



# Empire Erin Eighth Line Residential Subdivision Development

Traffic Impact Study



May 18, 2022



Prepared for:  
EC (Erin) GP Inc.



## EXECUTIVE SUMMARY

R.V. Anderson Associates Limited (RVA) was retained by EC (Erin) GP Inc. to complete a Traffic Impact Study (TIS) for the proposed residential subdivision development located at the existing Erin Heights Golf Course lands in the Town of Erin. The development is planned to include 197 single family detached units and 91 townhouse units, with vehicular access to the development via two new local road intersections along 8<sup>th</sup> Line Road.

The proposed development is projected to generate approximately 180 total two-way trips during the weekday a.m. peak hour (49 inbound and 131 outbound), and 239 total two-way trips during the weekday p.m. peak hour (147 inbound and 92 outbound).

As per the results of the intersection capacity analysis, the site generated traffic is not expected to result in any capacity, delay, or queuing concerns at the study area intersections upon build-out of the development, and the intersections are expected to continue operating acceptably up to the final 2029 horizon year.

The existing roadway system has sufficient capacity to accommodate the anticipated traffic generation from the subject development, and new traffic signals are not warranted at the unsignalized study area intersections up to the final 2029 horizon year. There are no geometric improvements recommended at the study area intersections as a result of the site generated traffic.

Auxiliary left-turn lanes were warranted at the intersection of Trafalgar Road at Sideroad 17 and Wellington Road 124 at 8th Line for the final 2029 horizon year based on the MTO's warrant methodology, however this is due to area corridor traffic volume growth (not associated with traffic generated by the subject site), and the capacity analysis results demonstrate that the intersections are expected to continue operating acceptably in 2029 under their current lane configurations. The Town/County may consider monitoring operations at these two intersections to determine if auxiliary left-turn lanes are needed to maintain an acceptable level of service in the future; however, left-turn lanes are not recommended through this study.

### R.V. ANDERSON ASSOCIATES LIMITED



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## 1.0 INTRODUCTION

### 1.1 Study Objective

R.V. Anderson Associates Limited (RVA) was retained by EC (Erin) GP Inc. to complete a Traffic Impact Study (TIS) for the proposed residential subdivision development, located at the existing Erin Heights Golf Course lands in the Town of Erin.

The study will include the estimation of traffic generation from the proposed development, the completion of intersection capacity analyses for the study area intersections under existing and future conditions, and the identification of the anticipated operational impacts of the site generated traffic on the study area intersections and recommendations for mitigation measures where required.

### 1.2 Development Location

The proposed development will be located at the existing Erin Heights Golf Course on the east side of 8<sup>th</sup> Line Road between Sideroad 17 and Dundas Street West. Vehicular access to the property will be provided by two new local road intersections along 8<sup>th</sup> Line Road (referred to as Street “A” and Street “B”).

The development is located west of “downtown” Erin. Immediately south of the development is an existing subdivision with frontage on both 8<sup>th</sup> Line and Dundas Street West, with access from both fronting roads via Erin Heights Drive. West of the development is currently a mix of rural residential properties and farmland. The lands fronting the west side of 8<sup>th</sup> Line, south of Sideroad 17, are proposed to be redeveloped into a residential subdivision as discussed in Section 3.2. Lands immediately to the east and north of the subject site are primarily forested areas. The location of the proposed development and its relation to the Town of Erin is shown in **Figure 1-1**.

### 1.3 Study Area

Traffic analysis was completed for the following study intersections:

- 8<sup>th</sup> Line Access Road (N)
- 8<sup>th</sup> Line Access Road (S)
- 8<sup>th</sup> Line & Sideroad 17
- 8<sup>th</sup> Line & Erin Heights
- 8<sup>th</sup> Line & Dundas Street W
- 8<sup>th</sup> Line & Wellington County Road (WR) 124
- Dundas St W & Main Street (WR 124)
- Shamrock Road (WR 23) and Main Street (WR 124)
- Sideroad 17 & Trafalgar Road (WR 24)



Figure 1-1 – Development Location

## 2.0 EXISTING CONDITIONS

### 2.1 Existing Road Network

**8<sup>th</sup> Line** is a two-lane north-south collector roadway under the jurisdiction of the Town of Erin and has an assumed speed limit of 50km/h. The horizontal alignment of 8<sup>th</sup> Line is generally straight and flat North of the intersection with Dundas Street West, except for a bend at the transition point between 8<sup>th</sup> Line and Dundas Street West. South of Dundas Street West, 8<sup>th</sup> Line transitions into a gravel road with notable curves in its horizontal and vertical alignment for an approximate 200 metres length. Near Delambro Drive the road transitions back into a paved surface until its intersection with Wellington Road 124.

**Dundas Street West** is a two-lane east-west collector roadway under the jurisdiction of the Town of Erin, with a posted speed limit of 40km/h. Within the study area, Dundas Street W has a generally straight horizontal alignment. The roadway is generally flat except for the segment near 8<sup>th</sup> Line where there is a notable grade.

**Sideroad 17** is a two-lane east-west collector roadway under the jurisdiction of the Town of Erin, with a posted speed limit of 60km/h within the study area. Side road 17 connects WR 23 and Shamrock Road. Within the study area, Sideroad 17 has a generally straight horizontal alignment. Vertical crests are located at various points along Sideroad 17, including at the intersection with 8<sup>th</sup> Line.

**Erin Heights Drive** is a two-lane local roadway under the jurisdiction of the Town of Erin, with an assumed speed limit of 50km/h within the study area. It consists of two straight sections connected by a 90-degree bend and has a generally flat vertical alignment.

**Main Street (WR 124)** is a two-lane north-south arterial roadway under the jurisdiction of the County of Wellington, with a posted speed limit of 50km/h within the study area. North of the study area, Main Street consists of a large curve but otherwise has a generally straight horizontal alignment. The northern section of Main Street features a gradual sloped roadway until Erinville Drive. The remaining segment of road is generally flat. Left-turning Auxiliary lanes are located at the Dundas Street West and Shamrock Road intersections in both the northbound and southbound directions. A right-turning auxiliary lane is also located in the southbound direction at the intersection with Shamrock Road.

**Trafalgar Road (WR 24)** is a two-lane north-south arterial roadway under the jurisdiction of the County of Wellington, with an assumed speed limit of 80km/h. Within the study area, the horizontal alignment is generally straight, and the vertical alignment has a consistent slope throughout. Right-turning auxiliary lanes are located in the northbound and southbound directions at the intersection with Sideroad 17.

**Wellington Road (WR 124)** is a two-lane north-south arterial roadway under the jurisdiction of the County of Wellington, with a posted speed limit of 80km/h. Within the study area, the horizontal alignment and vertical alignment is generally straight and flat respectively. Right-turning auxiliary lanes are located in the eastbound and westbound directions at the intersection with 8<sup>th</sup> Line.

**Shamrock Road (WR 23)** is a two-lane north-south of arterial roadway under the jurisdiction of the County of Wellington, with an assumed speed limit of 50km/h. Shamrock Road is situated at the end of Wellington Road 23, where it intersects with Main Street. Shamrock road is flat and generally straight, with a curve to intersect Main Street. Left-turn lanes are in the east and westbound directions at the intersection with Main Street.

## 2.2 Active Transportation Facilities

Sidewalks are currently provided along both sides of Main Street (WR 124), and along the southern side of Dundas Street east of the bridge over the waterway. No other roadways in this study area have dedicated pedestrian facilities. The Elora Cataract (Trans Canada) Trailway North of the site is an existing east-west cyclist spine route.

In the County of Wellington's 2012 *Active Transportation Master Plan*, an Off-Road Spine Route is proposed just east of the site running NS parallel to main Street. Along Wellington Road 23 and Highway 52, paved shoulders are proposed. Finally, A proposed signed route with sharrows is proposed along Main Street within the study area.

## 2.3 Transit Services

Wellington County is completing a Ride Well™ pilot program. Ride Well™ is a County wide demand based public transit service. Currently the pilot program runs from Monday to Friday, 6:00am – 7:00pm. Additionally, Denny Bus Lines Ltd provides Thursday Bus Schedule Servicing during the AM and PM peak hours to Guelph and Orangeville.

## 2.4 Existing Traffic Data

Historical intersection turning movement count (TMC) data was collected in September 2021. All data utilized is provided in **Appendix A**. An analysis of the data determined that the overall peak hours for the study area road network generally occurred between 8:00 and 9:00 a.m. during the weekday a.m. peak period and between 4:00 and 5:00 p.m. during the weekday p.m. peak period. Given the 2021 counts were collected during COVID-19, it is expected current intersection volumes have not increased noticeably since 2021. Therefore, the collected 2021 volumes were assumed to reasonably represent current 2022 intersection volumes, with no growth rate applied. The assumed 2022 existing volumes for the weekday a.m. and p.m. peak hours are presented in **Figure 2-1**.



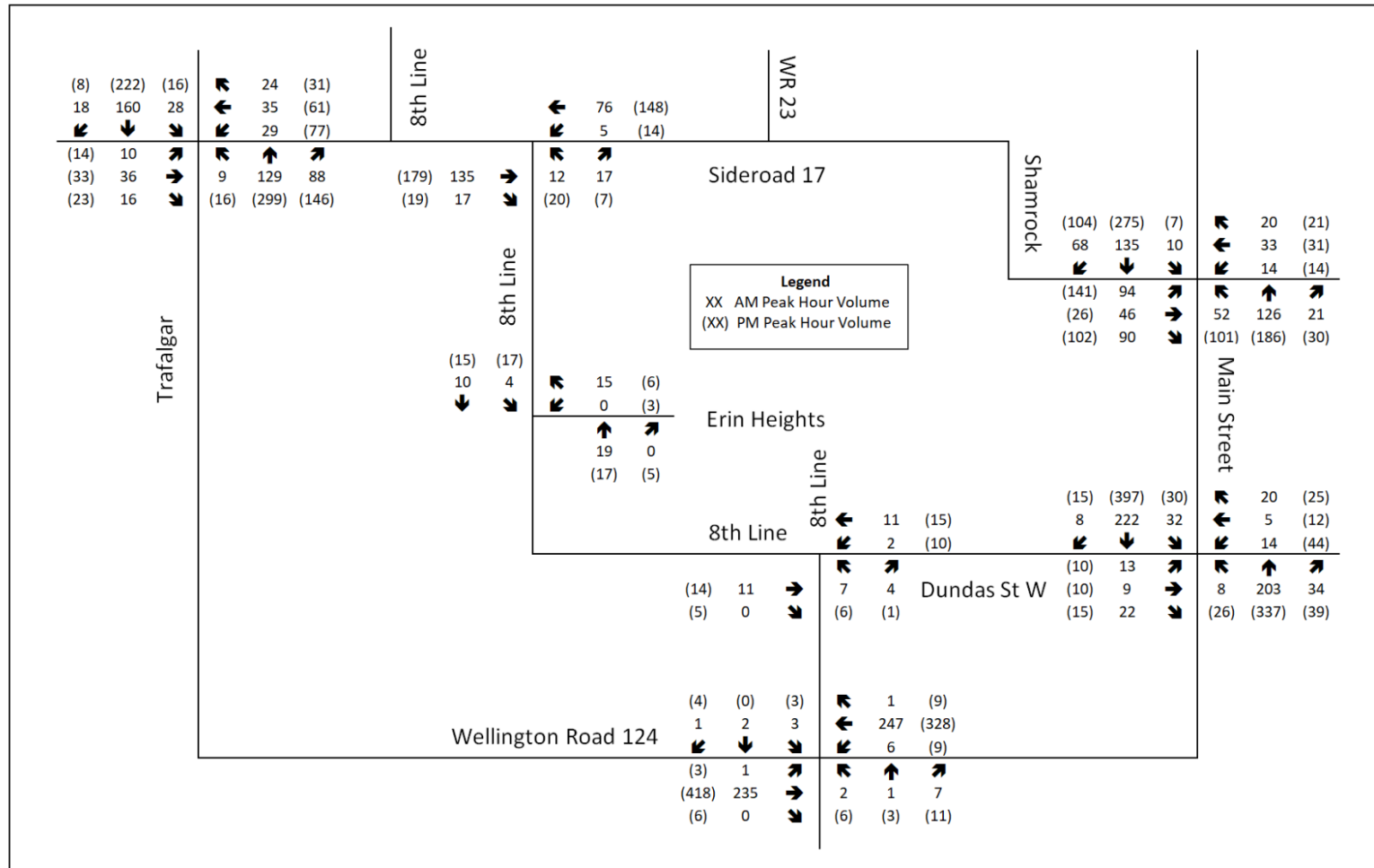


Figure 2-1 – 2022 Existing Traffic Volumes



### 3.0 FUTURE BACKGROUND TRAFIC

#### 3.1 Study Horizon Year

Based on consultation with Town and County staff, the analysis adopted future planning horizons of 2024 (assumed build-out year of development) and 2029 (five years post build-out).

#### 3.2 Future Background Developments

RVA is aware of a proposed residential subdivision development proposed for the west side of 8<sup>th</sup> line. The development is planned to consist of approximately 392 single family detached homes and 116 townhomes, with a proposed local road access on Sideroad 17 just west of 8<sup>th</sup> Line and an access on 8<sup>th</sup> Line opposite Erin Heights Drive. It is our understanding full build-out of the background development is targeted for 2024.

Automobile trip generation for the proposed background development during peak periods of the adjacent street traffic was estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> edition) methodology for Single Family Detached (LUC 210) and Single Family Attached (LUC 215), as presented in **Table 3-1**.

Table 3-1: Trip Generation

LUC	Rooms	Peak Hours	Total Site Trips	Directional Distribution		Directional Site Trips	
				In	Out	In	Out
210 (Detached Single Family)	392	AM	274	26%	74%	71	203
		PM	368	63%	37%	232	136
215 (Attached Single Family)	116	AM	56	31%	69%	17	39
		PM	66	57%	43%	38	28

Given the majority of trips generated by the site during the weekday a.m. and p.m. peak hours will primarily be commuter trips, and given the residential nature of the development, 2016 Transportation Tomorrow Survey (TTS) commuter data was reviewed to estimate the distribution of the background development's generated traffic to the surrounding road network. **Table 3-2** outlines the estimated trip distribution assumptions for the site generated trips, which is based on the analyzed TTS data provided in **Appendix B**.

Table 3-2: Trip Distribution

Direction	Distribution Percentages
Highway 52 (South)	38%
Wellington Road 124 (N/W)	20%
Wellington Road 124 (S/E)	11%
Trafalgar Road (North)	6%
Trafalgar Road (South)	19%
Highway 23 (North)	6%
<b>Total</b>	<b>100%</b>

The background development's generated traffic has been assigned to individual turning movements at the study area intersections based on the trip generation estimates and the trip distribution assumptions. The estimated peak hour site generated traffic for the planned background development is shown in **Figure 3-1**.

### 3.3 Future Background Growth

As per consultation with Town and Regional staff, RVA has applied 1% growth to all turning movements to forecast future 2024 and 2029 corridor growth volumes. The estimated 2024 and 2029 corridor growth volumes are shown in **Figure 3-2** and **Figure 3-3**, respectively.

### 3.4 Future Background Traffic Volumes

The future background intersection volumes for the horizon years were estimated using the corridor growth. The background development site traffic was applied to the forecasted corridor growth volumes for the 2029 horizon year. The resulting 2024 and 2029 future background traffic volumes are shown in **Figure 3-4** and **Figure 3-5**, respectively.

