18
7:00	1	0	0	0	0	0	6	24	23	14	2	4	74	92	15
8:00	8	0	0	0	1	0	3	28	58	12	7	2	119	88	24
9:00	1	1	0	0	0	0	11	41	38	20	7	2	121	92	15
10:00	4	0	0	0	1	1	13	52	42	9	4	1	127	87	18
11:00	7	0	0	2	0	1	14	58	63	16	4	1	166	87	20
12:00	14	1	0	0	0	1	20	55	56	21	2	0	170	83	25
13:00	9	0	0	0	1	2	16	55	67	20	2	1	173	86	21
14:00	4	0	0	0	1	6	16	70	70	17	3	0	187	88	15
15:00	15	0	0	5	2	0	10	64	58	20	3	1	178	83	26
16:00	4	0	0	0	0	0	18	60	58	26	5	1	172	90	16
17:00	9	0	1	1	1	1	7	52	82	28	5	1	188	88	21
18:00	6	0	0	2	1	0	7	51	85	33	5	2	192	91	18
19:00	9	0	0	1	0	1	11	51	65	20	7	0	165	87	22
20:00	3	0	0	0	0	0	12	36	44	16	5	2	118	90	17
21:00	0	0	0	0	0	0	7	27	31	10	5	1	81	93	10
22:00	0	0	0	0	0	1	12	32	30	9	2	1	87	90	10
23:00	0	0	0	1	0	2	7	27	27	8	0	0	72	89	11
24:00	0	0	0	0	0	0	7	12	17	5	0	0	41	90	9
12 Hour	90	2	1	11	8	13	146	637	742	242	54	12	1958	87	20
16 Hour	94	2	1	11	8	14	183	756	870	291	68	20	2318	88	20
18 Hour	94	2	1	12	8	16	197	795	914	304	68	20	2431	88	19
24 Hour	95	2	1	12	9	16	209	827	946	312	72	20	2521	88	19

045-01, CR 46 to CR 169 Summer 2005, Averaged from 19/07/05 to 20/07/05

#### Vehicle Class

Hour End	1	1 2	2 3	4	5	6	7	8	9	10	11	12	1.	3 Total
1:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
2:00	ő		3	0	0	0	0	0	0	0	0	0	0	
3:00	0		3	0	0	Õ	0	0	0	0	0	0	0	
4:00	0		4	Ŏ	0	0	Õ	0	0	0	0	0	0	1
5:00	0		5	0	0	1	0	0	0	0	0	0	0	1
6:00	0		12	0	3	1	0	0	0	1	0	0	1	33
7:00	0	45	24	0	2	0	0	0	0	0	0	0	1	72
8:00	3	78	31	0	6	2	0	0	0	0	0	0	1	121
9:00	1	72	40	1	5	1	0	0	0	1	0	0	0	121
10:00	1	81	34	0	6	2	0	0	1	2	0	0	1	128
11:00	3	111	42	1	8	3	0	0	0	0	0	0	0	168
12:00	2	112	48	0	5	2	1	0	0	1	0	0	0	171
13:00	5	109	47	1	7	2	1	0	0	1	0	0	0	173
14:00	5	122	51	0	7	1	0	0	0	1	0	0	0	187
15:00	1	120	45	0	8	2	0	0	0	0	0	0	0	176
16:00	2	112	50	0	6	1	0	0	0	1	0	0	0	172
17:00	0	127	55	0	4	2	0	0	0	0	0	0	0	188
18:00	2	128	53	0	8	1	0	0	0	0	0	0	0	192
19:00	3	99	55	0	6	2	0	0	0	0	0	0	0	165
20:00	0	87	30	0	2	0	0	0	0	0	0	0	0	119
21:00	0	56	23	0	1	1	0	0	0	0	0	0	0	81
22:00	2	59	25	0	3	0	0	0	0	0	0	0	0	89
23:00	0	49	21	0	2	0	0	0	0	0	0	0	0	72
24:00	0	34	8	0_	0	0	0	0	0	0	0	0	0	42
12 Hour	28	1271	551	3	76	21	2	0	1	7	0	0	2	1962
16 Hour		1518	653	3	84	22	2	0	1	7	0	0	3	2323
18 Hour		1601	682	3	86	22	2	0	1	7	0	0	3	2437
24 Hour	30	1652	716	3_	89	24	2	0	1	8	0	0	4	2529

045-01, CR 46 to CR 169 Fall 2005, Averaged from 20/09/05 to 22/09/05

Day

Hour End	- Sun	Mon	Tue	Wed	Thu	Fri	Sat	Working	Total
				TUE	NED	THUR	١	Week	
1:00	N/R	N/R	N/R	15	17	12	N/R	15	15
2:00	N/R	N/R	N/R	21	12	6	N/R	13	13
3:00	N/R	N/R	N/R	4	6	6	N/R	5	5
4:00	N/R	N/R	N/R	4	7	8	N/R	6	6
5:00	N/R	N/R	N/R	9	15	8	N/R	11	11
6:00	N/R	N/R	N/R	30	29	26	N/R	28	28
7:00	N/R	N/R	N/R	64	62	69	N/R	65	65
8:00	N/R	N/R	N/R	91	121	107	N/R	106	106
9:00	N/R	N/R	N/R	93	118	99	N/R	103	103
10:00	N/R	N/R	N/R	97	111	91	N/R	100	100
11:00	N/R	N/R	N/R	100	105	135	N/R	113	113
12:00	N/R	N/R	N/R	109	130	120	N/R	120	120
13:00	N/R	N/R	N/R	94	95	105	N/R	98	98
14:00	N/R	N/R	N/R	105	98	112	N/R	105	105
15:00	N/R	N/R	N/R	112	112	144	N/R	123	123
16:00	N/R	N/R	N/R	122	131	120	N/R	124	124
17:00	N/R	N/R	N/R	143	133	157	N/R	144	144
18:00	N/R	N/R	N/R	148 <i>ੇ</i>	?7 <b>140</b> 7	145	S N/R	144	144
19:00	N/R	N/R	N/R	113	113	120	N/R	115	115
20:00	N/R	N/R	N/R	68	100	96	N/R	88	88
21:00	N/R	N/R	N/R	69	66	55	N/R	63	63
22:00	N/R	N/R	N/R	41	54	51	N/R	49	49
23:00	N/R	N/R	N/R	20	35	39	N/R	31	31
24:00	N/R	N/R	N/R	20	22	20	N/R	21	21
12 Hour	N/R	N/R	N/R	1327	1407	1455	N/R	1396	1396
16 Hour	N/R	N/R	N/R	1569	1689	1726	N/R	1661	1661
18 Hour	N/R	N/R	N/R	1609	1746	1785	N/R	1713	1713
24 Hour	N/R	N/R	N/R	1692	1832	1851	N/R	1792	1792
AM Peak	N/R	N/R	N/R	12:00	12:00	11:00	N/R		
PM Peak	N/R	N/R	N/R	18:00	18:00	17:00	N/R		