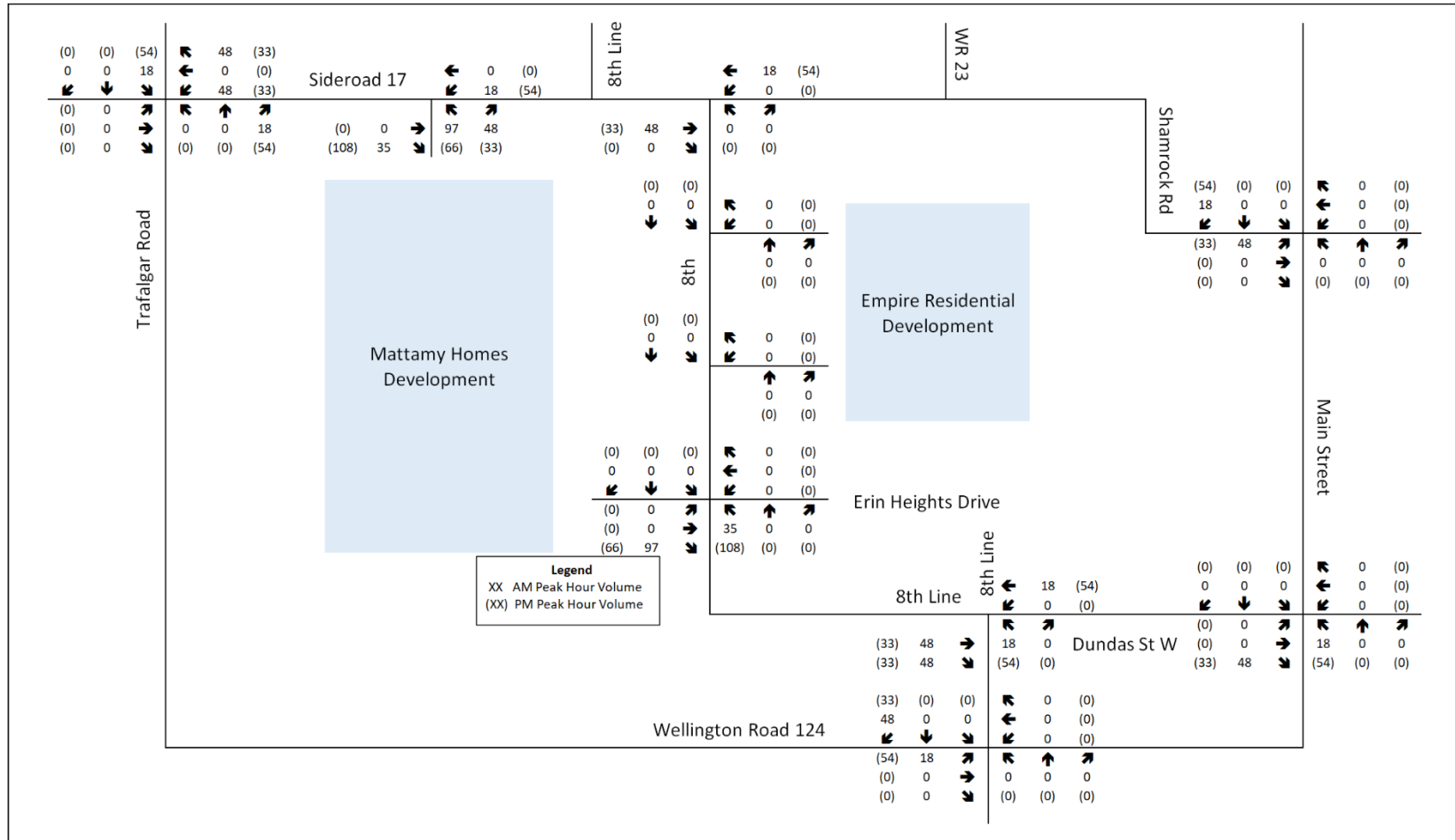


Figure 3-1 – Future Background Development Traffic Volumes

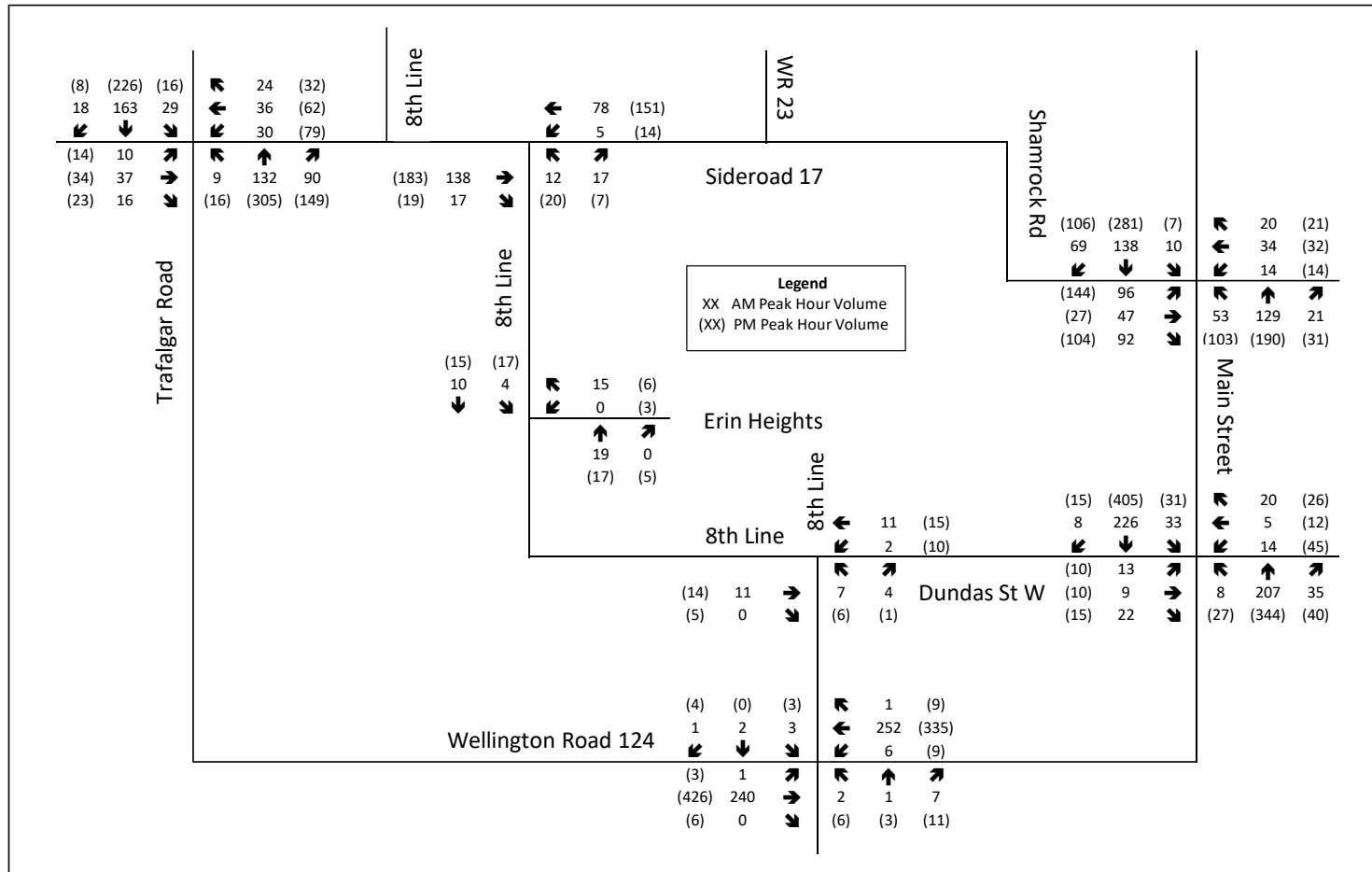


Figure 3-2 – 2024 Corridor Growth Traffic Volumes

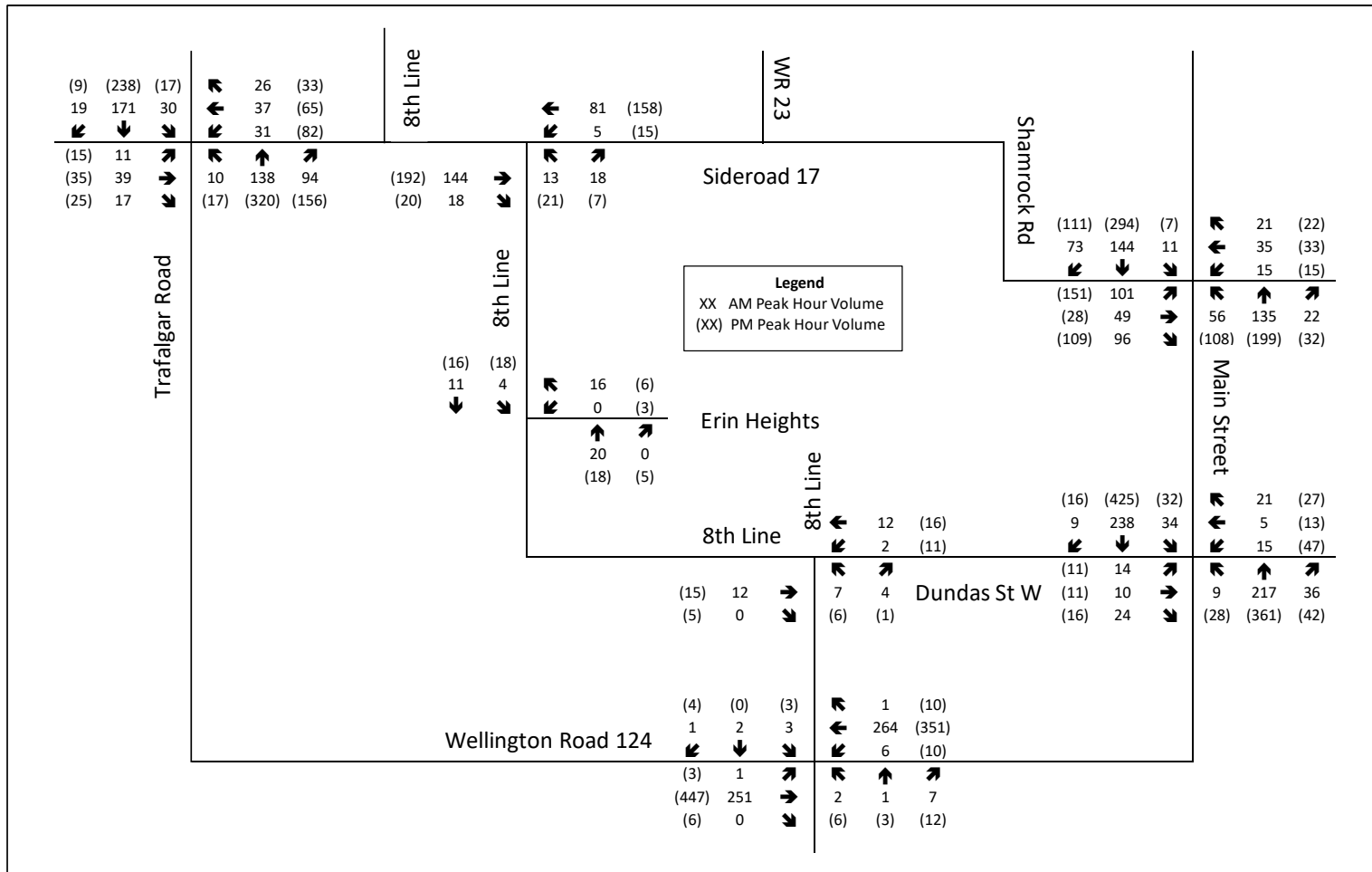


Figure 3-3 – 2029 Corridor Growth Traffic Volume



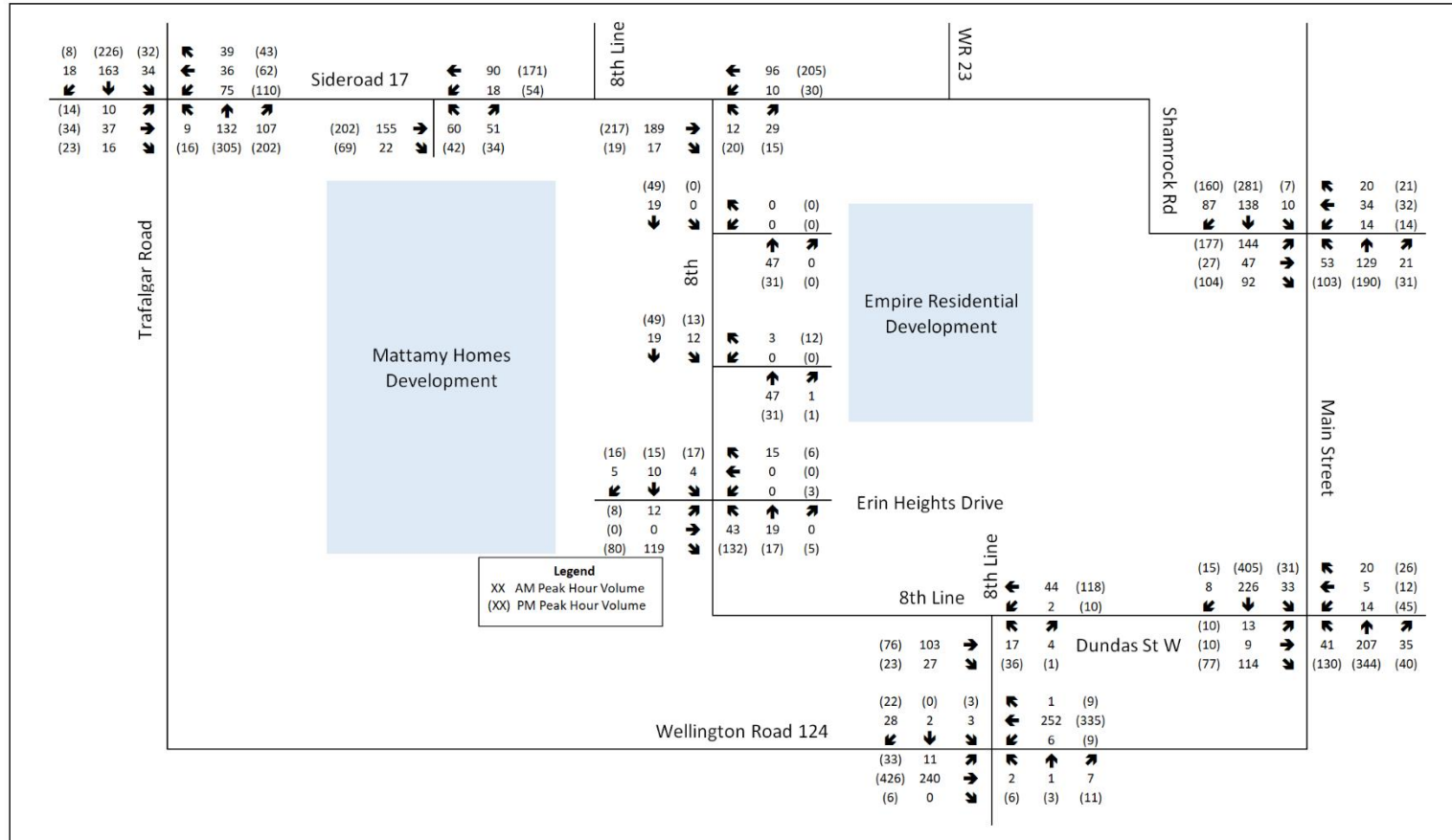


Figure 3-4 – 2024 Future Background Traffic Volumes

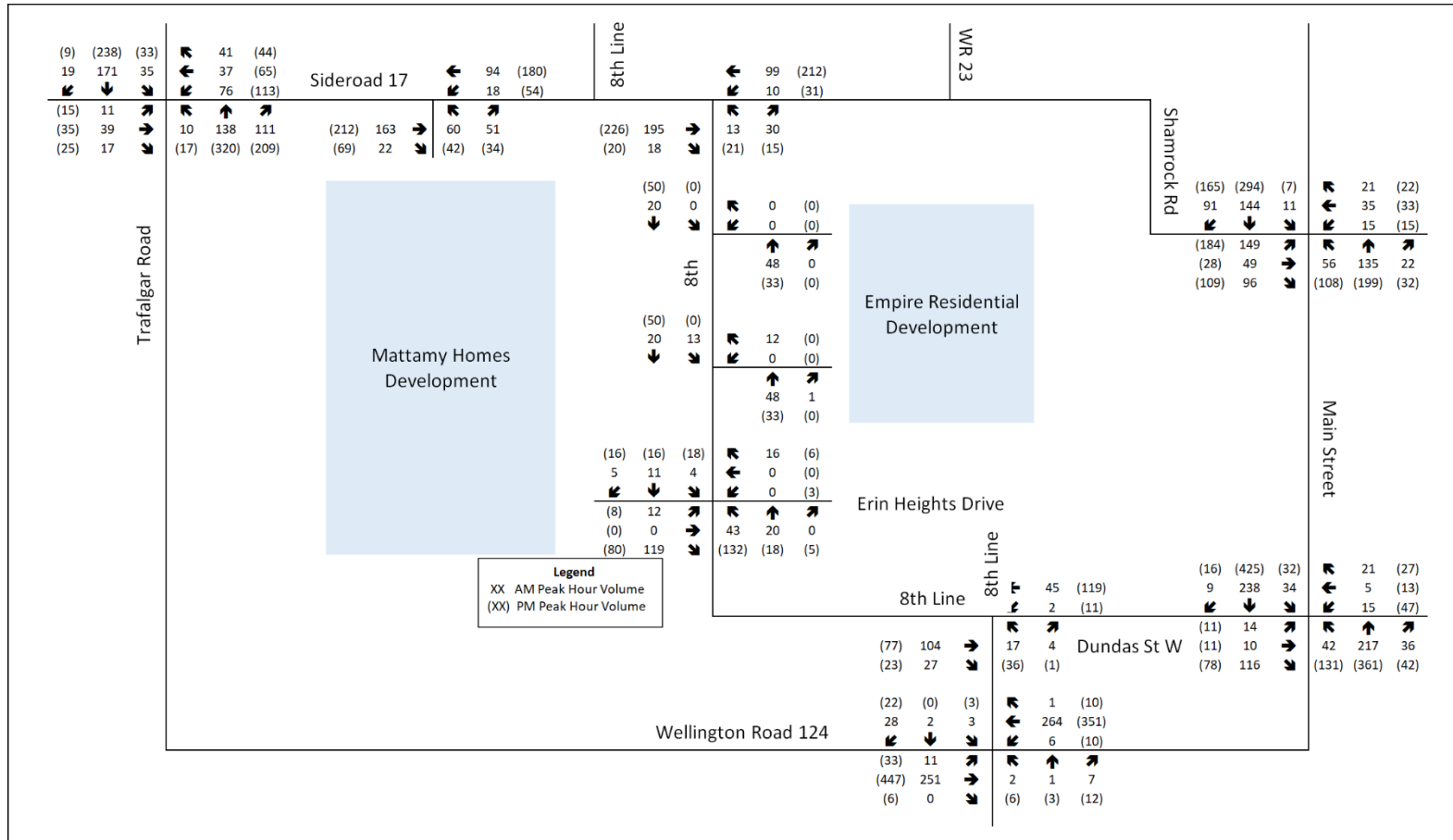


Figure 3-5 – 2029 Future Background Traffic Volumes

## 4.0 PROPOSED DEVELOPMENT

### 4.1 Draft Plan Layout

The proposed draft plan is provided in **Appendix C**. The plan shows 197 single family detached units and 91 townhouse units, with vehicular access to the development provided by two new local road intersections along 8<sup>th</sup> Line Road (referred to as Street “A” and Street “B”). The plan also includes a park at the northern extent of the site.

Sidewalks are proposed along both sides of ‘Street A” and “Street B” (20-metre-wide rights-of-way) and along one side of all other internal roads (18-metre-wide rights-of-way), with opportunities for connections to a potential future Town-initiated sidewalk along the east side of 8<sup>th</sup> Line.

Some of the internal local road intersections have intersection approaches on a skewed angle. The skewed angles are not less than 70 degrees, meaning the intersections are still considered “right-angled” intersections (70 to 110 degrees) as classified per the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads.

Furthermore, as per the TAC Geometric Design Guide the minimum spacing between four-legged intersections on a local road is normally 60 metres, and where adjacent intersections are three-legged (T-intersection) a minimum spacing of 40 metres is desirable. Given all proposed internal intersections are adjacent to three-legged intersections, and spacing of these intersections exceeds 40 metres, intersection spacing internal to the development is considered acceptable per TAC guidelines.

Based on anticipated low peak hour intersection volumes internal to the subdivision, and based on the proposed local road network layout, it is proposed that all internal intersections be two-way stop-controlled intersections except for the intersection of Street “B” and Street “C” which will be all-way stop controlled. The east-west approaches along Street “A” at its intersections with the proposed north-south internal roads will be free-flow, with the north-south approaches being stop-controlled.

The proposed local road intersections of Street “A” and Street “B” at 8<sup>th</sup> Line are proposed to be two-way stop-controlled T-intersections, with stop control for the Street “A” and Street “B” approaches and free flow on 8<sup>th</sup> Line. No auxiliary turn lanes are recommended. The intersection control and lane configurations are appropriate from an operational standpoint, as confirmed in the capacity analysis results presented in Section 6.

## 4.2 Trip Generation

Automobile trip generation for the proposed development during peak periods of the adjacent street traffic was estimated by using the ITE Trip Generation Manual (11<sup>th</sup> edition) methodology for Single Family Detached and Attached Housing (LUC 210 and LUC 215).

As presented in **Table 4-1**, the proposed residential development is projected to generate approximately 180 total two-way trips during the weekday a.m. peak hour (49 inbound and 131 outbound), and 239 total two-way trips during the weekday p.m. peak hour (147 inbound and 92 outbound).

Table 4-1: Trip Generation

LUC	Rooms	Peak Hours	Total Site Trips	Directional Distribution		Directional Site Trips	
				In	Out	In	Out
210 (Detached Single Family)	187	AM	138	26%	74%	36	102
		PM	188	63%	37%	118	70
215 (Attached Single Family)	101	AM	42	31%	69%	13	29
		PM	51	57%	43%	29	22
				Total	AM	49	131
					PM	147	92

## 4.3 Trip Distribution

Given the majority of trips generated by the site during the weekday a.m. and p.m. peak hours will primarily be commuter trips, and given the residential nature of the development, 2016 Transportation Tomorrow Survey (TTS) commuter data was reviewed to estimate the distribution of the site generated traffic to the surrounding road network. RVA has reviewed the historical travel patterns for residents of the Town of Erin, which the site is located within. **Table 4-2** outlines the estimated trip distribution assumptions for the site generated trips, which is based on the analyzed TTS data provided in **Appendix B**.

Table 4-2: Trip Distribution

Direction	Distribution Percentages
Highway 52 (South)	38%
Wellington Road 124 (N/W)	20%
Wellington Road 124 (S/E)	11%
Trafalgar Road (North)	6%
Trafalgar Road (South)	19%
Highway 23 (North)	6%
<b>Total</b>	<b>100%</b>

#### 4.4 Trip Assignment

The site generated traffic has been assigned to individual turning movements at the study area intersections based on the trip generation estimates and the trip distribution assumptions. The estimated peak hour site generated traffic for the proposed residential development is shown in **Figure 4-1**.



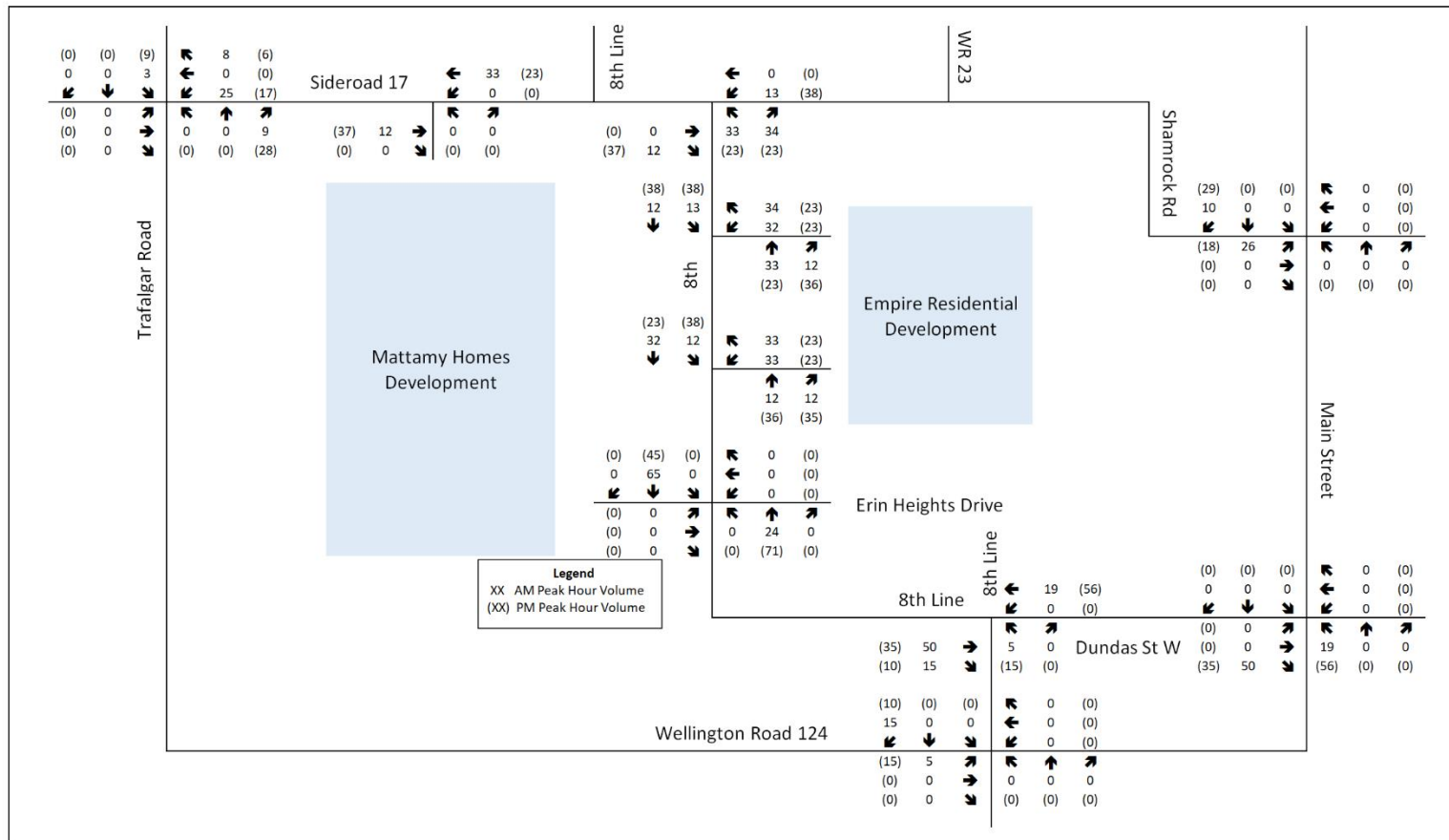


Figure 4-1 – Trip Assignment Traffic Volumes

## 5.0 FUTURE TOTAL TRAFFIC

### 5.1 Future Total Traffic Volumes

The future total intersection volumes for the 2024 and 2029 horizon years were developed by combining the estimated site generated traffic from the residential development with the future background traffic at each horizon year and subtracting the traffic generation from the existing golf course to be demolished (which was captured in the traffic counts as shown in **Figure 5-1**). The resulting 2024 and 2029 future total intersection volumes, for weekday a.m. and p.m. peak hours, are presented in **Figure 5-2**, and **Figure 5-3**, respectively.

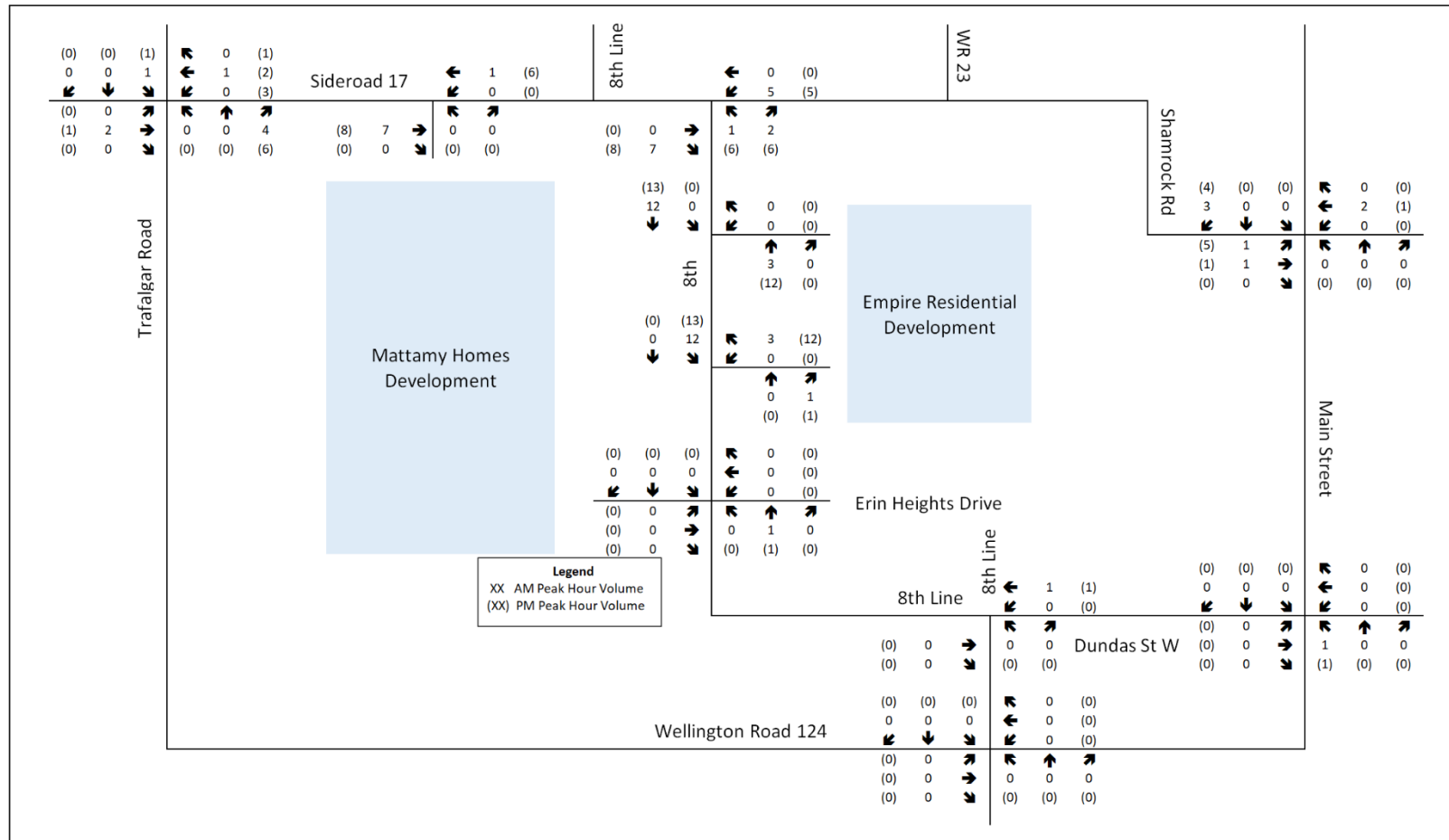


Figure 5-1 – Existing Golf Course Traffic Volumes

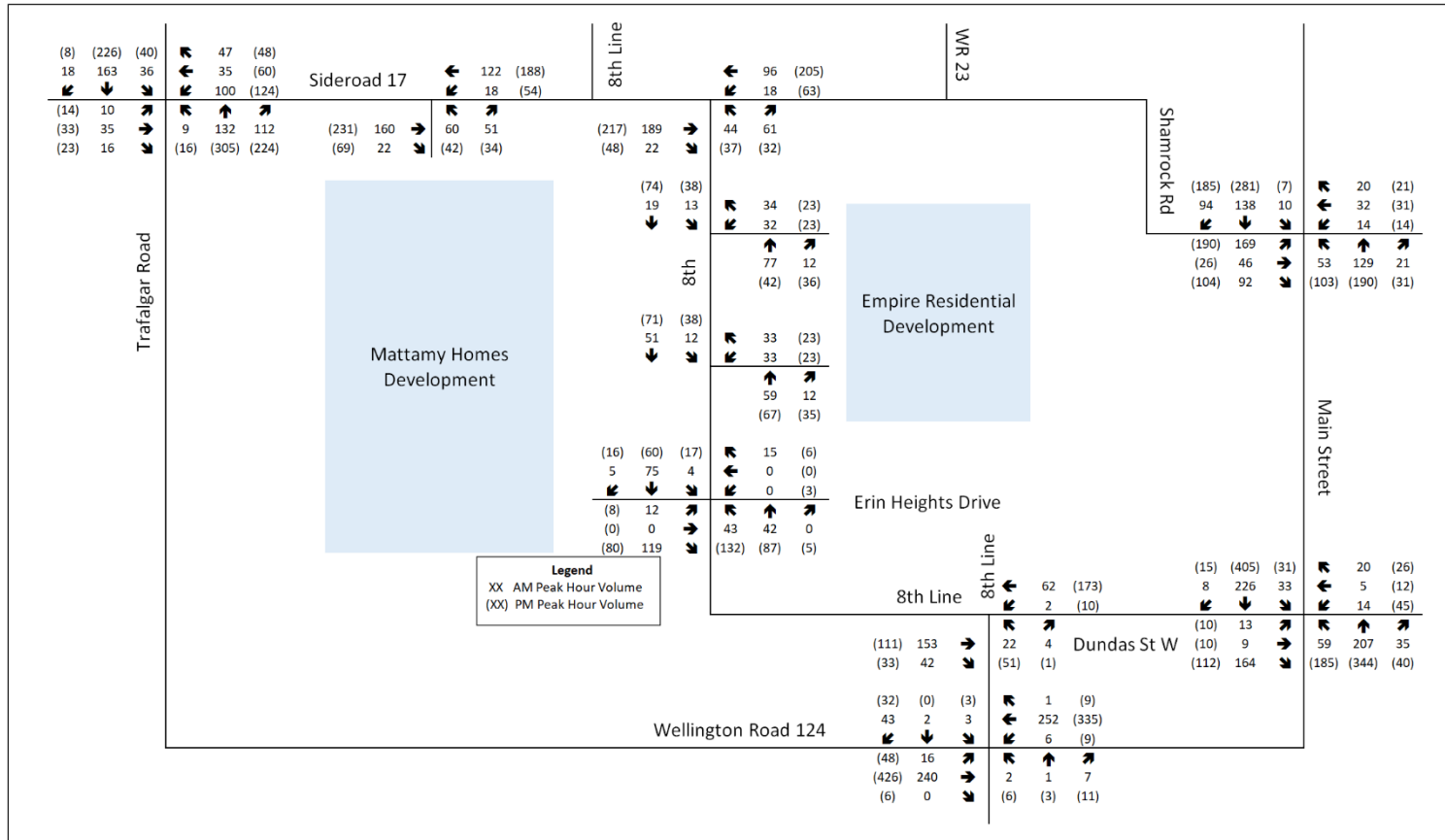


Figure 5-2 – 2024 Future Total Traffic Volumes

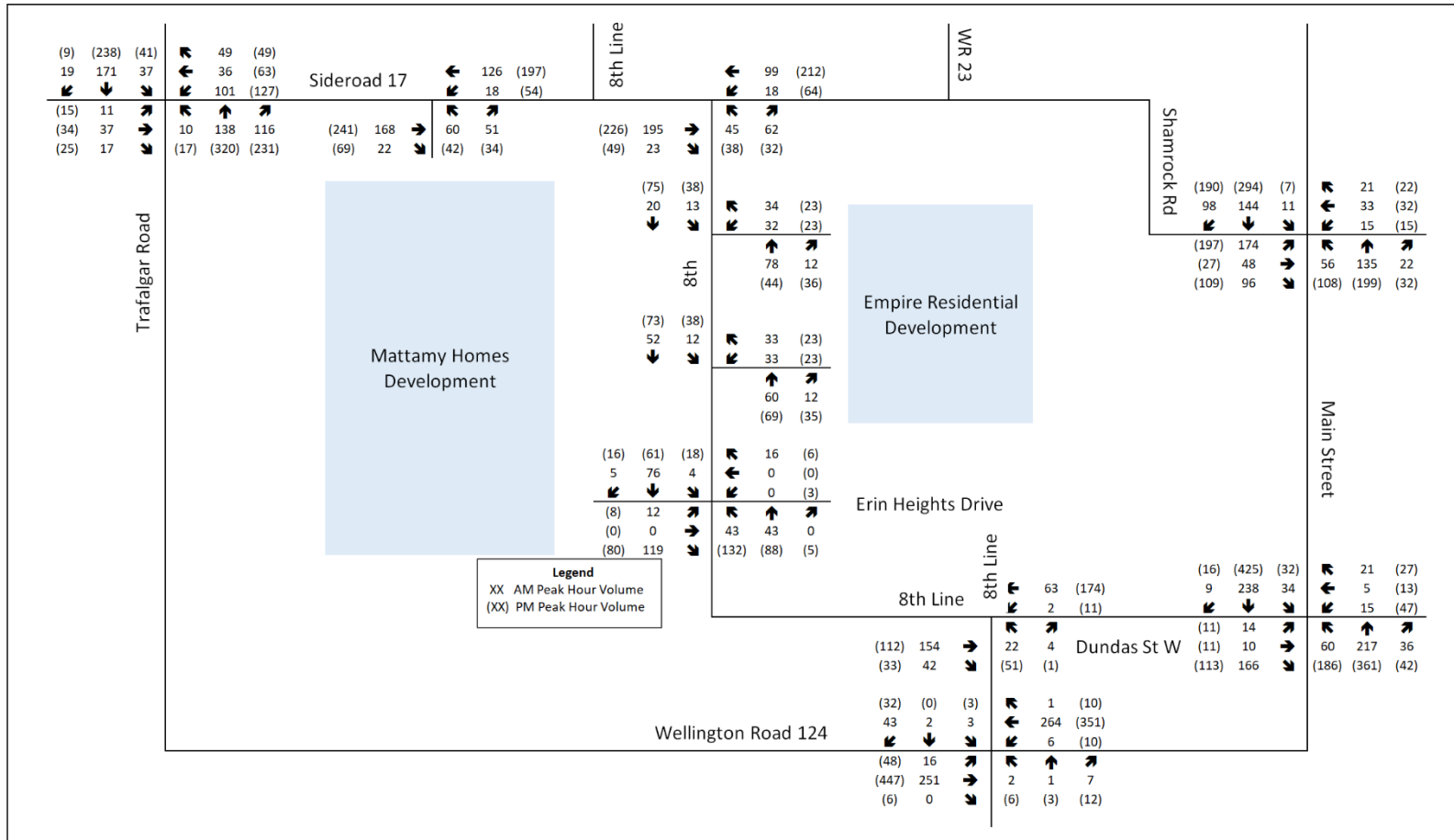


Figure 5-3 – 2029 Future Total Traffic Volumes



## 6.0 CAPACITY ANALYSIS

### 6.1 Capacity Analysis Methodology

The industry standard Synchro macroscopic traffic analysis software was utilized to analyse the intersections. Key performance measures such as Level of Service (LOS), volume-to-capacity ratio (v/c ratio), and 95<sup>th</sup> percentile queuing was reported, and are defined below:

- **Average vehicle control delay** is used to characterize LOS for the entire intersection, an approach, or movement. Delay quantifies the variations in travel time and is also a surrogate measure of driver discomfort and fuel consumption.
- **V/c ratio** quantifies the degree to which the capacity of each signal phase is utilized by a defined lane group.
- **95<sup>th</sup> percentile queue** is the queue length which is expected to be exceeded only 5% of the time; it is common practice to identify preferred storage length requirements for auxiliary turn lanes at signalized intersections based on estimated peak hour 95<sup>th</sup> percentile queuing.