# 045-01, CR 46 to CR 169 Fall 2005, Averaged from 20/09/05 to 22/09/05

# Channel

Hour End	Channel 1	Channel 2	Total
	WIB	ElB	
1:00	4	10	14
2:00	4	8	12
3:00	0	5	5
4:00	5	1	6
5:00	6	4	10
6:00	22	6	28
7:00	43	21	64
8:00	78	28	106
9:00	67	36	103
10:00	57	42	99
11:00	57	55	112
12:00	63	56	119
13:00	54	43	97
14:00	57	48	105
15:00	66	56	122
16:00	57	66	123
17:00	51	93	144
18:00	57	87	144
19:00	52	62	114
20:00	40	48	88
21:00	26	36	62
22:00	17	31	48
23:00	9	21	30
24:00	5	15	20
12 Hour	716	672	1388
16 Hour	842	808	1650
18 Hour	856	844	1700
24 Hour	89750.5°%	878 49.5%	1775

# 045-01, CR 46 to CR 169 Fall 2005, Averaged from 20/09/05 to 22/09/05

Speed (KPH)

Hour End	0 - 15	15 - 30	30 - 40	40 - 50	50 - 60	60 - 70	70 - 80	80 - 90	90-100	100-1101	10-1201	20-999	Total		Std.
														Speed	Dev.
1:00	0	0	0	0	0	0	2	4	3	3	1	0	13	93	12
2:00	0	0	0	0	0	0	0	3	3	1	3	1	11	100	13
3:00	0	0	0	0	0	0	1	2	1	1	0	0	5	89	11
4:00	0	0	0	0	0	0	0	1	2	1	0	0	4	95	8
5:00	0	0	0	0	0	0	1	2	4	2	0	0	9	93	10
6:00	0	0	0	0	0	0	0	6	12	5	3	0	26	97	9
7:00	0	0	0	0	0	0	4	10	23	16	6	2	61	97	11
8:00	0	0	0	0	0	2	8	18	33	27	13	4	105	97	12
9:00	1	0	0	0	0	1	2	30	34	25	5	3	101	95	13
10:00	1	0	0	0	0	0	6	23	37	19	8	3	97	95	14
11:00	1	0	0	0	0	1	5	32	42	20	7	3	111	94	13
12:00	0	0	0	0	0	0	4	30	50	25	6	1	116	95	9
13:00	1	0	0	0	0	0	6	26	35	21	5	2	96	94	14
14:00	0	0	0	0	0	1	5	28	38	22	6	2	102	95	10
15:00	0	0	0	0	0	0	4	28	53	26	8	1	120	96	9
16:00	1	0	0	0	0	0	6	37	46	22	8	2	122	94	13
17:00	0	0	0	0	0	0	9	40	58	25	7	2	141	94	10
18:00	2	0	0	0	0	1	7	32	58	34	7	1	142	94	14
19:00	2	0	0	0	0	0	6	33	38	22	8	3	112	93	16
20:00	0	0	0	0	0	1	12	28	24	14	6	1	86	92	12
21:00	0	0	0	0	0	1	11	21	18	6	2	1	60	89	11
22:00	0	0	0	0	0	0	5	16	13	9	1	1	45	92	11
23:00	0	0	0	0	0	1	2	13	10	4	0	0	30	90	9
24:00	0	0	0	00	0	0	1	6	8	2	1	0	18	93	9
12 Hour	9	0	0	0	0	6	68	357	522	288	88	27	1365	94	12
16 Hour	9	0	0	0	0	8	100	432	600	333	103	32	1617	94	12
18 Hour	9	0	0	0	0	9	103	451	618	339	104	32	1665	94	12
24 Hour	9	0	0_	0	0	9	107	469	643	352	111	33	1733	94	12

045-01, CR 46 to CR 169 Fall 2005, Averaged from 20/09/05 to 22/09/05

# Vehicle Class

Hour End		1 2	2 3	4	5	6	7	8	9	10	11	12	13	Total
1:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
2:00	0		7	0	0	0	0	0	0	0	0	0	0	12
3:00	0		0	0	0	0	0	0	Õ	0	Õ	0	0	4
4:00	0		4	0	0	0	0	0	0	0	0	0	0	6
5:00	0		5	0	0	0	0	0	0	0	0	0	0	10
6:00	0	12	12	0	2	1	0	0	0	0	0	0	0	27
7:00	0	33	28	0	2	0	0	0	0	0	0	0	0	63
8:00	2	58	37	2	5	0	0	0	0	0	0	0	0	104
9:00	1	54	40	2	4	0	0	0	0	0	0	0	0	101
10:00	1	52	38	2	5	1	0	0	0	0	0	0	0	99
11:00	1	62	42	0	5	0	0	1	0	0	0	0	0	111
12:00	1	61	52	1	4	0	0	0	0	0	0	0	0	119
13:00	1	55	37	0	2	1	0	0	0	0	0	0	0	96
14:00	1	54	39	1	6	1	0	0	0	0	0	0	0	102
15:00	1	70	42	2	5	0	0	0	0	0	0	0	0	120
16:00	1	74	42	0	4	0	0	0	0	0	0	0	0	121
17:00	1	84	49	2	5	0	0	0	0	0	0	0	0	141
18:00	1	90	45	0	5	1	0	0	0	0	0	0	0	142
19:00	1	68	39	0	4	1	0	0	0	0	0	0	0	113
20:00	1	51	32	0	2	0	0	0	0	0	0	0	0	86
21:00	0	42	18	0	2	0	0	0	0	0	0	0	0	62
22:00	0	30	17	0	0	0	0	0	0	0	0	0	0	47
23:00	0	19	9	0	1	0	0	0	0	0	0	0	0	29
24:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
12 Hour	13	782	502	12	54	5	0	1	0	0	0	0		1369
16 Hour	14	938	597	12	60	5	0	1	0	0	0	0		1627
18 Hour	14	972	610	12	61	5	0	1	0	0	0	0		1675
24 Hour	14	1010	641	12	64	6	0	1	0	0	0	0	0	1748

169-01, Hwy 12 to CR 45 Summer 2005, Averaged from 16/08/05 to 18/08/05

Day

					Da	ıy				
Hour End		-Sun-	Mon	Тис-		Thu	Fri	-Sat	Working	Total
					TUE	N60	14012	-	Week	
1:00	Ĭ.	N/R	N/R	N/R	22	19	28	N/R	23	23
2:00		N/R	N/R	N/R	19	15	14	N/R	16	16
3:00		N/R	N/R	N/R	22	22	16	N/R	20	20
4:00		N/R	N/R	N/R	16	8	18	N/R	14	14
5:00		N/R	N/R	N/R	16	9	28	N/R	18	18
6:00		N/R	N/R	N/R	49	59	67	N/R	58	58
7:00		N/R	N/R	N/R	108	90	82	N/R	93	931
8:00		N/R	N/R	N/R	129	122	147	N/R	133	1331
9:00		N/R	N/R	N/R	186	147	177	N/R	170	170
10:00		N/R	N/R	N/R	206	199	207	N/R	204	204
11:00		N/R	N/R	N/R	232	218	270	N/R	240	240
12:00		N/R	N/R	N/R	241	237	253	N/R	244	244
13:00		N/R	N/R	N/R	209	277	246	N/R	244	244
14:00		N/R	N/R	N/R	232	234	244	N/R	237	237
15:00		N/R	N/R	N/R	217	260	271	N/R	249	249
16:00		N/R	N/R	N/R	225	311	287	N/R	274	274
17:00		N/R	N/R	N/R	248	317	286	N/R	284	284
18:00		N/R	N/R	N/R	221	243	278	N/R	247	247
19:00		N/R	N/R	N/R	160	193	240	N/R	198	198
20:00		N/R	N/R	N/R	155	171	172	N/R	166	166
21:00		N/R	N/R	N/R	133	128	142	N/R	134	134
22:00		N/R	N/R	N/R	104	101	125	N/R	110	110
23:00		N/R	N/R	N/R	41	103	105	N/R	83	83
24:00		N/R	N/R	N/R	45	65	59	N/R	56	56
12 Hour		N/R	N/R	N/R	2506	2758	2906	N/R	2723	2723
16 Hour		N/R	N/R	N/R	3006	3248	3427	N/R	3227	3227
18 Hour		N/R	N/R	N/R	3092	3416	3591	N/R	3366	3366
24 Hour		N/R	N/R	N/R	3236	3548	3762	N/R	3515	3515
AM Peak		N/R	N/R	N/R	12:00	12:00	11:00	N/R		
PM Peak		N/R	N/R	N/R	17:00	17:00	16:00	N/R		

# 169-01, Hwy 12 to CR 45 Summer 2005, Averaged from 16/08/05 to 18/08/05

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The same of	T 8	00	4 4	4 8	944	ж

Hour End	Channel 1	Channel 2	Total
1:00	13	10	23
2:00	6	9	151
3:00	7	12	19
4:00	8 5	5	13
5:00	5	12	17
6:00	30	28	58
7:00	52	40	921
8:00	78	54	132
9:00	94	76	170
10:00	124	79	203
11:00	135	104	239
12:00	140	103	243
13:00	130	114	244
14:00	122	114	236
15:00	112	136	248
16:00	117	157	274
17:00	142	141	283
18:00	117	130	247
19:00	103	94	197
20:00	83	83	166
21:00	70	64	134
122:00	51	59	110
23:00	31	51	82
24:00	22	34	56
12 Hour	. 1414	1302	2716
16 Hour	1670	1548	3218
18 Hour	1723	1633	3356
24 Hour	1792	1709	3501
	51.2 % not all dates are include ≤51 %	d - see audit sheet) ≃ 49%	

169-01, Hwy 12 to CR 45 Fall 2005, Averaged from 18/10/05 to 20/10/05

Day

				D(	ŧy:				
Hour End	-Sun-	Mon-	Tue	Wed	Thu	Fri	Sat	Working	Total
				TUE	NED	THU		Week	
1:00	N/R	N/R	N/R	22	8	10	N/R	13	13
2:00	» N/R	N/R	N/R	14	10	10	N/R	1.1	11
3:00	N/R	N/R	N/R	11	11	6	N/R	9	91
4:00	N/R	N/R	N/R	4	2	7	N/R	4	41
5:00	N/R	N/R	N/R	17	1.7	25	N/R	20	20
6:00	N/R	N/R	N/R	48	33	39	N/R	40	40
7:00	N/R	N/R	N/R	72	77	58	N/R	69	69
8:00	N/R	N/R	N/R	150	-100	120	N/R	123.	123
9:00	N/R	NR	N/R	193	130	162	N/R	162	162
10:00	N/R	N/R	N/R	182	165	118	N/R	155	155
11:00	N/R	N/R	N/R	189	162	137	N/R	163	163
12:00	N/R	N/R	N/R	199	153	174	N/R	1.75	175
13:00	N/R	N/R	N/R	141	142	134	N/R	139	139
14:00	N/R	N/R	N/R	135	139	130	N/R	135	135
15:00	N/R	N/R	N/R	183	145	170	N/R	166	166
16:00	N/R	N/R	N/R	166	141	161	N/R	156	156.
17:00	N/R	N/R	N/R	195	202	213	N/R	203	203
18:00	N/R	N/R	N/R	154	144	194	N/R	164	164
19:00	N/R	N/R	N/R	118	125	128	N/R	124	124
20:00	N/R	N/R	N/R	63	71	109	N/R	81	81
21:00	N/R	N/R	N/R	66	57	69	N/R	64	64
22:00	N/R	N/R	N/R	39	50	77	N/R	55	55
23:00	N/R	N/R	N/R	36	36	52	N/R	41	41
24:00	N/R	N/R	N/R	23	23	31	N/R	26	26
12 Hour	N/R	N/R	N/R	2005	1748	1841	N/R	1865	1865
16 Hour	N/R	N/R	N/R	2245	2003	2154	N/R	2134	2134
18 Hour	N/R	N/R	N/R	2304	2062	2237	N/R	2201	2201
24 Hour	N/R	N/R	N/R	2420	2143	2334	N/R	2299	2299.
AM Peak	N/R	N/R	N/R	12:00	10:00	12:00	N/R		- A 1
PM Peak	N/R	N/R	N/R	17:00	17:00	17:00	N/R	SECTION OF PRINCIPLES WE ARREST LABORS IN SECTION 1	