**Table 6-1** identifies the control delay thresholds (seconds of delay per vehicle) for each LOS based on Highway Capacity Manual (HCM) methodology.

*Table 6-1: Characteristics of Level of Service at Intersections*

LEVEL OF SERVICE (LOS)	CONTROL DELAY (seconds / vehicle)	
	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Existing signal timing plans for the signalized study area intersections were provided by the Town for use in the analysis; the signal timing plans are provided in **Appendix D**.

## 6.2 Capacity Analysis Results

The following tables present the capacity analysis results for the study area intersections under all existing and future conditions scenarios. Detailed Highway Capacity Manual (HCM) output reports from the Synchro software are provided in **Appendix E**. The results of the analysis can be summarized as follows:

- All study area intersections are currently operating acceptable with no capacity, delay, or queueing concerns;
- Under all future condition scenarios, pre- and post-development, the intersections are expected to continue operating acceptably with no capacity or delay concerns;
- By the ultimate 2029 Future Total horizon year, average vehicle control delays (LOS) are notably low across the network, with almost all movements reporting delays of “B” or less (less than 20 seconds for signalized intersections, and 15 seconds for unsignalized intersections), and only a few movements reporting LOS “C” and a single movement reporting LOS “E”.
- By the ultimate 2029 Future Total horizon year, there is substantial reserve capacity across the network, with almost all movements reporting v/c ratios less than 0.50, and only three movements reporting v/c ratios between 0.50 and 0.80.
- The 95<sup>th</sup> percentile queue lengths during both peak hours in the eastbound left-turn lane at the intersection of Shamrock Road at Main Street is currently exceeding the provided storage length, and will continue operating as such under the future horizon years, as expected.
- Both proposed local road intersections on 8<sup>th</sup> Line (Street “A” at 8<sup>th</sup> Line and Street “B” at 8<sup>th</sup> Line) are expected to operate acceptably as two-way stop-controlled T-intersections (stop control for the Street “A” and Street “B” approaches and free flow on 8<sup>th</sup> Line) with no auxiliary turn lanes required;
- The estimated traffic generated from the subject site is not expected to result in any operational concerns at the study area intersections requiring mitigation; and
- There are no geometric improvements recommended at the study area intersections as a result of the site generated traffic.

Table 6-2: Capacity Analysis Results – North Site Access at 8th Line

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2024 Future Total	WBLR	0.08	A	<1 veh	0.06	A	<1 veh
	SBLT	0.01	A	<1 veh	0.03	A	<1 veh
2029 Future Total	WBLR	0.08	A	<1 veh	0.06	A	<1 veh
	SBLT	0.01	A	<1 veh	0.03	A	<1 veh

Table 6-3: Capacity Analysis Results – South Site Access at 8th Line

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2024 Future Total	WBLR	0.08	A	<1 veh	0.06	A	<1 veh
	SBLT	0.01	A	<1 veh	0.03	A	<1 veh
2029 Future Total	WBLR	0.08	A	<1 veh	0.06	A	<1 veh
	SBLT	0.01	A	<1 veh	0.03	A	<1 veh

Table 6-4: Capacity Analysis Results – 8th Line Road at Sideroad 17

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2022 Existing	WBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLR	0.04	A	<1 veh	0.04	B	<1 veh
2024 Future Background	WBLT	0.01	A	<1 veh	0.02	A	<1 veh
	NBLR	0.06	A	<1 veh	0.06	B	<1 veh
2024 Future Total	WBLT	0.01	A	<1 veh	0.05	A	<1 veh
	NBLR	0.16	B	<1 veh	0.13	B	<1 veh
2029 Future Total	WBLT	0.01	A	<1 veh	0.05	A	<1 veh
	NBLR	0.16	B	<1 veh	0.14	B	<1 veh

Table 6-5: Capacity Analysis Results – 8th Line Road at Erin Heights Drive

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2022 Existing	WBLR	0.02	A	<1 veh	0.01	A	<1 veh
	SBLT	0.00	A	<1 veh	0.02	A	<1 veh
2024 Future Background	EBLR	0.14	A	<1 veh	0.13	A	<1 veh
	WBLR	0.02	A	<1 veh	0.02	B	<1 veh
	NBLTR	0.03	A	<1 veh	0.12	A	<1 veh
	SBLTR	0.00	A	<1 veh	0.02	A	<1 veh
2024 Future Total	EBLR	0.15	A	<1 veh	0.15	B	<1 veh
	WBLR	0.02	A	<1 veh	0.02	B	<1 veh
	NBLTR	0.03	A	<1 veh	0.12	A	<1 veh
	SBLTR	0.00	A	<1 veh	0.02	A	<1 veh
2029 Future Total	EBLR	0.15	A	<1 veh	0.15	B	<1 veh
	WBLR	0.02	A	<1 veh	0.02	B	<1 veh
	NBLTR	0.03	A	<1 veh	0.12	A	<1 veh
	SBLTR	0.00	A	<1 veh	0.02	A	<1 veh

Table 6-6: Capacity Analysis Results – 8th Line Road at Dundas Street West

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2022 Existing	WBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLR	0.03	A	<1 veh	0.01	A	<1 veh
2024 Future Background	WBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLR	0.03	A	<1 veh	0.06	B	<1 veh
2024 Future Total	WBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLR	0.05	B	<1 veh	0.10	B	<1 veh
2029 Future Total	WBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLR	0.05	B	<1 veh	0.10	B	<1 veh

Table 6-7: Capacity Analysis Results – 8th Line Road at Wellington Road 124

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2022 Existing	WBLT	0.00	A	<1 veh	0.00	A	<1 veh
	EBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLTR	0.02	B	<1 veh	0.06	B	<1 veh
	SBLTR	0.01	B	<1 veh	0.02	B	<1 veh
2024 Future Background	WBLT	0.01	A	<1 veh	0.03	A	<1 veh
	EBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLTR	0.02	B	<1 veh	0.07	C	<1 veh
	SBLTR	0.05	B	<1 veh	0.05	B	<1 veh
2024 Future Total	WBLT	0.01	A	<1 veh	0.05	A	<1 veh
	EBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLTR	0.02	B	<1 veh	0.07	C	<1 veh
	SBLTR	0.07	B	<1 veh	0.07	B	<1 veh
2029 Future Total	WBLT	0.01	A	<1 veh	0.05	A	<1 veh
	EBLT	0.00	A	<1 veh	0.01	A	<1 veh
	NBLTR	0.02	B	<1 veh	0.08	C	<1 veh
	SBLTR	0.07	B	<1 veh	0.07	B	<1 veh

Table 6-8: Capacity Analysis Results – Sideroad 17 at Trafalgar Road

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)
2022 Existing	WBLTR	0.12	B	<1 veh	0.19	C	<1 veh
	EBLTR	0.16	B	<1 veh	0.46	C	18m
	NBLTR	0.01	A	<1 veh	0.01	A	<1 veh
	SBLTR	0.02	A	<1 veh	0.02	A	<1 veh
2024 Future Background	WBLTR	0.13	B	<1 veh	0.22	C	<1 veh
	EBLTR	0.29	B	9m	0.63	D	32m
	NBLT	0.01	A	<1 veh	0.01	A	<1 veh
	SBLT	0.03	A	<1 veh	0.03	A	<1 veh
2024 Future Total	WBLTR	0.12	B	<1 veh	0.23	C	<1 veh
	EBLTR	0.35	C	12m	0.71	E	39m
	NBLT	0.01	A	<1 veh	0.01	A	<1 veh
	SBLT	0.03	A	<1 veh	0.04	A	<1 veh
2029 Future Total	WBLTR	0.14	B	<1 veh	0.25	C	7m
	EBLTR	0.37	C	13m	0.77	E	46m
	NBLT	0.01	A	<1 veh	0.01	A	<1 veh
	SBLT	0.03	A	<1 veh	0.04	A	<1 veh

Table 6-9: Capacity Analysis Results – Dundas Street West at Main Street

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			STORAGE LENGTH
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)	
2022 Existing	EBLTR	0.26	C	1 veh	0.13	B	<1 veh	35m
	WBLTR	0.23	C	1 veh	0.39	C	13m	
	NBL	0.01	A	<1 veh	0.04	A	<1 veh	
	NBTR	0.23	A	19	0.36	A	33m	
	SBL	0.05	A	<1 veh	0.05	A	<1 veh	
	SBTR	0.24	A	19	0.39	A	38m	
2024 Future Background	EBLTR	0.19	B	12m	0.16	B	10m	35m
	WBLTR	0.11	B	1 veh	0.41	C	13m	
	NBL	0.07	A	<1 veh	0.23	A	14m	
	NBTR	0.26	A	21	0.38	A	35m	
	SBL	0.06	A	<1 veh	0.05	A	<1 veh	
	SBTR	0.27	A	21	0.41	A	39m	
2024 Future Total	EBLTR	0.20	B	14m	0.15	B	11m	35m
	WBLTR	0.10	B	1 veh	0.29	B	13m	
	NBL	0.11	A	1 veh	0.35	A	8m	
	NBTR	0.29	A	22	0.39	A	16m	
	SBL	0.06	A	<1 veh	0.06	A	<1 veh	
	SBTR	0.30	A	22	0.43	A	40m	
2029 Future Total	EBLTR	0.20	B	14m	0.16	B	12m	35m
	WBLTR	0.10	B	1 veh	0.30	B	14m	
	NBL	0.11	A	1 veh	0.36	A	22m	
	NBTR	0.30	A	23m	0.41	A	38m	
	SBL	0.06	A	<1 veh	0.06	A	<1 veh	
	SBTR	0.31	A	24m	0.45	A	43m	

Table 6-10: Capacity Analysis Results – Shamrock Road at Main Street

SCENARIO	MOVE.	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			STORAGE LENGTH
		V/C	LOS	95TH % QUEUE (M)	V/C	LOS	95TH % QUEUE (M)	
2022 Existing	EBL	0.46	C	<b>22m</b>	0.54	C	<b>30m</b>	15m
	EBTR	0.23	C	16m	0.14	B	14m	
	WBL	0.07	C	<1 veh	0.06	B	<1 veh	10m
	WBTR	0.12	C	11m	0.10	B	10m	
	NBL	0.09	A	1 veh	0.17	A	14m	38m
	NBTR	0.16	A	15m	0.23	A	24m	
	SBL	0.02	A	<1 veh	0.01	A	<1 veh	50m
	SBT	0.16	A	16m	0.29	A	32m	
	SBR	0.05	A	<1 veh	0.07	A	<1 veh	50m
2024 Future Background	EBL	0.60	C	<b>32m</b>	0.62	C	<b>37m</b>	15m
	EBTR	0.21	C	16m	0.14	B	14m	
	WBL	0.06	B	<1 veh	0.05	B	<1 veh	10m
	WBTR	0.11	B	11m	0.10	B	10m	
	NBL	0.09	A	9m	0.18	A	15m	38m
	NBTR	0.17	A	18m	0.24	A	26m	
	SBL	0.02	A	<1 veh	0.01	A	<1 veh	50m
	SBT	0.18	A	19m	0.30	A	35m	
	SBR	0.07	A	<1 veh	0.11	A	8m	50m
2024 Future Total	EBL	0.67	C	<b>38m</b>	0.66	C	<b>40m</b>	15m
	EBTR	0.20	B	16m	0.14	B	14m	
	WBL	0.05	B	<1 veh	0.05	B	<1 veh	10m
	WBTR	0.10	B	11m	0.09	B	10m	
	NBL	0.10	A	9m	0.18	A	15m	38m
	NBTR	0.18	A	19m	0.24	A	26m	
	SBL	0.02	A	<1 veh	0.01	A	<1 veh	50m
	SBT	0.18	A	19m	0.30	A	35m	
	SBR	0.07	A	<1 veh	0.12	A	9m	50m
2029 Future Total	EBL	0.68	C	<b>34m</b>	0.67	C	<b>42m</b>	15m
	EBTR	0.21	B	17m	0.14	B	14m	
	WBL	0.06	B	<1 veh	0.05	B	<1 veh	10m
	WBTR	0.10	B	11m	0.09	B	10m	
	NBL	0.10	A	9m	0.19	A	16m	38m
	NBTR	0.19	A	19m	0.26	A	28m	
	SBL	0.02	A	<1 veh	0.01	A	<1 veh	50m
	SBT	0.19	A	19m	0.32	A	37m	
	SBR	0.07	A	<1 veh	0.13	A	8m	50m



## 7.0 LEFT-TURN LANE WARRANTS

Ontario Ministry of Transportation (MTO) left-turn lane warrants were completed for the unsignalized study area intersections, where applicable, with the results illustrated in **Appendix F**. Auxiliary left-turn lanes are warranted at the following intersections:

- Northbound and southbound left-turn lanes on Trafalgar Road at Sideroad 17, which is warranted in 2029 as a result of corridor growth (not warranted in 2024 upon build-out of the subject development), with a minimum storage length of 15 metres; and
- Eastbound left-turn lane on Wellington Road 124 at 8<sup>th</sup> Line, which is warranted in 2029 as a result of corridor growth (warranted previous to build-out of the subject development in future background scenario), with a minimum storage length of 15 metres.

Although the above mentioned left-turn lanes are warranted in 2029 as per the MTO's warrant methodology, the capacity analysis results as presented in Section 6 demonstrate that the intersections are expected to operate acceptably in 2029 under their current lane configurations.

The Town/County may consider monitoring operations at these intersections to determine if auxiliary left-turn lanes are needed to maintain an acceptable level of service in the future. However, left-turn lanes are not warranted as a result of the site generated traffic, especially given the volume of site generated traffic assigned to these left-turn movements is nominal (as shown in **Figure 4-1**), and due to the acceptable operating conditions up to the 2029 horizon year as demonstrated in the capacity analysis results.

## 8.0 SIGNAL WARRANTS

MTO Signal warrants were completed for the unsignalized study area intersections, with completed signal warrant spreadsheet provided in **Appendix G**. Traffic signals are not warranted at any of the study area intersections for the final 2029 future total horizon year due to insufficient volumes, and therefore will not be warranted for any of the preceding horizon years as well.

## 9.0 SUMMARY OF FINDINGS

The findings of the traffic impact study can be summarized as follows:

- The proposed residential development is projected to generate approximately 180 total two-way trips during the weekday a.m. peak hour (49 inbound and 131 outbound), and 239 total two-way trips during the weekday p.m. peak hour (147 inbound and 92 outbound);
- As per the results of the intersection capacity analysis, the site generated traffic is not expected to result in any capacity, delay, or queuing concerns at the study area intersections upon build-out of the development, and the intersections are expected to continue operating acceptably up to the final 2029 horizon year;
- Auxiliary left-turn lanes were warranted at two (2) study area intersections for the final 2029 horizon year based on the MTO's warrant methodology due to area corridor traffic volume growth, however the capacity analysis results demonstrate that the intersections are expected to continue operating acceptably in 2029 under their current lane configurations;
- New traffic signals are not warranted at the unsignalized study area intersections up to the final 2029 horizon year due to insufficient projected traffic volumes;
- The proposed internal road network layout of the subject development is considered acceptable per TAC geometric design guidelines; and
- The existing roadway system has sufficient capacity to accommodate the anticipated traffic generation from the subject development.

## 10.0 RECOMMENDATIONS

There are no geometric improvements recommended at the study area intersections as a result of the site generated traffic.

The Town/County may consider monitoring operations at the intersection of Trafalgar Road at Sideroad 17 and Wellington Road 124 at 8<sup>th</sup> Line to determine if auxiliary left-turn lanes are needed to maintain an acceptable level of service in the future. However, left-turn lanes are not warranted as a result of the site generated traffic, especially given the volume of site generated traffic assigned to these left-turn movements is nominal, and due to the acceptable operating conditions up to the 2029 horizon year as demonstrated in the capacity analysis results.