# 169-01, Hwy 12 to CR 45 Fall 2005, Averaged from 18/10/05 to 20/10/05

C	h	ra	13	13	13
- N	Н	41	Ш	11	C

Hour End		Channel 1	Channel 2	Total
		NB	53	
1:00		6	7	13
2:00		6 5 4 2	6	11
3:00		4	5	9
4:00		2	2 7	4
5:00		12	7	19
6:00		23	16	39
7:00	1	39	29	68
8:00		73	50	123
9:00		80	81	161;
10:00		86	68*	154
11:00		92	70	162
12:00		86	89	175
13:00		71	67	138
14:00		58	76	134
15:00		66	99	165
16:00		66	89	155
17:00		91	111	202
18:00		76	87	163
19:00		61	62	123
20:00		36	45	81
21:00		24	39	63
22:00		23	32	55
23:00		20	21	41
24:00		13	12	25
12 Hour		906	949	1855
# 16 Hour		1028	1094	2122
18 Hour		1061	1127	2188
24 Hour		1113	1170	2283
		48.3%	51.2%	
		not all dates are included -	see audit sheet) ≃ 51 %	
		= 49°/	= 51 /	

FHWA Home | Feedback

Office of Highway Policy Information

# **FHWA Vehicle Types**

The classification scheme is separated into categories depending on whether the vehicle carries passengers or commodities. Non-passenger vehicles are further subdivided by number of axles and number of units, including both power and trailer units. Note that the addition of a light trailer to a vehicle does not change the classification of the vehicle.

Automatic vehicle classifiers need an algorithm to interpret axle spacing information to correctly classify vehicles into these categories. The algorithm most commonly used is based on the "Scheme F" developed by Maine DOT in the mid-1980s. **The FHWA does not endorse "Scheme F" or any other classification algorithm.** Axle spacing characteristics for specific vehicle types are known to change from State to State. As a result, no single algorithm is best for all cases. It is up to each agency to develop, test, and refine an algorithm that meets its own needs.

### **FHWA Vehicle Classes with Definitions**

- **Motorcycles** (Optional) -- All two or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handlebars rather than steering wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheel motorcycles. This vehicle type may be reported at the option of the State.
- **Passenger Cars** -- All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.
- Other Two-Axle, Four-Tire Single Unit Vehicles -- All two-axle, four-tire, vehicles, other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single-unit vehicles pulling recreational or other light trailers are included in this classification. Because automatic vehicle classifiers have difficulty distinguishing class 3 from class 2, these two classes may be combined into class 2.
- **Buses** -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

**NOTE**: In reporting information on trucks the following criteria should be used:

Truck tractor units traveling without a trailer will be considered single-unit trucks.

A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered one single-unit truck and will be defined only by the axles on the pulling unit.

Vehicles are defined by the number of axles in contact with the road. Therefore, "floating" axles are counted only when in the down position.

The term "trailer" includes both semi- and full trailers.

- Two-Axle, Six-Tire, Single-Unit Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.
- Three-Axle Single-Unit Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.
- 7 Four or More Axle Single-Unit Trucks -- All trucks on a single frame with four or more axles.
- Four or Fewer Axle Single-Trailer Trucks -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.
- Five-Axle Single-Trailer Trucks -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.

1 of 2 01/23/2008 3:29 PM

- Six or More Axle Single-Trailer Trucks -- All vehicles with six or more axles consisting of two units, one of which is a tractor 0 or straight truck power unit.
- Five or fewer Axle Multi-Trailer Trucks -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.
- Six-Axle Multi-Trailer Trucks -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.
- 3 Seven or More Axle Multi-Trailer Trucks -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

## **OHPI Home**

This page last modified on October 14, 2003

## FHWA Home | Feedback

**OFHWA** 

United States Department of Transportation - Federal Highway Administration

# County of Simcoe

# Transportation & Engineering

# Annual Average Daily Traffic Summary (A.A.D.T.)

Updated Nov 2010

Road# - Section #	Distance	Link Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
		CR 27								500W 351E		
001-01	6.1		5,300			5,000			4,300			4,100
		15th SR New Tecumseth										
001-02	2.0		5,800		_	5,300			4,900			4,700
		East Limits / Beeton										
001-03	1.9		5,500			5,000			4,900			4,500
		CR 10										
001-04	6.6		2,600			2,300			3,000			3,200
		CR 50										
001-05	7.2		2,200			2,000			1,800			1,900
		Simcoe Boundary										
	A SECTION	CR 38										
003-01	3.1		4,700			4,600		·	4,400	(		4,700
		CR4										N = I = I
		Bradford Limits										
004-01	9.8	an electrol of entities	12,300			13,400			12,700			12,500
		CR 89 / CR 3	12,000			10,400			12,700			12,300
004-02	4.4		8,600			8,600			9,600	**************************************		9,200
		Line 4 / Churchill	0,000			0,000		- 100 47 1	3,000			5,200
004-03	5.5		8,800			8,000			10,100			9,000
		CR 21				5,000			10,100			3,000
004-04	2.8		11,500			10,500			11,200			11,200
		Victoria St. / Stroud				70,000		/14 <del></del>	11,200			(1,200
004-05	2.9		11,800			10,800			11,700			13,000
		Lockhart Dr. / Barrie Limit										10,000
		CR 15								The state of the state of		
005-01	4.1		2,900		-	3,600	1 1 1 1 1 1 1	<u> </u>	3,800			4,100
		CR 13							ern to the			
005-02	5.6		1,250			1,800			1,700			2,400
		County Boundary										
		CR 27 N										
006-01	5.5			4,700			4,700			4,400		
		Conc 4 / Tiny								4,400		
006-02	8.2			4,200			3,900			3,700		
		CR 25 / Perkinsfield										
006-03	1.4			4,700			4,700			4,400		
		Conc 11/ Tiny										
006-04	2.8						3,400		,	3,400	404-4 APR - 41-42 A - 11-11-11	
		Conc 13 / Tiny										VILVE
006-05	4.1			3,200			3,000			3,100		
		CR 26										

Road# - Section #	Distance	Link Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
		Hwy 12	Section 2									
044-01	2.7			17,500			17,600	total medicia . etc.		14,500		
		CR 45	(#				17,000	*		14,300		
044-02	2.7			16,200			16,000			13,000		~-···
		Casino Main Entrance		10. 11. 25	A							
044-04	3.1			4,000			4,400			3,900		
044.05		Longford Mills Rd										
044-05	8,7	CR 169		3,500			2,700			2,400		
		CR 169				0.000.00						
		CR 46 (503)										
045-01	9.1	GRAD (See)		3,000			2,600			2,100		
		CR 169		3,000			2,000			2,100		
045-02	9.1			3,000			2,900	<u> </u>		2,800		
		GR 44		0,000			1,550		W	2,000		
								(-0.00-0.00-0.00-0.00-0.00-0.00-0.00-0.			1- W-1 W/	
ال والمستحددة		CR 169			T-10							
046-01	6.0			1,900			1,800			1,600		
		Simcoe / Victoria Boundary										
046-02	5.8			700			700			600		
		CR 45 @ Sebright										
		Hwy 12	100									
047-01	3,6			1,900			2,000			1,700		
0.47.00		5th Siderpad/Ramara									(	
047-02	3.0			1,700			1,900			1,600		
047-03	5.1	Conc 4, Simcos/Victoria Boundary										
047-03	5.1	Sylvan Glen		900			1,100			1,000		
		Gylvati Gieli										
1 2 22		Oritia Limits										
049-01	0.8	The second secon		8,300		* *************************************	9,000			8,800		
		Hwy 11 Overpass			FZ 2 11		3,000			8,000		
049-02	1.4			5700		Water State Co.				4,400		
		Hwy 11 on Ramp at Forest hills									,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
		Hwy 9										
050-01	10.0		7,300			7,500			6,900			6,100
		CR1										
050-02	10.0		6,800			6,900			6,200			4,800
		Hwy 89										
		10th S.R. / Ramara	7 F F F F F					· · · · · · · · · · · · · · · · · · ·	· • · · · · · · · · · · · · · · · · · ·			
052-01	6,3			800			700			700		
050.00		Muskoka Rd										
052-02	0.7	Hwy 11 Ramp		1,900			1,800			1,700		

pad# - Section #	Distance	Link Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
		Elmvele / W Limits	e attack									
092-01	4.0			***************************************	5,400			5,000			5,200	
000.00		CR 29										
092-02	5.3	Wasaya Beach			6,000			7,000			7,300	
	-	Assista posti)										
		Georgian Drive						C-12 C41		4-715		
093-02	2.3				5,850			5,700			6,500	
093-03	6.2	Hwy 11				17 776 0117						
093-03	6,2	CR 11 / Forbes Rd / Dalston			4,000			4,000			3,600	
093-04	6.3	Port III I Global trait Catalog			4,900			3,700			3,500	,
		GR 22 / Craighurst						0,700			0,000	
093-05	2.6				2,400			2,900			2,550	
		Hwy 400								N. Bath.		
		Hwy 12										
093-06	2.0	CR 25 / Yonge St			14,000			15,700			14,500	
093-07	0.5	CR 257 Totige St			T VELEN			17,500			N/A	
		Hugel Ave						17,500			N/A	
093-08	1.0							17,900		***	N/A	
		Vinden St	2.000									وفيطاء
093-09	1.5	Penetang / S Limit						17,200			N/A	
		Feriotality S Littlit				On taking .		at at as a (1-1-1-1)				
		Singhampton - CR 124							6 0-31GT		27122 0	77-00
095-01								1,200			1,050	
		County Road 91										
		Simcos / Dufferin Cty Boundary										
124-01	10.0		· · · · · · · · · · · · · · · · · · ·		3,650			3,400			2,800	
		Grey Rd 4										
124-02	1.2				4,900			3,700			4,300	
124-03	5.3	Singhampton Corner			3,700							
12400	5.5	5th Conc Notlewasage			3,700			3,400			3,700	
124-04	3.8		4.00		4,500			3,400		W // 0 W W	3,800	
		CR 91 / Duntroon		4								
124-05	5,4	33/34 SR Notinwasaga			5,800			5,200			5,800	
124-06	3,8	SSIS4 SIC HOLLEWAISEGE			9,800		and the second second	8,100			9,400	
		Popular St / Collingwood Limit						0,100			3,400	
169-01	11.7	Hwy 12	4 0,						D. H.			
103-01	11.7	GR 46	The second second second	3,100			2,700			2,500		
169-02	12.5			3,000		Y	3,300		-	3,000		12.12
		CR 44	W	2,300			0,000			0,000		
169-03	0,6			6,500			7,000		The second secon	6,800		
100.04	0.0	Quelton St										
169-04	0.2	Hwy 11 Ramp Junction		8,000			8,100					

County of Simcoe
Roads and Engineering Department
Midhurst, Ontario LOL 1XO
(705) 726-9300