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## **APPENDIX A**

### **TMC Data**

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# Eighth Line @ Dundas St W

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000003  
**Intersection:** Dundas St W & Eighth Line  
**TFR File #:** 3  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

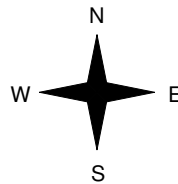
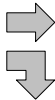
East Leg Total: 28  
 East Entering: 13  
 East Peds: 0  
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	0	18	18



Dundas St W

Heavys	Trucks	Cars	Totals
0	0	11	11
0	0	0	0
0	0	11	



Eighth Line

Cars	Trucks	Heavys	Totals
11	0	0	11
2	0	0	2
13	0	0	



Dundas St W

Cars	Trucks	Heavys	Totals
15	0	0	15



Peds Cross: ∞  
 West Peds: 0  
 West Entering: 11  
 West Leg Total: 29

Cars	2
Trucks	0
Heavys	0
Totals	2



Cars	7	4	11
Trucks	0	0	0
Heavys	0	0	0
Totals	7	4	

Peds Cross: ∞  
 South Peds: 0  
 South Entering: 11  
 South Leg Total: 13

## Comments

# Eighth Line @ Dundas St W

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 17:00:00

**To:** 18:00:00

**Municipality:** Wellington  
**Site #:** 000000003  
**Intersection:** Dundas St W & Eighth Line  
**TFR File #:** 3  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

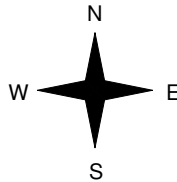
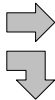
East Leg Total: 40  
 East Entering: 25  
 East Peds: 2  
 Peds Cross: 8

Heavys	Trucks	Cars	Totals
0	0	21	21



Dundas St W

Heavys	Trucks	Cars	Totals
0	0	14	14
0	0	5	5
0	0	19	



Eighth Line



Cars	15
Trucks	0
Heavys	0
<b>Totals</b>	<b>15</b>

Cars	6	1	7
Trucks	0	0	0
Heavys	0	0	0
<b>Totals</b>	<b>6</b>	<b>1</b>	

Cars	Trucks	Heavys	Totals
15	0	0	15
10	0	0	10
25	0	0	



Dundas St W

Cars	Trucks	Heavys	Totals
15	0	0	15



Peds Cross: 8  
 West Peds: 2  
 West Entering: 19  
 West Leg Total: 40

Peds Cross: 8  
 South Peds: 2  
 South Entering: 7  
 South Leg Total: 22

## Comments

# Eighth Line @ Dundas St W

## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 0000000003  
**Intersection:** Dundas St W & Eighth Line  
**TFR File #:** 3  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

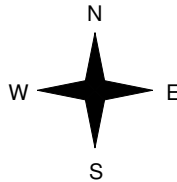
East Leg Total: 108  
 East Entering: 60  
 East Peds: 2  
 Peds Cross: 8

Heavys	Trucks	Cars	Totals
0	0	63	63



Dundas St W

Heavys	Trucks	Cars	Totals
0	0	36	36
0	0	12	12
0	0	48	



Eighth Line



Cars	27
Trucks	0
Heavys	0
<b>Totals</b>	<b>27</b>

Cars	18	11	29
Trucks	0	1	1
Heavys	0	0	0
<b>Totals</b>	<b>18</b>	<b>12</b>	

Cars	Trucks	Heavys	Totals
45	0	0	45
15	0	0	15
60	0	0	



Dundas St W



Cars	Trucks	Heavys	Totals
47	1	0	48

Peds Cross: 8  
 West Peds: 4  
 West Entering: 48  
 West Leg Total: 111

Peds Cross: 8  
 South Peds: 4  
 South Entering: 30  
 South Leg Total: 57

### Comments

# Eighth Line @ Erin Heights Dr

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000002  
**Intersection:** Eighth Line & Erin Heights Dr  
**TFR File #:** 2  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Eighth Line runs N/S

North Leg Total: 48  
 North Entering: 14  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	0	10	4	14
<b>Totals</b>	<b>0</b>	<b>10</b>	<b>4</b>	



Heavys	0
Trucks	0
Cars	34
<b>Totals</b>	<b>34</b>

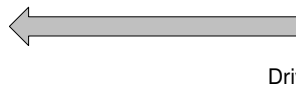
East Leg Total: 19  
 East Entering: 15  
 East Peds: 1  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
0	0	0	0

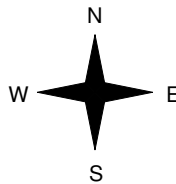


Eighth Line

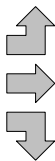
Cars	Trucks	Heavys	Totals
15	0	0	15
0	0	0	0
0	0	0	0
<b>15</b>	<b>0</b>	<b>0</b>	



Driveway



Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	0	0
0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	



Eighth Line

Erin Heights Dr



Cars	Trucks	Heavys	Totals
4	0	0	4

Peds Cross:  $\times$   
 West Peds: 1  
 West Entering: 0  
 West Leg Total: 0

Cars	10	Cars	0	19	0	19
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
<b>Totals</b>	<b>10</b>	<b>Totals</b>	<b>0</b>	<b>19</b>	<b>0</b>	



Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 19  
 South Leg Total: 29

## Comments

# Eighth Line @ Erin Heights Dr

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 17:00:00

**To:** 18:00:00

**Municipality:** Wellington  
**Site #:** 000000002  
**Intersection:** Eighth Line & Erin Heights Dr  
**TFR File #:** 2  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Eighth Line runs N/S

North Leg Total: 55

North Entering: 32

North Peds: 0

Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	0	15	17	32
Totals	0	15	17	



Heavys 0

Trucks 0

Cars 23

Totals 23

East Leg Total: 31

East Entering: 9

East Peds: 1

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
0	0	0	0

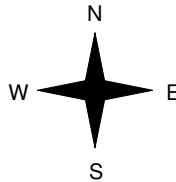


Eighth Line

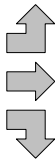
Cars	Trucks	Heavys	Totals
6	0	0	6
0	0	0	0
3	0	0	3
9	0	0	



Driveway



Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	



Eighth Line

Erin Heights Dr



Cars	Trucks	Heavys	Totals
22	0	0	22

Peds Cross:  $\times$

West Peds: 0

West Entering: 0

West Leg Total: 0

Cars	18	Cars	0	17	5	22
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	18	Totals	0	17	5	



Peds Cross:  $\times$

South Peds: 0

South Entering: 22

South Leg Total: 40

## Comments



# Eighth Line @ Erin Heights Dr

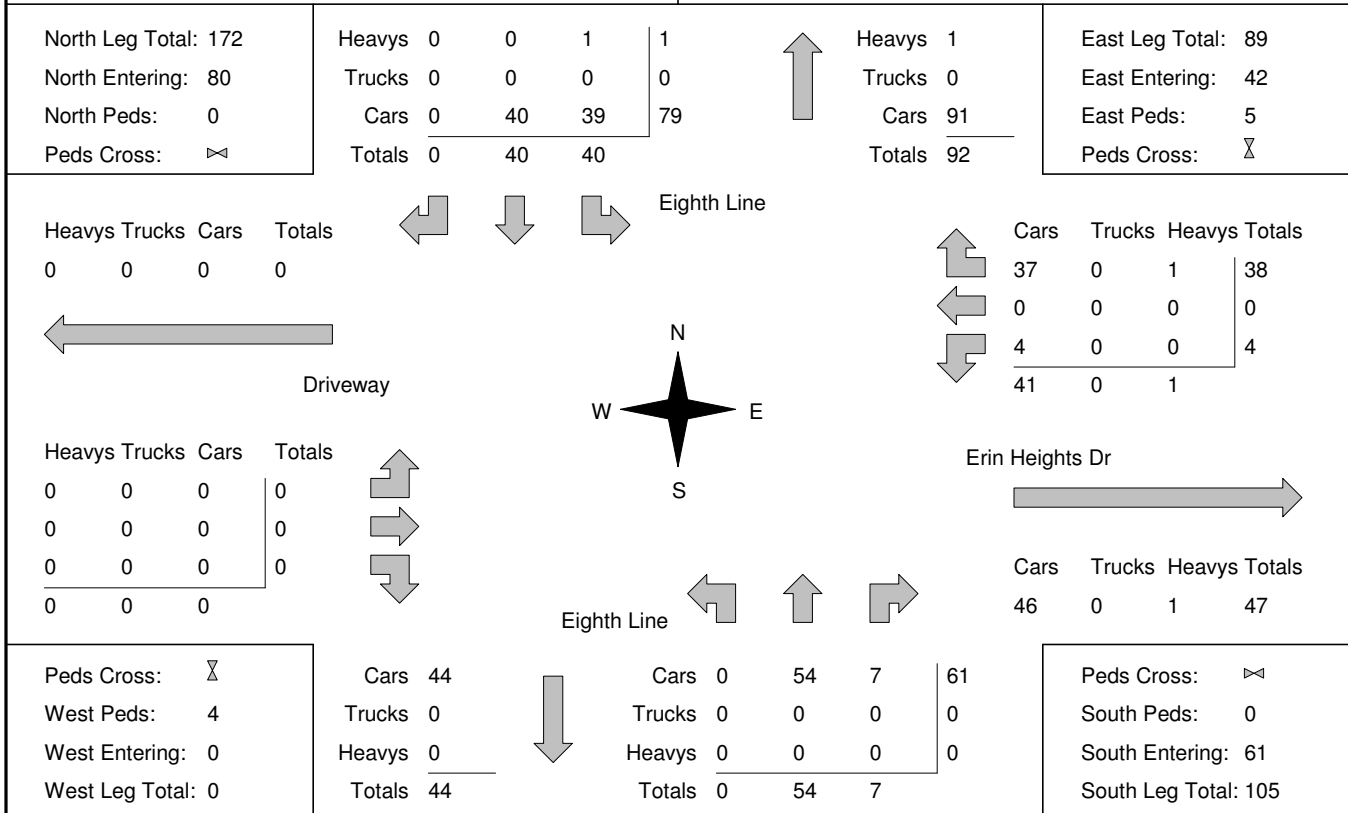
## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 000000002  
**Intersection:** Eighth Line & Erin Heights Dr  
**TFR File #:** 2  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Eighth Line runs N/S



### Comments

# Eighth Line @ Sideroad 17

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000001  
**Intersection:** Sideroad 17 & Eighth Line  
**TFR File #:** 1  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Sideroad 17 runs W/E

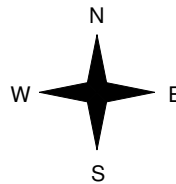
East Leg Total: 233  
 East Entering: 81  
 East Peds: 0  
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
5	1	82	88



Sideroad 17

Heavys	Trucks	Cars	Totals
4	5	126	135
0	0	17	17
4	5	143	



Eighth Line



Cars	22
Trucks	0
Heavys	0
<b>Totals</b>	<b>22</b>

Cars	12	17	29
Trucks	0	0	0
Heavys	0	0	0
<b>Totals</b>	<b>12</b>	<b>17</b>	

Cars	Trucks	Heavys	Totals
70	1	5	76
5	0	0	5
75	1	5	



Sideroad 17



Cars	Trucks	Heavys	Totals
143	5	4	152

Peds Cross: ∞  
 West Peds: 0  
 West Entering: 152  
 West Leg Total: 240

Peds Cross: ∞  
 South Peds: 0  
 South Entering: 29  
 South Leg Total: 51

## Comments

# Eighth Line @ Sideroad 17

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Wellington  
**Site #:** 000000001  
**Intersection:** Sideroad 17 & Eighth Line  
**TFR File #:** 1  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Sideroad 17 runs W/E

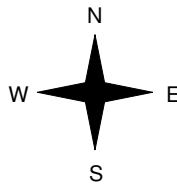
East Leg Total: 348  
 East Entering: 162  
 East Peds: 0  
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
1	4	163	168



Sideroad 17

Heavys	Trucks	Cars	Totals
5	4	170	179
0	0	19	19
5	4	189	



Eighth Line



Cars	33
Trucks	0
Heavys	0
<b>Totals</b>	<b>33</b>

Cars	20	7	27
Trucks	0	0	0
Heavys	0	0	0
<b>Totals</b>	<b>20</b>	<b>7</b>	

Cars	Trucks	Heavys	Totals
143	4	1	148
14	0	0	14
157	4	1	



Sideroad 17



Cars	Trucks	Heavys	Totals
177	4	5	186

Peds Cross: ∞  
 West Peds: 1  
 West Entering: 198  
 West Leg Total: 366

Peds Cross: ∞  
 South Peds: 1  
 South Entering: 27  
 South Leg Total: 60

## Comments

# Eighth Line @ Sideroad 17

## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 000000001  
**Intersection:** Sideroad 17 & Eighth Line  
**TFR File #:** 1  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Sideroad 17 runs W/E

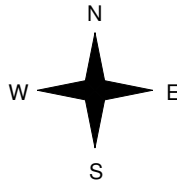
East Leg Total: 1053  
 East Entering: 425  
 East Peds: 0  
 Peds Cross: X

Heavys	Trucks	Cars	Totals
12	6	429	447



Sideroad 17

Heavys	Trucks	Cars	Totals
14	13	563	590
1	0	67	68
15	13	630	



Eighth Line

Cars	Trucks	Heavys	Totals
378	6	11	395
30	0	0	30
408	6	11	



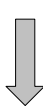
Sideroad 17

Cars	Trucks	Heavys	Totals
601	13	14	628

Peds Cross: X  
 South Peds: 2  
 South Entering: 90  
 South Leg Total: 188

Peds Cross: X  
 West Peds: 1  
 West Entering: 658  
 West Leg Total: 1105

Cars	97
Trucks	0
Heavys	1
Totals	98



Cars	51	38	89
Trucks	0	0	0
Heavys	1	0	1
Totals	52	38	

### Comments

# Eighth Line @ Wellington Rd 124

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 7:45:00

**To:** 8:45:00

**Municipality:** Wellington  
**Site #:** 000000007  
**Intersection:** Wellington Rd 124 & Eighth Line  
**TFR File #:** 7  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Wellington Rd 124 runs W/E

North Leg Total: 9  
 North Entering: 6  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	2	3	6
Totals	1	2	3	



Heavys	0
Trucks	0
Cars	3
Totals	3

East Leg Total: 499  
 East Entering: 254  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
16	3	231	250

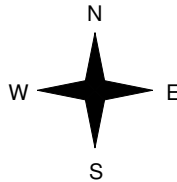


Eighth Line

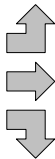
Cars	Trucks	Heavys	Totals
1	0	0	1
228	3	16	247
6	0	0	6
235	3	16	



Wellington Rd 124



Heavys	Trucks	Cars	Totals
0	0	1	1
24	3	208	235
0	0	0	0
24	3	209	



Eighth Line

Wellington Rd 124



Cars	Trucks	Heavys	Totals
218	3	24	245

Peds Cross:  $\times$   
 West Peds: 2  
 West Entering: 236  
 West Leg Total: 486

Cars	8	Cars	2	1	7	10
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	8	Totals	2	1	7	



Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 10  
 South Leg Total: 18

## Comments

# Eighth Line @ Wellington Rd 124

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:15:00

**To:** 17:15:00

**Municipality:** Wellington  
**Site #:** 000000007  
**Intersection:** Wellington Rd 124 & Eighth Line  
**TFR File #:** 7  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Wellington Rd 124 runs W/E

North Leg Total: 22  
 North Entering: 7  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	0	3	7
Totals	4	0	3	



Heavys	0
Trucks	0
Cars	15
Totals	15

East Leg Total: 778  
 East Entering: 346  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
26	3	309	338

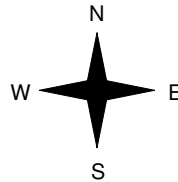


Eighth Line

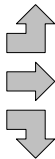
Cars	Trucks	Heavys	Totals
9	0	0	9
299	3	26	328
9	0	0	9
317	3	26	



Wellington Rd 124



Heavys	Trucks	Cars	Totals
0	0	3	3
25	6	387	418
0	0	6	6
25	6	396	



Wellington Rd 124



Cars	Trucks	Heavys	Totals
400	6	26	432

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 427  
 West Leg Total: 765

Cars	15
Trucks	0
Heavys	0
Totals	15



Cars	6	3	10	19
Trucks	0	0	0	0
Heavys	0	0	1	1
Totals	6	3	11	

Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 20  
 South Leg Total: 35

## Comments

# Eighth Line @ Wellington Rd 124

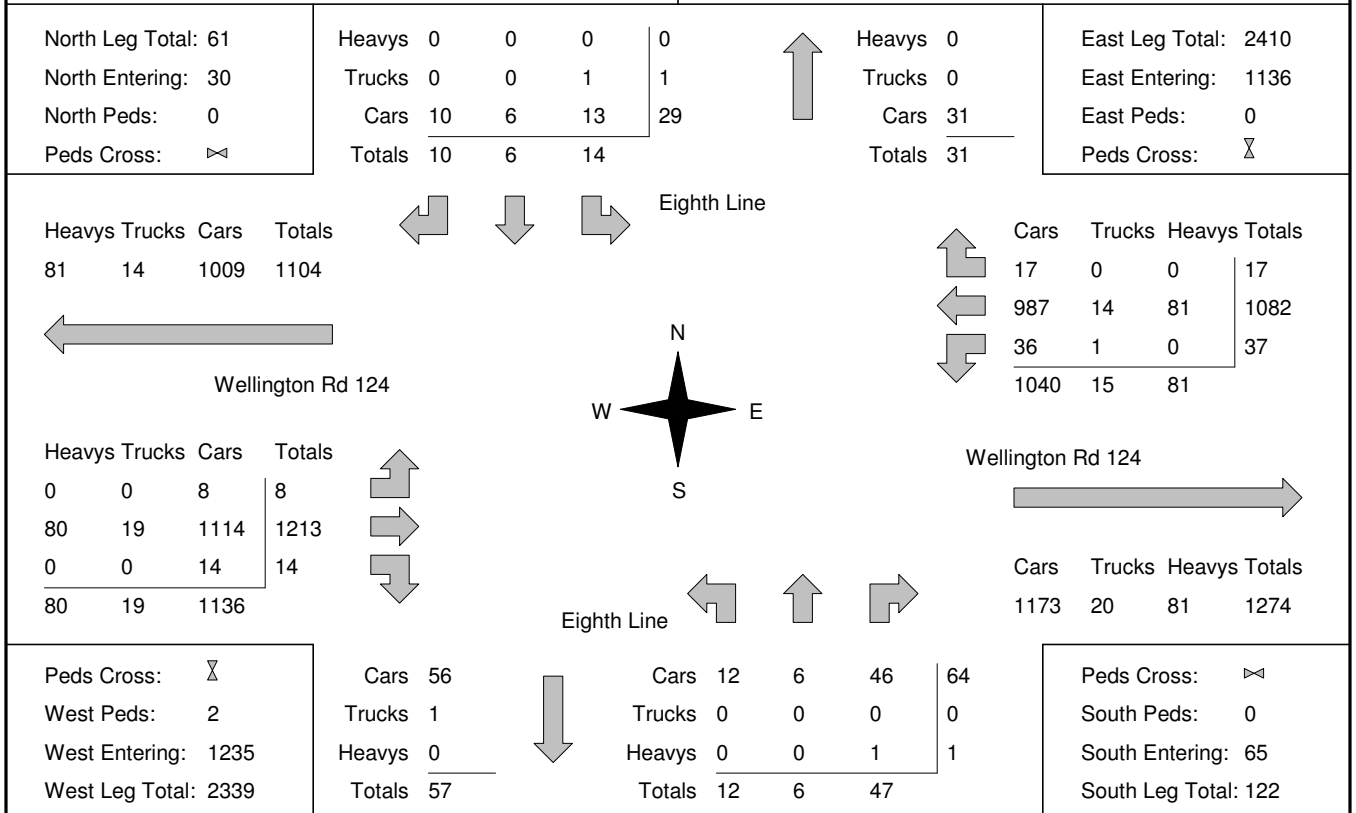
## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 000000007  
**Intersection:** Wellington Rd 124 & Eighth Line  
**TFR File #:** 7  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Wellington Rd 124 runs W/E



### Comments

# Main St @ Dundas St

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000004  
**Intersection:** Main St & Dundas St  
**TFR File #:** 4  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs N/S

North Leg Total: 498  
 North Entering: 262  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	1	23	0	24
Trucks	0	5	0	5
Cars	7	194	32	233
Totals	8	222	32	