County Road 45 - Summer 2008 Cty Rd 46 to Cty Rd 169

Site Code: 045 01

Date Start: 01-Jul-08 Date End: 03-Jul-08

Start	0-Jun-0		Tue		Wed		Thu			Fri		Sat		Sun		Week Average	erage
Time	SB	SB		NB B	SB	<b>B</b>	SB	88 	SB	BB	SB	NB	SB		NB	SB	BB
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00.60	•	*	8 6	8 8	9	2 0	8 4	a c	*	*	•		*	*	•	1 4	2 6
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12:00			5	2	3	8	1	3								2	2
Ā	*	*	78	101	72	87	89	87	*	*	*		*	*	*	73	8
01:00	•	*	92	123	83	88	80	62	•	*	*		•	*	*	2 22	6
05:00	*		65	140	06	92	88	06	*	*	*		*	*	*	9 60	100
03:00	•	+	71	146	88	112	86	06	*	•	•		*	*	*	. e	116
04:00		*	84	154	91	92	66	62	*	*	*		*	•	*	6	103
02:00		*	22	163	106	88	104	73	*	*	*		*	*	*	88	108
00:90	*	*	46	139	64	99	110	29	*	*	*		*	*	*	73	88
02:00	*	+	38	113	61	26	74	22	*	*	*		*	*	*	28	75
08:00	•	*	36	124	44	88	64	42	*	*	*			*	*	48	89
00:60		*	27	88	40	99	54	28	•	*	*		*	*	*	40	46
10:00	*	*	29	31	27	15	30	25	•	*	*		*	*	*	29	24
11:00	*	*	37	16	16	10	30	9	*	*	*		•	•	*	28	7
Lane	0	, 0	1007	1758	1059	1370	1200	1132	0	0	0		0	0	0	1089	1422
Day	0		2765		2429		2332		J	0		0		0		251	
AM Peak		1		11:00	11:00	10:00	11:00	11:00								11:00	11:00
Vol.				115	26	111	74	95								70	101
PM Peak		5	13:00	17:00	17:00	15:00	18:00	14:00								16:00	15:00
Vol.				163	106	112	110	06								91	116
Comb. Total	0		2765		2429		2332	2	J	0		0		0		2511	
ADT	ADT 2,509	6	AADT 2,509	2,509													

# County of Simcoe Transportation and Engineering Department Midhurst, Ontario 705-726-9300

County Road 45 - Fall 2008 County Road 46 to **County Road 169** 

Site Code: 045 01

Date Start: 15-Sep-08 Date End: 18-Sep-08

	15-Sep-08		Tue		Wed		Thu		Fri		Sat	Sun		Week Av	erage	
Time	EB	WB	EB	WB	EB	_WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00																
AM	3	9	3	8	0	8	0	8	*	*	*	*	*	*	2	
01:00	3	15	2	5	1	2	0	4	*	*	*	*	*	*	2	
02:00	2	2	1	5	0	6	0	3	*	*	*	*	*	*	1	
03:00	1	6	3	5	1	5	1	1	*	*	*	*	*	*	2	
04:00	7	7	8	1	9	6	10	3	*	*	*	*	*	*	8	
05:00	21	12	20	7	23	8	22	6	*	*	*	*	*	*	22	
06:00	51	12	59	19	58	14	55	16	*	*	*	* [	*	*	56	1
07:00	80	30	93	40	85	25	78	31	*	*	*	*	*	*	84	3
08:00	81	43	67	32	72	36	69	38	*	* [	*	*	*	* [	72	3
09:00	63	52	60	48	59	39	73	57	*	*	*	*	*	*	64	4
10:00	77	54	54	53	49	51	67	54	*	*	*	*	*	*	62	5
11:00	90	48	51	41	58	72	58	54	*	*	*	*	•	*	64	5
12:00								ĺ						ł		
PM	72	67	64	39	52	53	66	58	*	*	*	*	*	*	64	5
01:00	78	52	52	46	69	59	53	68	*	*	*	*	*	* [	63	5
02:00	71	68	57	56	66	60	63	71	*	*	*	*	*	*	64	6
03:00	71	66	47	81	66	71	69	95	*	*	*	*	*	*	63	7
04:00	63	77	48	89	45	95	76	82	*	*	*	*	*	*	58	8
05:00	49	93	58	105	49	84	68	107	*	*	*	*	•	*	56	9
06:00	49	68	57	66	66	71	56	96	*	*	*	*	*	*	57	7
07:00	40	47	37	42	33	36	53	74	*	*	*	*	*	*	41	5
08:00	28	36	19	34	23	36	22	57	*	*	*	*	*	*	23	4
09:00	23	27	12	25	17	37	16	53	*	*	*	*	*	*	17	3
10:00	10	14]	10	25	13	21	12	29	*	*	*	*	*	*	11	2
11:00	7	15	5	20	5	17	5	17	*	*	*	*	*	*	6	1
Lane	1040	920	887	892	919	912	992	1082	0	0	0	0	0	0	962	95
Day	196	0	177	9	183	1	2074	1	0		0		0		1912	2
AM	11:00	10:00	07:00	10:00	07:00	11:00	07:00	09:00							07:00	44.0
Peak															07:00	11:00
Vol.	90	54	93	53	85	72	78	57							84	5
PM	13:00	17:00	12:00	17:00	13:00	16:00	16:00	17:00							12:00	17:0
Peak																
Vol.	78	93_	64	105	69	95	76	107	<u>.</u>						64	9
Comb.	455	•	4	_			_									
Total	196	υ	1779	9	183	1	2074	ł	0		0		0		1912	2
ADT	ΑĽ	OT 1,911	AAC	OT 1,911											_	Page

# County of Simcoe

Formerly Hwy 169 Hwy 12 Cty Rd 45 Site Code: 169 01

Date Start: 13-May-08 Date End: 15-May-08

Start	12-May	y-08	Tue		Wed	<u> </u>	Thu		Fri		Sat		Sun		Week Av	erage
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00											02	-110		110	<u> </u>	110
AM	*	*	7	3	2	4	5	5	*	*	*	*	*	*	5	4
01:00	*	*	1	4	1	3	2	5		*	*	*	*	*	1	4
02:00	*	*	5	2	5	5	2	3	*	*	*	*	*	*	4	3
03:00	*	*	1	3	2	2	4	3	*	*	*	*	*	*	2	3
04:00	*	*	12	5	14	6	14	8	*	*	*	*	*	*	13	6
05:00	*	*	37	17	24	14	34	30	*	*	*	*	*	*	32	20
06:00	*	* ]	43	44	46	36	44	42	*	*	*	*	*	*	44	41
07:00	*	*	63	54	61	66	60	64	*	*	*	*	•	*	61	61
08:00	*	*	69	71	71	73	68	87	*	*	*	*	*	*	69	77
09:00	*	*	58	71	57	75	55	102	*	*	*	*	•	•	57	83
10:00	*	* ]	49	82	63	73	65	94	*	*	*	*	*	*	59	83
11:00	•	•	63	81	70	87	60	102	*	*	*	*	*	*	64	90
12:00		ĺ								1					0.1	
PM	*	*	60	75	59	62	54	104	*		*	*	*	*	58	80
01:00	*	•	77	64	67	80	78	115	•	*	*		*	*	74	86
02:00	*	*	71	61	68	72	77	90	*	*	*	+	*	*	72	74
03:00	*	*	75	70	80	72	91	104	*	*	*		*	*	82	82
04:00	*	*	89	90	81	73	81	137	*	*	*	*	*	*	84	100
05:00	•	* [	65	67	64	85	102	142	*	*	*	*	*	*	77	98
06:00	*	*[	61	59	47	60	75	135	*	*	*	*	*	*	61	85
07:00	*	*	48	39	36	41	46	96	*	*	•	*	*	*	43	59
08:00	*	+ [	32	26	27	25	32	65	*	*	*	*	*	*	30	39
09:00	*	*	23	23	17	26	43	51	*	*	*	•	*	*	28	33
10:00	*	*	16	14	12	18	17	33	*	*	*	*	*	*	15	22
11:00	*		10	13	4	13	15	21	*	*		*	*	*	10	16
Lane	0	0	1035	1038	978	1071	1124	1638	0	0	0	0	0	0	1045	1249
Day	0		2073		2049		2762	2	0		0		0		2294	
AM Peak			08:00	10:00	08:00	11:00	08:00	09:00							08:00	11:00
Vol.			69	82	71	87	68	102							69	90
PM Peak			16:00	16:00	16:00	17:00	17:00	17:00							16:00	16:00
Vol.			89	90	81	85	102	142							84	100
0 1																
Comb.	0		2073	}	2049	9	2762	)	0		0		0		2294	ı
Total	-				_•		_, _,	-	ŭ		ŭ		3			•
ADT	Λ (	T 2 205	_ A A D	T 2 20E												
ADI	AL	DT 2,295	AAD	T 2,295												

County Road 169 - Summer 2008 Hwy 12 to Cty Rd 45

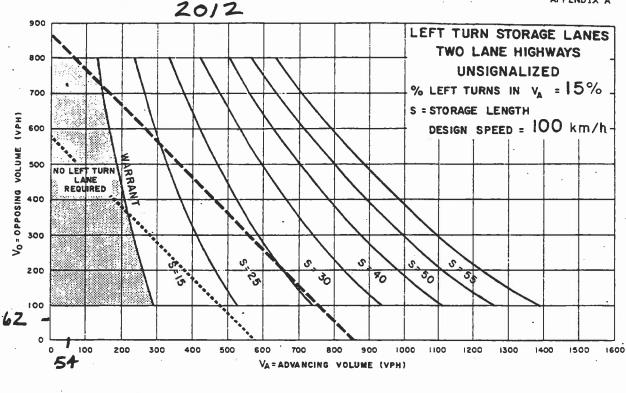
County of Simcoe
Roads and Engineering Department
Midhurst, Ontario LOL 1XO
(705) 726-9300

Site Code: 169 01

Date Start: 22-Jul-08 Date End: 24-Jul-08

Start	21-Ju		Tue		Wee		Thu		Fri		Sat		Sun		Week Av	erage
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	ŇB
12:00												1				
AM	*	*	2	5	8	15	5	9	*	*	*	*	*		5	10
01:00	*	*	2	6	5	7	3	9	*	*	*	*	*	*	3	7
02:00	*	*	4	4	6	3	6	4	*	*	*		*	* ]	5	4
03:00	*	*	2	5	2	3	2	3	*	*	*	*	*	*	2	4
04:00	*	*	10	9	15	7	15	9	*	*	*	* [	*	*	13	8
05:00	*	*	32	18	26	20	19	18		*	*	*	*	*	26	19
06:00	*	*	35	31	34	38	22	30	*	*	*	*	*	*	30	33
07:00	*	*	45	65	42	53	64	81	*	•	*	*	*	*	50	66
08:00	*	*	75	68	70	104	74	91	*	*	*	*	*	+ 1	73	88
09:00	*	*	58	94	68	94	71	102	*	*	*	*	*	*	66	97
10:00	*	*	81	130	93	119	93	145	*	*	*	*	*	*	89	131
11:00	*	*	84	114	74	134	91	153	*	•	*	*	*	*	83	134
12:00		i				THE STATE	-					ľ		ľ		
PM	*	*	99	101	86	137	97	113	*	*	*	*	*	*	94	117
01:00	*	*	95	91	95	106	99	128	*	*	•	*	*	*	96	108
02:00	*	*	110	84	92	103	130	120	*	*	*	*	*	*	111	102
03:00	*	*	94	105	111	92	118	132		*	*	*	*	*	108	110
04:00	*	*	116	96	145	98	117	107	*	*	*	*	*	*	126	100
05:00	*	*	114	101	95	125	90	144		*	•	*	*	*	100	123
06:00	*		77	75	75	76	75	117	*	*			*	*	76	89
07:00		*	60	61	72	70	79	84	*	*	*	*	*	*	70	72
08:00	*	+	42	41	47	43	75	78	*	*	*		*	*	55	54
09:00	*	•	36	37	37	29	43	55	*		*		*	* i	39	40
10:00	*	*	23	29	25	30	28	52	*	*	*	*	*	*	25	37
11:00	*	*	12	14	14	13	16	21		*	*		*	*	14	16
Lane	0	0	1308	1384	1337	1519	1432	1805	0	0	0	0	0	0	1359	1569
Day	0		2692		285		3237		Ō	•	ō	•	ō		2928	
AM Peak			11:00	10:00	10:00	11:00	10:00	11:00							10:00	11:00
Vol.			84	130	93	134	93	153							89	134
PM Peak			16:00	15:00	16:00	12:00	14:00	17:00							16:00	17:00
Vol.			116	105	145	137	130	144							126	123
						, , ,				-	· · ·		•	,	, 20	720
Comb.	^		2000		005	^	2027				•		_		0000	
Total	0		2692	<u>'</u>	285	D	3237		0		0		0		2928	3
ADT	Α	DT 2,928	AAD	T 2,928												