Heavys	13
Trucks	2
Cars	221
Totals	236

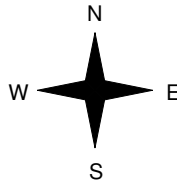
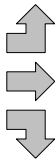
East Leg Total: 114  
 East Entering: 39  
 East Peds: 4  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
1	0	20	21



Dundas St W

Heavys	Trucks	Cars	Totals
0	0	13	13
0	0	9	9
0	0	22	22
0	0	44	



Main St



Cars	Trucks	Heavys	Totals
19	0	1	20
5	0	0	5
14	0	0	14
38	0	1	

Dundas St E



Cars	Trucks	Heavys	Totals
73	1	1	75

Peds Cross:  $\times$   
 West Peds: 1  
 West Entering: 44  
 West Leg Total: 65

Cars	230	Cars	8	189	32	229
Trucks	5	Trucks	0	2	1	3
Heavys	23	Heavys	0	12	1	13
Totals	258	Totals	8	203	34	



Peds Cross:  $\times$   
 South Peds: 3  
 South Entering: 245  
 South Leg Total: 503

## Comments



# Main St @ Dundas St

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:15:00

**To:** 17:15:00

**Municipality:** Wellington  
**Site #:** 0000000004  
**Intersection:** Main St & Dundas St  
**TFR File #:** 4  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs N/S

North Leg Total: 814  
 North Entering: 442  
 North Peds: 0  
 Peds Cross:  $\bowtie$

Heavys	0	19	0	19
Trucks	0	3	0	3
Cars	15	375	30	420
<b>Totals</b>	<b>15</b>	<b>397</b>	<b>30</b>	



Heavys	23
Trucks	5
Cars	344
<b>Totals</b>	<b>372</b>

East Leg Total: 160  
 East Entering: 81  
 East Peds: 4  
 Peds Cross:  $\bowtie$

Heavys	Trucks	Cars	Totals
0	0	53	53



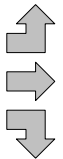
Main St

Cars	Trucks	Heavys	Totals
25	0	0	25
12	0	0	12
43	1	0	44
<b>80</b>	<b>1</b>	<b>0</b>	

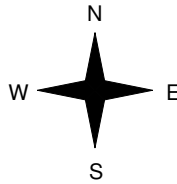


Dundas St E

Heavys	Trucks	Cars	Totals
0	0	10	10
0	0	10	10
0	0	15	15
<b>0</b>	<b>0</b>	<b>35</b>	



Dundas St W



Main St



Cars	Trucks	Heavys	Totals
79	0	0	79



Peds Cross:  $\bowtie$   
 West Peds: 7  
 West Entering: 35  
 West Leg Total: 88

Cars	433	Cars	26	309	39	374
Trucks	4	Trucks	0	5	0	5
Heavys	19	Heavys	0	23	0	23
<b>Totals</b>	<b>456</b>	<b>Totals</b>	<b>26</b>	<b>337</b>	<b>39</b>	



Peds Cross:  $\bowtie$   
 South Peds: 7  
 South Entering: 402  
 South Leg Total: 858

## Comments

# Main St @ Dundas St

## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 0000000004  
**Intersection:** Main St & Dundas St  
**TFR File #:** 4  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs N/S

North Leg Total: 2406  
 North Entering: 1262  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	1	74	1	76
Trucks	0	20	0	20
Cars	37	1027	102	1166
<b>Totals</b>	<b>38</b>	<b>1121</b>	<b>103</b>	



Heavys	69
Trucks	17
Cars	1058
<b>Totals</b>	<b>1144</b>

East Leg Total: 514  
 East Entering: 260  
 East Peds: 17  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
1	0	145	146

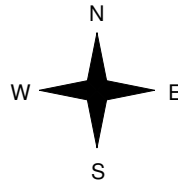


Main St

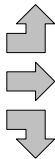
Cars	Trucks	Heavys	Totals
108	0	1	109
38	0	0	38
111	1	1	113
<b>257</b>	<b>1</b>	<b>2</b>	



Dundas St W



Heavys	Trucks	Cars	Totals
0	0	43	43
0	0	29	29
0	0	71	71
<b>0</b>	<b>0</b>	<b>143</b>	



Dundas St E



Cars	Trucks	Heavys	Totals
251	1	2	254

Peds Cross:  $\times$   
 West Peds: 24  
 West Entering: 143  
 West Leg Total: 289

Cars	1209	Cars	70	907	120	1097
Trucks	21	Trucks	0	17	1	18
Heavys	75	Heavys	0	68	1	69
<b>Totals</b>	<b>1305</b>	<b>Totals</b>	<b>70</b>	<b>992</b>	<b>122</b>	



Peds Cross:  $\times$   
 South Peds: 21  
 South Entering: 1184  
 South Leg Total: 2489

### Comments

# Main St @ Shamrock Rd

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000005  
**Intersection:** Main St & Shamrock Rd  
**TFR File #:** 5  
**Count date:** 1-Sep-2021

### Weather conditions:

Clear/Dry

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Main St runs N/S

North Leg Total: 453

North Entering: 213

North Peds: 0

Peds Cross:  $\times$

Heavys	4	23	0	27
Trucks	1	3	0	4
Cars	63	109	10	182
<b>Totals</b>	<b>68</b>	<b>135</b>	<b>10</b>	



Heavys 17

Trucks 7

Cars 216

Totals 240

East Leg Total: 144

East Entering: 67

East Peds: 0

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
6	3	144	153



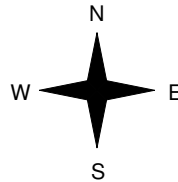
Main St

Cars	Trucks	Heavys	Totals
20	0	0	20
33	0	0	33
14	0	0	14
<b>67</b>	<b>0</b>	<b>0</b>	



Shamrock Rd

Heavys	Trucks	Cars	Totals
4	5	85	94
0	0	46	46
4	0	86	90
<b>8</b>	<b>5</b>	<b>217</b>	



Shamrock Rd



Peds Cross:  $\times$

West Peds: 0

West Entering: 230

West Leg Total: 383

Cars	209	Cars	48	111	21	180
Trucks	3	Trucks	2	2	0	4
Heavys	27	Heavys	2	13	0	15
<b>Totals</b>	<b>239</b>	<b>Totals</b>	<b>52</b>	<b>126</b>	<b>21</b>	



Main St

Peds Cross:  $\times$

South Peds: 2

South Entering: 199

South Leg Total: 438

## Comments

# Main St @ Shamrock Rd

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:00:00

**To:** 17:00:00

**Municipality:** Wellington  
**Site #:** 000000005  
**Intersection:** Main St & Shamrock Rd  
**TFR File #:** 5  
**Count date:** 1-Sep-2021

### Weather conditions:

Clear/Dry

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Main St runs N/S

North Leg Total: 734

North Entering: 386

North Peds: 0

Peds Cross:  $\times$

Heavys	3	19	0	22
Trucks	0	3	0	3
Cars	101	253	7	361
<b>Totals</b>	<b>104</b>	<b>275</b>	<b>7</b>	



Heavys 26

Trucks 6

Cars 316

Totals 348

East Leg Total: 129

East Entering: 66

East Peds: 0

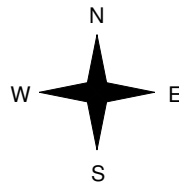
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
3	2	231	236



Shamrock Rd

Heavys	Trucks	Cars	Totals
3	2	136	141
0	0	26	26
0	0	102	102
<b>3</b>	<b>2</b>	<b>264</b>	



Main St

Cars	Trucks	Heavys	Totals
21	0	0	21
31	0	0	31
14	0	0	14
<b>66</b>	<b>0</b>	<b>0</b>	



Shamrock Rd



Cars	Trucks	Heavys	Totals
63	0	0	63

Peds Cross:  $\times$

West Peds: 0

West Entering: 269

West Leg Total: 505

Cars	369	Cars	99	159	30	288
Trucks	3	Trucks	2	4	0	6
Heavys	19	Heavys	0	23	0	23
<b>Totals</b>	<b>391</b>	<b>Totals</b>	<b>101</b>	<b>186</b>	<b>30</b>	



Peds Cross:  $\times$

South Peds: 0

South Entering: 317

South Leg Total: 708

## Comments

# Main St @ Shamrock Rd

## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 000000005  
**Intersection:** Main St & Shamrock Rd  
**TFR File #:** 5  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs N/S

North Leg Total: 2158  
 North Entering: 1049  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	12	71	0	83
Trucks	5	14	0	19
Cars	298	614	35	947
<b>Totals</b>	<b>315</b>	<b>699</b>	<b>35</b>	



Heavys	76
Trucks	24
Cars	1009
<b>Totals</b>	<b>1109</b>

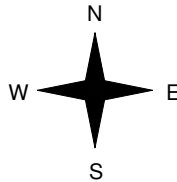
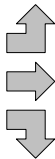
East Leg Total: 508  
 East Entering: 258  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
15	12	689	716



Shamrock Rd

Heavys	Trucks	Cars	Totals
10	14	423	447
0	0	130	130
5	3	326	334
<b>15</b>	<b>17</b>	<b>879</b>	



Main St

Cars	Trucks	Heavys	Totals
87	0	0	87
116	0	0	116
54	1	0	55
<b>257</b>	<b>1</b>	<b>0</b>	

Shamrock Rd



Cars	Trucks	Heavys	Totals
249	1	0	250

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 911  
 West Leg Total: 1627

Cars	994	Cars	275	499	84	858
Trucks	18	Trucks	7	10	1	18
Heavys	76	Heavys	3	66	0	69
<b>Totals</b>	<b>1088</b>	<b>Totals</b>	<b>285</b>	<b>575</b>	<b>85</b>	



Peds Cross:  $\times$   
 South Peds: 3  
 South Entering: 945  
 South Leg Total: 2033

### Comments

# Trafalgar Rd @ Sideroad 17

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Wellington  
**Site #:** 000000006  
**Intersection:** Trafalgar Rd & Sideroad 17  
**TFR File #:** 6  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 369  
 North Entering: 206  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	0	11	4	15
Trucks	0	5	0	5
Cars	18	144	24	186
<b>Totals</b>	<b>18</b>	<b>160</b>	<b>28</b>	



Heavys	14
Trucks	4
Cars	145
<b>Totals</b>	<b>163</b>

East Leg Total: 240  
 East Entering: 88  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
1	2	59	62

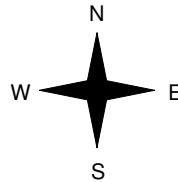


Trafalgar Rd

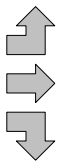
Cars	Trucks	Heavys	Totals
20	0	4	24
33	1	1	35
28	1	0	29
<b>81</b>	<b>2</b>	<b>5</b>	



Sideroad 17



Heavys	Trucks	Cars	Totals
0	0	10	10
0	0	36	36
0	0	16	16
<b>0</b>	<b>0</b>	<b>62</b>	



Sideroad 17



Trafalgar Rd



Cars	Trucks	Heavys	Totals
143	5	4	152

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 62  
 West Leg Total: 124

Cars	188
Trucks	6
Heavys	11
<b>Totals</b>	<b>205</b>



Cars	8	115	83	206
Trucks	1	4	5	10
Heavys	0	10	0	10
<b>Totals</b>	<b>9</b>	<b>129</b>	<b>88</b>	

Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 226  
 South Leg Total: 431

## Comments

# Trafalgar Rd @ Sideroad 17

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Wellington  
**Site #:** 000000006  
**Intersection:** Trafalgar Rd & Sideroad 17  
**TFR File #:** 6  
**Count date:** 1-Sep-2021

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Cam

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 590  
 North Entering: 246  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	0	11	1	12
Trucks	0	4	0	4
Cars	8	207	15	230
<b>Totals</b>	<b>8</b>	<b>222</b>	<b>16</b>	



Heavys	13
Trucks	10
Cars	321
<b>Totals</b>	<b>344</b>

East Leg Total: 364  
 East Entering: 169  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	0
Trucks	1
Cars	84
<b>Totals</b>	<b>85</b>

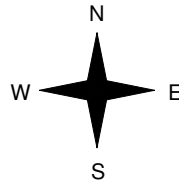


Trafalgar Rd

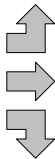
Cars	27	3	1	31
Trucks	60	1	0	61
Heavys	76	0	1	77
<b>Totals</b>	<b>163</b>	<b>4</b>	<b>2</b>	



Sideroad 17



Heavys	1
Trucks	0
Cars	13
<b>Totals</b>	<b>14</b>
Heavys	0
Trucks	0
Cars	33
<b>Totals</b>	<b>33</b>
Heavys	0
Trucks	0
Cars	23
<b>Totals</b>	<b>23</b>
Heavys	1
Trucks	0
Cars	69
<b>Totals</b>	<b>70</b>



Sideroad 17



Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 70  
 West Leg Total: 155

Cars	306	16	281	135	432
Trucks	4	0	7	6	13
Heavys	12	0	11	5	16
<b>Totals</b>	<b>322</b>	<b>16</b>	<b>299</b>	<b>146</b>	



Trafalgar Rd

Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 461  
 South Leg Total: 783

## Comments

# Trafalgar Rd @ Sideroad 17

## Total Count Diagram

**Municipality:** Wellington  
**Site #:** 000000006  
**Intersection:** Trafalgar Rd & Sideroad 17  
**TFR File #:** 6  
**Count date:** 1-Sep-2021

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Cam

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 1831  
 North Entering: 891  
 North Peds: 0  
 Peds Cross:  $\times$

Heavys	1	35	5	41
Trucks	0	16	0	16
Cars	42	714	78	834
<b>Totals</b>	<b>43</b>	<b>765</b>	<b>83</b>	



Heavys	45
Trucks	22
Cars	873
<b>Totals</b>	<b>940</b>

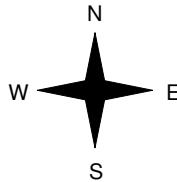
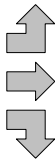
East Leg Total: 1098  
 East Entering: 452  
 East Peds: 0  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
2	3	244	249



Sideroad 17

Heavys	Trucks	Cars	Totals
1	1	44	46
0	0	141	141
0	1	62	63
<b>1</b>	<b>2</b>	<b>247</b>	



Trafalgar Rd

Cars	Trucks	Heavys	Totals
81	4	7	92
152	2	1	155
194	2	9	205
<b>427</b>	<b>8</b>	<b>17</b>	



Sideroad 17



Cars	Trucks	Heavys	Totals
614	16	16	646

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 250  
 West Leg Total: 499

Cars	970
Trucks	19
Heavys	44
<b>Totals</b>	<b>1033</b>



Cars	50	748	395	1193
Trucks	1	17	16	34
Heavys	0	37	11	48
<b>Totals</b>	<b>51</b>	<b>802</b>	<b>422</b>	

Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 1275  
 South Leg Total: 2308

### Comments



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## **APPENDIX B**

### **Transportation Tomorrow Survey**

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Mon Feb 28 2022 11:17:01 GMT-0500 (Eastern Standard Time) - Run Time: 1160ms

Cross Tabulation Query Form - Person - 2016 v1.1

Row: Planning district of household - pd\_hhld

Column: Regional municipality of employment - region\_emp

RowG:(79)

ColG:

TblG:

Filters:

No Filters

Persons 2016

Table:

	Toronto	York	Peel	Halton	Hamilton	Waterloo	Guelph	Wellington	Orangeville	Simcoe	Dufferin		
1	614	21	1844	721	34	202	152	1708		96	113	71	5576
	11%	0%	33%	13%	1%	4%	3%	31%		2%	2%	1%	100%