APPENDIX "C"
Left Turn Lane Warrant



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

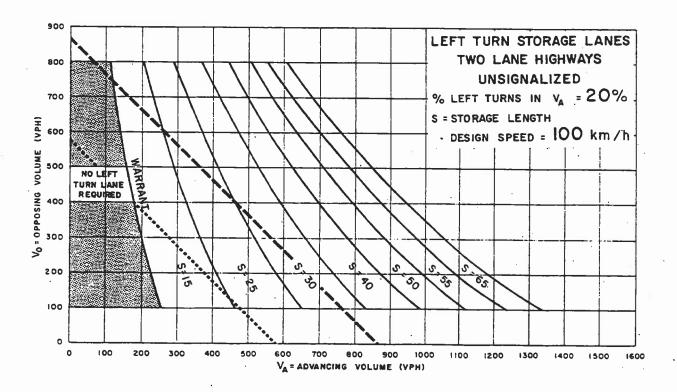
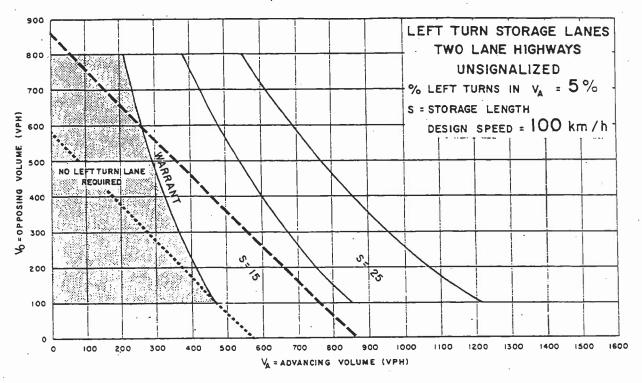


Figure EA-23



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN

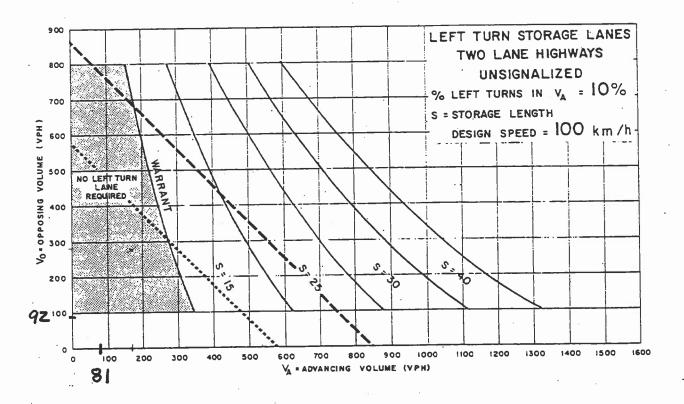


Figure EA-22

APPENDIX "D"

CV - Scott W. Brumwell, P. Eng.



# Scott W. Brumwell, B.Sc. (Eng.), P. Eng. Vice President, Principal

### **EDUCATION**

Bachelor of Science in Engineering

University of Guelph, 1983 Majored in Water Resources Engineering

## PROFESSIONAL BACKGROUND

Skelton, Brumwell & Associates Inc.

1987 to present

Vice President and Principal Engineer responsible for coordination of various municipal engineering projects undertaken by the firm. Specializing in development servicing design (roads, sewers, watermains), master servicing planning, stormwater management, transportation impact analysis and Phase I Environmental Site Assessments.

## R. E. Clipsham Limited

1983 to 1987

Project Engineer responsible for the preparation of designs, reports, cost estimates and tender documents for various municipal engineering projects undertaken by the firm.

## **MEMBERSHIP & ASSOCIATIONS**

Professional Engineers of Ontario (designated as a Consulting Engineer)

Qualified Designer for Sewage Systems and Plumbing (All Buildings) under Section 2.17 of the Ontario Building Code (BCIN 24241)

Institute of Transportation Engineers

Canadian Water Resources Association

Kempenfelt Rotary Club

Chairman of the Simcoe County Chapter Executive of the Professional Engineers of Ontario (1990-1991)



# Scott W. Brumwell, B.Sc. (Eng.), P. Eng. Vice President, Principal

## **WORK RELATED COURSES**

Consulting Engineers of Ontario and Ontario Ministry of Natural Resources Urban Drainage Design, 1988

Ministry of the Environment Implementation of pollution control measures for urban stormwater runoff, 1989

Ministry of Transportation New MTO Drainage Management Policy and Practice, 1989

The Canadian Institute Subdividing Land, 1990

The Canadian Institute
Effluent Management for the 1990's, 1990

Technical University of Nova Scotia Stormwater Management, 1991 Executive Enterprises Inc. Effective Strategies for Environmental Site Assessments and Cleanup, 1993.

Ministry of the Environment Stormwater Management Practices and Planning, 1994

University of Toronto Preparation and Review of Traffic Impact Studies, 1994

University of Toronto Environmental Legislation and Auditing, 1996

Ministry of the Environment Stormwater / CSO Technology Transfer Conference, 1998

Ontario Traffic Conference Rural Roadway Safety Initiatives, 2005