ROUTES

124 NW 20%

Trafalgar S 19%

124 SE 11%

Trefalgar N 5%

HWY 23N 6%

HWY 52 S 38%

100%

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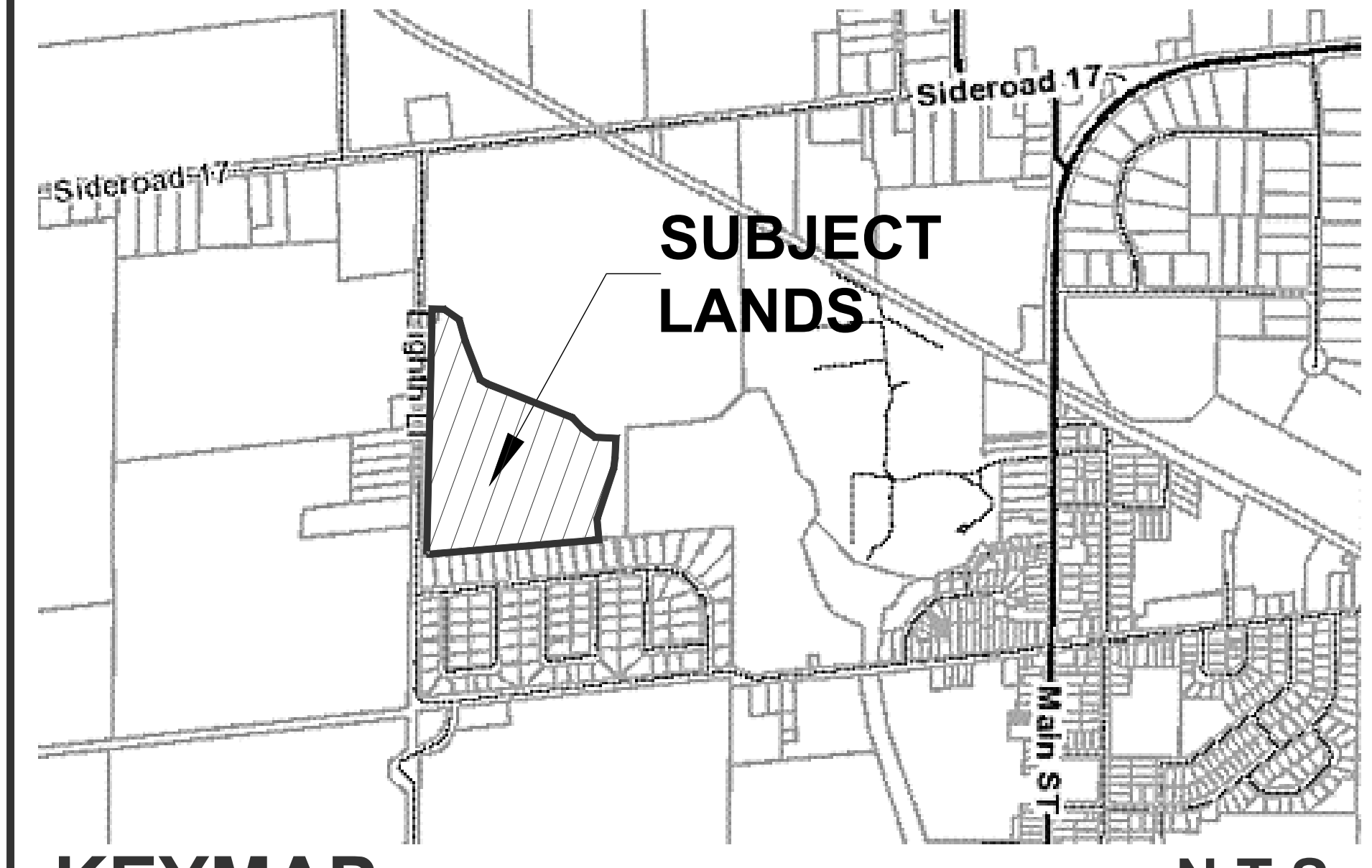
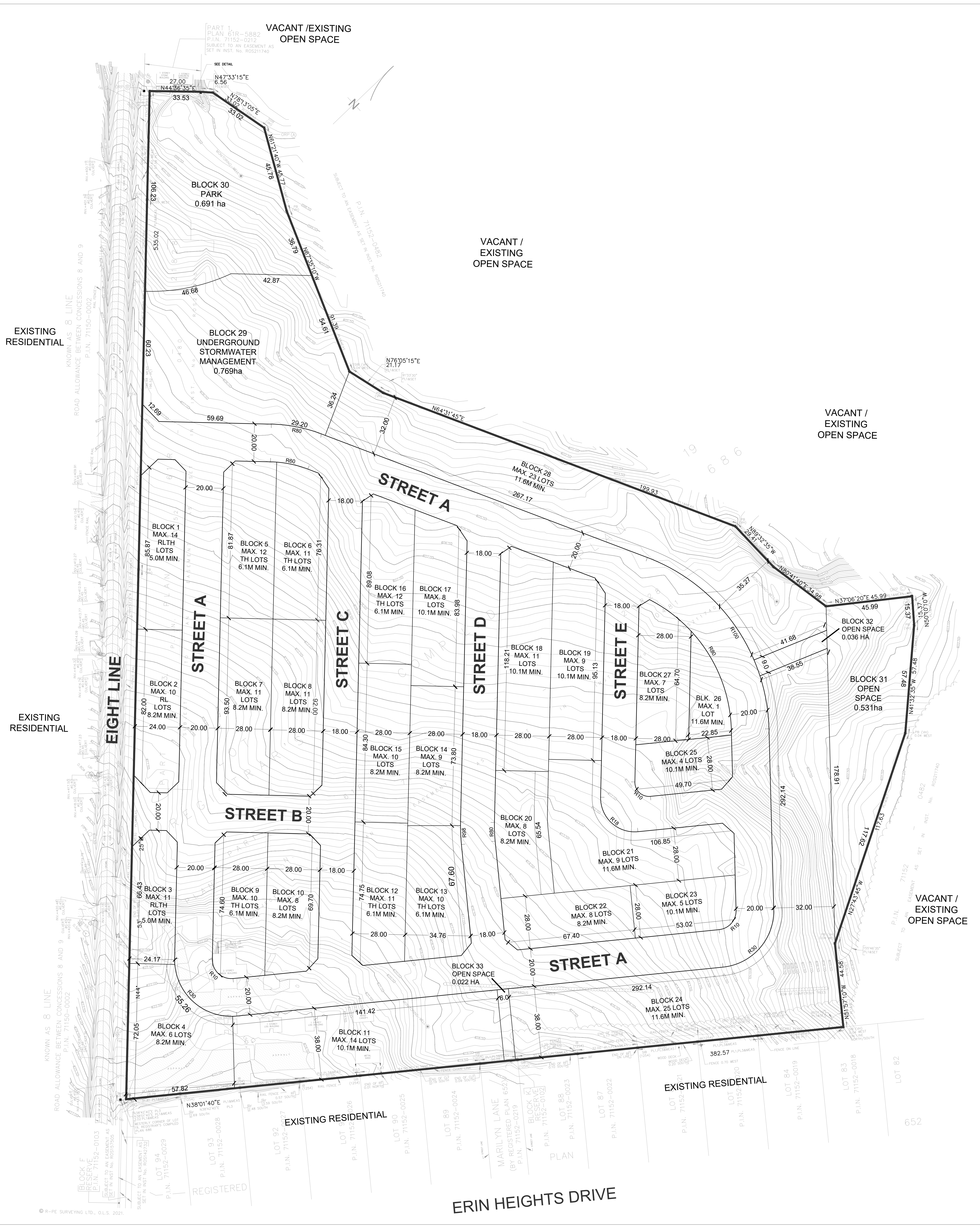
**APPENDIX C**

**Draft Site Plan**

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**KEYMAP** N.T.S

**ADDITIONAL INFORMATION**  
 Required Under Section 51(17)  
 Of The Planning Act R.S.O. 1990 c.P.13

- |  |   |
|--|---|
| (a) SHOWN ON DRAFT PLAN                                  | (g) SHOWN ON DRAFT AND KEY PLANS          |
| (b) SHOWN ON DRAFT AND KEY PLANS                         | (h) MUNICIPAL PIPED WATER TO BE PROVIDED  |
| (c) SHOWN ON KEY PLAN                                    | (i) SOIL IS SANDY SILT AND CLAYEY SILT    |
| (d) LAND TO BE USED IN ACCORDANCE WITH LAND USE SCHEDULE | (j) SHOWN ON DRAFT PLAN                   |
| (e) SHOWN ON DRAFT PLAN                                  | (k) ALL MUNICIPAL SERVICES TO BE PROVIDED |
| (f) SHOWN ON DRAFT PLAN                                  | (l) SHOWN ON DRAFT PLAN                   |

**SCHEDULE OF LAND USE**

	Proposed Land Use	Reference	Area (Ha.)
1)	Residential Singles 11.6m	Blocks 21,24,26,28	2.622
2)	Residential Singles 10.1m	Blocks 11, 17, 18, 19, 23, 25	1.682
3)	Residential Singles 8.2m	Blocks 4, 7, 8, 10, 14, 15, 20, 22, 27	2.059
4)	Rear Lane Residential Singles 8.2m	Block 2	0.202
5)	Street Townhouses 6.1m	Blocks 5, 6, 9, 12, 13, 16	1.339
6)	Rear Lane Street Townhouses 6.1m	Blocks 1, 3	0.375
7)	Stormwater Management	Block 29	0.770
8)	Park	Block 30	0.691
9)	Open Space	Blocks 31, 32, 33	0.589
10)	Roads		3.530
	<b>Total Site Area</b>		<b>13.859</b>

Proposed Summary Yield		Units
Unit Mix		
Residential Singles 11.6m		58
Residential Singles 10.1m		51
Residential Singles 8.2 m		78
Rear Lane Residential Singles 8.2 m		10
Street Townhouses 6.1 m		66
Rear Lane Street Townhouses 5.0m		25
<b>Total Dwelling Units</b>		<b>288</b>

No.	REVISION	DATE
3		
2		
1		

**REVISIONS**

**OWNER'S CERTIFICATE**

WE, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE ARMSTRONG PLANNING and PROJECT MANAGEMENT TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**

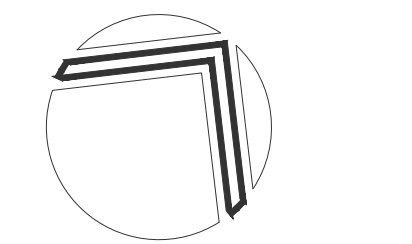
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

S. GOONEWARDENA, O.L.S.  
 R.P.E SURVEYING LTD.  
 643 CHRISLEA ROAD, SUITE 7  
 WOODBRIDGE, ONTARIO L4L 8A3 TEL. (416)-635-5000

**DRAFT PLAN OF SUBDIVISION**

PART OF LOT 19,  
 REGISTRAR'S COMPILED PLAN 686  
 (FORMERLY VILLAGE OF ERIN)  
 TOWN OF ERIN  
 COUNTY OF WELLINGTON



DESIGN	DRAWN	SCALE	1:750
APPROVED	DATE	PROJECT No.	21.2842.00
	February 7, 2022	DRAWING No.	1



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## **APPENDIX D**

### **Signal Timing Plans**

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Wellington County 24-36 - 124 & 23

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

		Phase															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
1	1	1	1	2	2	2	2	1	1	2	2	1	1	2	2		

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B		B		B		B	
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

**Phase  
Compatibility  
(MM)1-1-2**

Phase 1	Phase 2
1	5
1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

**Phase Direction  
Descriptions**

Phase	Description
-------	-------------

**Overlap Direction  
Descriptions**

Overlap	Description
---------	-------------

**Administration (MM)1-7-1**

Enable CRC Check: No  
CRC: 0000  
Request Download Program Data: No  
Enable Automatic Backup to Datakey: No

Wellington County 24-36 - 124 & 23

Configuration Phase Sequence Page 2

In Use(MM)1-2

Exclusive Ped(MM)1-2

Backup Prevent(MM)1-1-3

Simultaneous Gap(MM)1-1-4

Disable(MM)1-1-4

Phases In Use
2
4
6
8

Phase
-------

Phase	Timing Phase	Backup
-------	--------------	--------

Phase	Must Gap with Phase
-------	---------------------

Phase
-------

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		Yes
4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-	Yes		Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes



Wellington County 24-36 - 124 & 23

**Configuration Port 1 (SDLC)**

**SDLC Options (MM)1-4-1**

**Bus Interface Terminal/Facilities**

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No  
 Enable MMU Extended Status: No  
 Enable SDLC Stop Time: No  
 Enable 3 Critical RFE's Lockup: Yes  
 MMU To CU SDLC External Start: Enabled  
 Diagnostics (Test Fixture) Enable: No

**Secondary To Secondary Addressing**

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No  
 Secondary To Secondary Addressing Diagnostics: No

**MMU Program (MM)1-4-2**

Channel Can Serve with Channel	
Channel 1	Channel 2
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9
6	11
7	10
8	10
8	12
9	11
10	12

**Color Check Enable (MM)1-4-3**

Enable Color Check: Yes

**Color Check Enable**

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes

Wellington County 24-36 - 124 & 23

**Configuration Communications**

**Ethernet Port Configuration (MM)1-5-1**

Controller IP: 10.70.10.51  
 Subnet Mask: 255.255.255.0  
 Default Gateway IP: 10.70.10.1  
 Server IP: 10.70.10.1

**NTCIP Parameters (MM)1-5-5**

Backup Time: 0  
 UDP Port: 501  
 Ethernet Priority: 1  
 Port 2 Priority: 4  
 Port 3A Priority: 2  
 Port 3B Priority: 3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

**Port Configuration (MM)1-5-2 to 1-5-4**

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware	Rail Road	Rail Road Line	ATCS Group	Wayside Device	ATCS Device	Wayside SubNode	ATCS SubNode
2	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Half	No	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3A	NTCIP	No	19.2K	8 N 1	None		0	0	0.0	Full	Yes	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes	0	0	0	0	0	0	0

**ECPIP Parameters (MM)1-5-6**

Controller Address: 0  
 Expanded System Detector Address: 0

**Local System Detector**

Local System Detector	Number
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## Wellington County 24-36 - 124 &amp; 23

**Configuration Logging/Display****Enable Event Logs (MM)1-6-1**

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

**Alarm Logs (MM)1-6-1**

Enabled: 12345678910111213141516

**Display Options (MM)1-7-2**

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic

Wellington County 24-36 - 124 & 23

Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control
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Wellington County 24-36 - 124 & 23

Logic Processor Page 2

Logic Statements (MM)1-8-2

## Wellington County 24-36 - 124 &amp; 23

## Controller Timing Plan (MM)2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	35	5	10	5	35	5	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	16	0	10	0	16	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	19	0	10	0	19	0	10	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	0	35	20	35	0	35	20	35	35	35	35	35	35	35	35
Max 2	40	0	40	0	40	0	40	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Slp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.2	3.0	4.2	3.0	4.2	3.0	4.2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.7	1.0	2.2	1.0	2.7	1.0	2.2	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



## Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Wellington County 24-36 - 124 &amp; 23

**Controller Overlaps  
Vehicle Overlaps (MM)2-2**

Overlap	Type	Lag Green	Yellow	Red	Advance Green
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**Phases**

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
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**PPLT FYA**

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable
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**Guaranteed Minimum Time Data (MM) 2-4  
Phase Time Data**

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Wellington County 24-36 - 124 & 23

**Controller Pedestrian Overlaps**  
**Pedestrian Overlaps (MM) 2-3**  

Included Phase	Ped Overlap
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## Wellington County 24-36 - 124 &amp; 23

**Controller Start/Fash (MM) 2-5****Startup**

Phase	Phase Setting
2	R
6	R

Overlap
A
B
C
D

Flash > Mon: Yes  
Flash Time: 0  
All Red: 0  
Power Start Sequence: 1

**Automatic Flash**

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: Yes  
Exit Flash Interval: W  
Minimum Auto Flash: 8  
Minimumin Recall: No  
Cycle Through Phase: No

Wellington County 24-36 - 124 & 23

**Controller Options**  
**Controller Options (MM)2-6-1**

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	No	No	Yes	No	No	No	Yes	No	No	No	No
4	No	No	No	No	Yes	No	No	No	No	No	No	No	No
6	No	No	No	No	Yes	No	No	No	Yes	No	No	No	No
8	No	No	No	No	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off      Red Revert: 2.0

**Act Pre-Time (MM)2-7**

Pre-Time Mode Enable: No      Free Input Enables Pre-Timed: Yes

**Pre-Timed Phase**

## Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	Yes	No	No	No	No
1	6	No	Yes	Yes	No	No	No	No
1	9	Yes	No	No	No	No	No	No
1	10	Yes	No	No	No	No	No	No
1	11	Yes	No	No	No	No	No	No
1	12	Yes	No	No	No	No	No	No
1	13	Yes	No	No	No	No	No	No
1	14	Yes	No	No	No	No	No	No
1	15	Yes	No	No	No	No	No	No
1	16	Yes	No	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

## Wellington County 24-36 - 124 &amp; 23

**Coordination Options****Coordination Options (MM)3-1**

Manual Pattern: Auto  
 ECPI Coord: Yes  
 System Source: TBC  
 System Format: STD  
 Splits In: Seconds  
 Offsets In: Seconds  
 Transition: Smooth  
 Max Select: MAXINH  
 Dwell/Add Time: 0  
 Dly Coord Wz-Lz: No  
 Force Off: Float  
 Offset Reference: Lead  
 Use Ped Time: Yes  
 Ped Recall: No  
 Ped Resv: No  
 Local Zero Ovr: No  
 Fo Add Ini Green: No  
 Re-sync Count: 0  
 Multisync: No

**Split Demand (MM)3-5****Demand 1 Demand 2**

Phase	Phase
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Demand	Detector	Call Time	Cycle Count
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**Auto Perm Minimum Green (Seconds) (MM)3-4**

Phase	Min Green
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Wellington County 24-36 - 124 & 23

**Coordination Pattern Data**

**Pattern Data (MM)3-2**

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
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Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reserve	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
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Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
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**Split Preference Phases**

Pattern	Phase	Preference 1	Preference 2
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**Special Functions**

Pattern	Function	Output
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**Split Pattern Data (MM)3-3**

**Coord Phases**

Split Pattern	Phase	Split
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**Split/Modes**

Split Pattern	Mode	Phase														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15



Wellington County 24-36 - 124 & 23

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
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Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap
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Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	No	0	No
2	No	Yes	No	Yes	0	0	No	0	No
3	No	Yes	No	Yes	0	0	No	0	No
4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	No	No	No	No	Off	0	Red	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	No	No	No	No	Off	0	Green	No	Hard
4	No	No	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Wellington County 24-36 - 124 &amp; 23

**Preemptor Preempt Filtering**  
**Enable Preempt Filtering and TSP/SCP****(MM)4-2**

<b>Input</b>	<b>Solid</b>	<b>Pulsing</b>
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

Wellington County 24-36 - 124 & 23

**Time Base Clock/Calendar  
Clock/Calendar Options (MM)5-1**  
Enable Action Plan: 0  
Sync Reference Time: 12:00 AM  
Sync Reference: Reference Time  
Day Light Savings: No  
Time Reset Input Set Time: 3:30:00  
Standard Time From GMT: 0

Wellington County 24-36 - 124 & 23

**Time Base Action Plan  
Action Plan (MM)5-2**

Plan	Pattern	Veh Det Plan	Flash	Red Rest	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
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**Action Plan Phases**

Plan	Phase	Ped Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit
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**Acion Plan Special  
Functions**

Plan	Function
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**Action Plan  
Auxiliary Functions**

Plan	Function
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**Logic Statement Control**

Plan	LP	Statement Control
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Wellington County 24-36 - 124 & 23

**Time Base Day Plan/Schedule**

**Day Plan (MM)5-3**

Plan	Event	Action Plan	Start Time
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**Schedule (MM)5-4**

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
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## Wellington County 24-36 - 124 &amp; 23

**Time Base Exceptions  
Exception Day Program (MM)5-5**

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Wellington County 24-36 - 124 & 23

**Detectors**

Detectors Page 1

**Vehicle Detectors Setup (MM)6-1**

Vehicle Plan	Detector Number	Called	Type
4	4	4	N
4	8	8	G

## Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
1	N-NTCIP	Yes	
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	
8	G-GREEN EXT	Yes	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

## Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time/Passage Time	Delay Time	Queue Limit/Disconnect Time	Added Option	Call Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	Lock In	Ext Option
1	1	1	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
1	2	1	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
1	3	1	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
1	4	1	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	1	2	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	2	2	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	3	2	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	4	2	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	1	4	0	0.0	10.0	0	No	Yes	No	No	No	None	Passage
3	2	4	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	3	3	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	4	3	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	1	4	0	0.0	10.0	0	No	Yes	No	No	No	None	Passage
4	2	4	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	3	4	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	4	4	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	1	5	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	2	5	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	3	5	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	4	5	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	1	6	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage



6	2	6	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	3	6	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	4	6	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	1	7	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	2	7	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	3	7	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	4	7	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	1	8	0	0.0	4.0	0	No	Yes	No	No	No	None	Passage
8	2	8	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	3	8	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	4	8	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	1	9	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	2	9	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	3	9	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	4	9	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	1	10	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	2	10	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	3	10	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	4	10	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	1	11	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	2	11	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	3	11	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	4	11	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	1	12	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	2	12	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	3	12	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	4	12	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	1	13	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	2	13	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	3	13	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	4	13	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	1	14	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	2	14	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	3	14	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	4	14	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	1	15	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	2	15	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	3	15	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	4	15	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	1	16	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	2	16	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	3	16	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	4	16	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage

**Ped Detector Options (MM)6-3**

**Phase Ped Detector (NTCIP)**

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

**Local System Detector**

Local System Detector	Number
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Wellington County 24-36 - 124 & 23

**Detectors**

**Detectors Page 2**

**Log - Speed Detector Setup (MM)6-5**

NTCIP Log Period: 0 ECP1 Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

**Vehicle Detector Diagnostics (MM)6-6**

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0

1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0

	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0

	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

**Pedestrian Detector Diagnostics (MM)6-7**

Plan	Detector	Counts	Act	Pres	Multiplier
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Configuration

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                Controller Sequence Priority
                1     2     3     4     5     6     7     8     9     10    11    12
Ring 1 Phases . . 1     2   | 3     4   | 9     10  | 0     0     0     0     0     0
Ring 2 Phases . . 5     6   | 7     8   |11    12  | 0     0     0     0     0     0

                Phase
                1     2     3     4     5     6     7     8     9     10    11    12
In Use. . . . . . . . X     .     X     .     X     .     X     .     .     .     .
Exclusive Ped . . . . . . . . .     .     .     .     .     .     .     .     .     .     .
Direction . . . . .

                Overlap
                A     B     C     D
Direction . . .
    
```

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Driver Phase/Ovlap	Signal Group Ped
1 . . . . .	1	.
2 . . . . .	2	.
3 . . . . .	3	.
4 . . . . .	4	.
5 . . . . .	5	.
6 . . . . .	6	.
7 . . . . .	7	.
8 . . . . .	8	.
9 . . . . .	2	X
10 . . . . .	4	X
11 . . . . .	6	X
12 . . . . .	8	X
13 . . . . .	A	.
14 . . . . .	B	.
15 . . . . .	C	.
16 . . . . .	D	.



Configuration Continued

Event Enabling	Alarm Enabling
Critical RFE'S (MMU/TF) . . . . . X	ALARM 1 . . . . . X
Non-Critical RFE'S (DET/TEST) . . . X	ALARM 2 . . . . . .
Detector Errors . . . . . X	ALARM 3 . . . . . .
Coordination Errors . . . . . X	ALARM 4 . . . . . .
MMU Flash Faults. . . . . X	ALARM 5 . . . . . .
Local Flash Faults. . . . . X	ALARM 6 . . . . . .
Preempt . . . . . X	ALARM 7 . . . . . .
Power On/Off. . . . . X	ALARM 8 . . . . . .
Low Battery . . . . . X	ALARM 9 . . . . . .
	ALARM 10. . . . . .
	ALARM 11. . . . . .
	ALARM 12. . . . . .
	ALARM 13. . . . . .
	ALARM 14. . . . . .
	ALARM 15. . . . . .
	ALARM 16. . . . . .

Supervisor Access Code . . . \*\*\*\*  
 Data Change Access Code . . . \*\*\*\*

MMU Compatibility Program (Info Only)

Channel	Is Allowed to Time With Channel														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9 . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15. . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.9
Application		. 3
Help	27891	6.33
Configuration	27918	C000r







Ped Carryover

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Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0



## Overlap Data

---

Overlap A	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.
Permitted	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lag.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lead	.	.	.	.	.	.	.	.	.	.	.	.	.
Spare	.	.	.	.	.	.	.	.	.	.	.	.	.
Advance Green Timer	.	.	.	0.0	.	.	.	.	.	.	.	.	.
				Green			Yellow			Red			
Lag/Lead Timers	.	.	.	0.0	.	.	0.0	.	.	0.0	.	.	.

Overlap B	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.
Permitted	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lag.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lead	.	.	.	.	.	.	.	.	.	.	.	.	.
Spare	.	.	.	.	.	.	.	.	.	.	.	.	.
Advance Green Timer	.	.	.	0.0	.	.	.	.	.	.	.	.	.
				Green			Yellow			Red			
Lag/Lead Timers	.	.	.	0.0	.	.	0.0	.	.	0.0	.	.	.

Overlap C	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.
Permitted	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lag.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lead	.	.	.	.	.	.	.	.	.	.	.	.	.
Spare	.	.	.	.	.	.	.	.	.	.	.	.	.
Advance Green Timer	.	.	.	0.0	.	.	.	.	.	.	.	.	.
				Green			Yellow			Red			
Lag/Lead Timers	.	.	.	0.0	.	.	0.0	.	.	0.0	.	.	.

Overlap D	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.
Permitted	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lag.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Lead	.	.	.	.	.	.	.	.	.	.	.	.	.
Spare	.	.	.	.	.	.	.	.	.	.	.	.	.
Advance Green Timer	.	.	.	0.0	.	.	.	.	.	.	.	.	.
				Green			Yellow			Red			
Lag/Lead Timers	.	.	.	0.0	.	.	0.0	.	.	0.0	.	.	.

Power Start, Remote Flash

	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12				
Power Start . . . . .	.	X	.	.	.	X	.	.	.	.	.	.				
External Start . . . . .	.	X	.	.	.	X	.	.	.	.	.	.				
Into Remote Flash . . . . .	.	X	.	.	.	X	.	.	.	.	.	.				
Exit Remote Flash . . . . .	.	X	.	.	.	X	.	.	.	.	.	.	Overlap			
Remote Flash Yellow . . . . .	.	.	.	.	.	.	.	.	.	.	.	.	A	B	C	D
Flash Together . . . . .	.	X	.	X	.	X	.	X	.	X	.	X	.	X	.	X

Initialization Interval:

Power Start . . . . . Yellow  
 External Start . . . . . Yellow

Power Start All Red Time . . . . . 0  
 Power Start Flash Time . . . . . 0

Remote Flash Options:

Out of Flash Yellow . . . . . NO  
 Out of Flash All Red . . . . . NO  
 Minimum Recall . . . . . NO  
 Alternate Flash . . . . . NO  
 Flash Thru Load Switches . . . . . NO  
 Cycle Through Phases . . . . . NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage . . . . .	.	.	.	.	.	.	.	.	.	.	.	.
Call To NonActuated 1 . . . . .	.	X	.	.	.	X	.	.	.	.	.	.
Call To NonActuated 2 . . . . .	.	.	.	X	.	.	.	X	.	.	.	.
Dual Entry. . . . .	.	X	.	X	.	X	.	X	.	X	.	X
Conditional Service . . . . .	X	.	X	.	X	.	X	.	X	.	X	.
Conditional Reservice . . . . .	.	.	.	.	.	.	.	.	.	.	.	.
Actuated Rest in Walk . . . . .	.	X	.	.	.	X	.	.	.	.	.	.
Flashing Walk . . . . .	.	.	.	.	.	.	.	.	.	.	.	.

Enable Programmable Options

Dual Entry. . . . .	ON	Backup Protection Group 1 . . . . .	OFF
Conditional Service . . . . .	OFF	Backup Protection Group 2 . . . . .	OFF
Ped Clearance Protection. . . . .	OFF	Backup Protection Group 3 . . . . .	OFF
Special Preempt Overlap Flash . . . . .	OFF	Simultaneous Gap Group 1. . . . .	OFF
Cond Service Det Cross Switch . . . . .	OFF	Simultaneous Gap Group 2. . . . .	OFF
Lock Detectors in Red Only. . . . .	OFF	Simultaneous Gap Group 3. . . . .	OFF

Five Section Left Turn Control

Phases: 5-2 7-4 1-6 3-8 11-10 9-12

Left Turn Head. . . . .	.	.	.	.	.	.
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## Detector Type/Timers

Det.	Locking	Log	Timers		Don't	Reset	Type
	Memory	Enable	Extend	Delay	Extend		
1	NO	NO	0.0	0	.	0	- Normal
2	NO	NO	0.0	0	.	0	- Normal
3	NO	NO	0.0	0	.	0	- Normal
4	NO	NO	0.0	0	.	0	- Normal
5	NO	NO	0.0	0	.	0	- Normal
6	NO	NO	0.0	0	.	0	- Normal
7	NO	NO	0.0	0	.	0	- Normal
8	NO	NO	0.0	0	.	0	- Normal
9	NO	NO	0.0	0	.	0	- Normal
10	NO	NO	0.0	0	.	0	- Normal
11	NO	NO	0.0	0	.	0	- Normal
12	NO	NO	0.0	0	.	0	- Normal
13	NO	NO	0.0	0	.	0	- Normal
14	NO	NO	0.0	0	.	0	- Normal
15	NO	NO	0.0	0	.	0	- Normal
16	NO	NO	0.0	0	.	0	- Normal
17	NO	NO	0.0	0	.	0	- Normal
18	NO	NO	0.0	0	.	0	- Normal
19	NO	NO	0.0	0	.	0	- Normal
20	NO	NO	0.0	0	.	0	- Normal
21	NO	NO	0.0	0	.	0	- Normal
22	NO	NO	0.0	0	.	0	- Normal
23	NO	NO	0.0	0	.	0	- Normal
24	NO	NO	0.0	0	.	0	- Normal
25	NO	NO	0.0	0	.	0	- Normal
26	NO	NO	0.0	0	.	0	- Normal
27	NO	NO	0.0	0	.	0	- Normal
28	NO	NO	0.0	0	.	0	- Normal
29	NO	NO	0.0	0	.	0	- Normal
30	NO	NO	0.0	0	.	0	- Normal
31	NO	NO	0.0	0	.	0	- Normal
32	NO	NO	0.0	0	.	0	- Normal

## Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

## Detector Type/Timers

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-----
33    NO      NO      0.0    0      .      0 - Normal
34    NO      NO      0.0    0      .      0 - Normal
35    NO      NO      0.0    0      .      0 - Normal
36    NO      NO      0.0    0      .      0 - Normal
37    NO      NO      0.0    0      .      0 - Normal
38    NO      NO      0.0    0      .      0 - Normal
39    NO      NO      0.0    0      .      0 - Normal
40    NO      NO      0.0    0      .      0 - Normal
41    NO      NO      0.0    0      .      0 - Normal
42    NO      NO      0.0    0      .      0 - Normal
43    NO      NO      0.0    0      .      0 - Normal
44    NO      NO      0.0    0      .      0 - Normal
45    NO      NO      0.0    0      .      0 - Normal
46    NO      NO      0.0    0      .      0 - Normal
47    NO      NO      0.0    0      .      0 - Normal
48    NO      NO      0.0    0      .      0 - Normal
49    NO      NO      0.0    0      .      0 - Normal
50    NO      NO      0.0    0      .      0 - Normal
51    NO      NO      0.0    0      .      0 - Normal
52    NO      NO      0.0    0      .      0 - Normal
53    NO      NO      0.0    0      .      0 - Normal
54    NO      NO      0.0    0      .      0 - Normal
55    NO      NO      0.0    0      .      0 - Normal
56    NO      NO      0.0    0      .      0 - Normal
57    NO      NO      0.0    0      .      0 - Normal
58    NO      NO      0.0    0      .      0 - Normal
59    NO      NO      0.0    0      .      0 - Normal
60    NO      NO      0.0    0      .      0 - Normal
61    NO      NO      0.0    0      .      0 - Normal
62    NO      NO      0.0    0      .      0 - Normal
63    NO      NO      0.0    0      .      0 - Normal
64    NO      NO      0.0    0      .      0 - Normal

```

## Detector Names

```

Det 33: Detector 33
Det 34: Detector 34
Det 35: Detector 35
Det 36: Detector 36
Det 37: Detector 37
Det 38: Detector 38
Det 39: Detector 39
Det 40: Detector 40
Det 41: Detector 41
Det 42: Detector 42
Det 43: Detector 43
Det 44: Detector 44
Det 45: Detector 45
Det 46: Detector 46
Det 47: Detector 47
Det 48: Detector 48
Det 49: Detector 49
Det 50: Detector 50
Det 51: Detector 51
Det 52: Detector 52
Det 53: Detector 53
Det 54: Detector 54
Det 55: Detector 55
Det 56: Detector 56
Det 57: Detector 57
Det 58: Detector 58
Det 59: Detector 59
Det 60: Detector 60
Det 61: Detector 61
Det 62: Detector 62
Det 63: Detector 63
Det 64: Detector 64

```







Ped/SD Local Assign,Log Interval

-----

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Log Interval . . 5

\*NOTE: System master designations cross referenced to local system detector numbers are:

- SDA1 = 1 & 9
- SDA2 = 2 & 10
- SDB1 = 3 & 11
- SDB2 = 4 & 12
- SDC1 = 5 & 13
- SDC2 = 6 & 14
- SDD1 = 7 & 15
- SDD2 = 8 & 16

## Diagnostic Plans/Fail Action

Plan		Detector															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan		Detector															
		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

\*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect  
 3 = Detector Fail Max Time from By-Phase Timing Data

## Diagnostic Plans/Fail Action

Plan		Detector															
		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Plan		Detector															
		49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

\*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect  
 3 = Detector Fail Max Time from By-Phase Timing Data





## Detector Diagnostic Intervals

---

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	1	1	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

\*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

-----

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length . . . . .	0	0	0	0	0	0	0	0
Loop Length. . . . .	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length. . . . .	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length . . . . .	0	0	0	0	0	0	0	0
Loop Length. . . . .	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length. . . . .	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Coordinator Manual Command and Options

```
-----
Manual Enable . . . . . Pattern . . . . . 0

Split Units . . . . . Percent          OffsetUnits . . . . . Percent
Interconnect Format . PLAN              Interconnect Source . TLM
Transition. . . . . SMOOTH              Dwell Period. . . . . 0
Resync Count. . . . . 0
```

```
Actuated Coord Phase . . . . . Actuated Walk Rest . . . . .
Inhibit Max Timing . . . . . Max 2 Select . . . . .
Floating Force Off . . . . . Multisync. . . . .
```

Split Demand: Call	Time	Cyc	Count	Phase												
				1	2	3	4	5	6	7	8	9	10	11	12	
Demand 1 . . . . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . . . . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.	.

Auto Permissive Min Green .	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
	0	0	0	0	0	0	0	0	0	0	0	0

Free Alternate Sequence . .	A	B	C	D	E	F
		.	.	.	.	.

Coordination Patterns

---











NIC/TOD Clock/Calendar

-----  
Manual NIC Program Step . . . . . 0

Manual TOD Program Step . . . . . 0

NIC Resync Time . . . . . 0000

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings  
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

TOD Weekly/Yearly

---

	Weekly Program Numbers										
	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	1	1	1	1	1	1	1	1	1	1	Program No.

	Week of Year																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Prog	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	

## Holiday Programs

---

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

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Step	Program	Step Begins	Pattern	Override
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TOD Program Steps

---

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## **APPENDIX E**

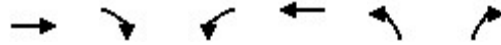
### **Synchro Software Output Reports**

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HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2022 Existing AM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	135	17	5	76	12	17
Future Volume (Veh/h)	135	17	5	76	12	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	147	18	5	83	13	18
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			165		249	156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			165		249	156
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	98
cM capacity (veh/h)			1426		741	895
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	165	88	31			
Volume Left	0	5	13			
Volume Right	18	0	18			
cSH	1700	1426	823			
Volume to Capacity	0.10	0.00	0.04			
Queue Length 95th (m)	0.0	0.1	0.9			
Control Delay (s)	0.0	0.5	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.5	9.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			1.2			
Intersection Capacity Utilization			18.1%	ICU Level of Service	A	
Analysis Period (min)			15			



















Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	44	9	266	36	258
v/c Ratio	0.16	0.14	0.01	0.19	0.04	0.19
Control Delay	11.5	11.6	4.6	4.0	4.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	11.6	4.6	4.0	4.4	4.2
Queue Length 50th (m)	1.0	0.9	0.0	0.0	0.0	0.0
Queue Length 95th (m)	7.9	7.3	1.6	18.9	4.0	19.2
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	973	951	1046	1599	1037	1536
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.01	0.17	0.03	0.17
<b>Intersection Summary</b>						










HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2022 Existing AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	9	22	14	5	20	8	203	34	32	222	8
Future Volume (vph)	13	9	22	14	5	20	8	203	34	32	222	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.93		1.00	0.98		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1765			1728		1825	1759		1825	1691	
Flt Permitted		0.88			0.88		0.60	1.00		0.60	1.00	
Satd. Flow (perm)		1582			1548		1152	1759		1144	1691	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	15	10	25	16	6	22	9	228	38	36	249	9
RTOR Reduction (vph)	0	23	0	0	21	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	27	0	0	23	0	9	261	0	36	257	0
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	7%	6%	0%	13%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		3.1			3.1		30.4	30.4		30.4	30.4	
Effective Green, g (s)		3.1			3.1		30.4	30.4		30.4	30.4	
Actuated g/C Ratio		0.07			0.07		0.65	0.65		0.65	0.65	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		104			102		745	1137		739	1093	
v/s Ratio Prot								0.15				c0.15
v/s Ratio Perm		c0.02			0.02		0.01			0.03		
v/c Ratio		0.26			0.23		0.01	0.23		0.05	0.24	
Uniform Delay, d1		20.9			20.8		3.0	3.4		3.0	3.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			1.2		0.0	0.1		0.0	0.1	
Delay (s)		22.2			22.0		3.0	3.5		3.1	3.6	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		22.2			22.0			3.5			3.5	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			6.1				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			47.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			44.5%				ICU Level of Service				A	
Analysis Period (min)			15									
c	Critical Lane Group											



















HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W

Erin Residential Development TIS  
2022 Existing AM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	11	0	11	2	7	4
Future Volume (Veh/h)	11	0	11	2	7	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	14	0	14	2	9	5
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			14		44	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			14		44	14
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1617		963	1072
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	14	16	14			
Volume Left	0	14	9			
Volume Right	0	0	5			
cSH	1700	1617	999			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (m)	0.0	0.2	0.3			
Control Delay (s)	0.0	6.3	8.7			
Lane LOS			A			
Approach Delay (s)	0.0	6.3	8.7			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			5.1			
Intersection Capacity Utilization			17.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2022 Existing AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	36	16	29	35	24	9	129	88	28	160	18
Future Volume (Veh/h)	10	36	16	29	35	24	9	129	88	28	160	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	38	17	30	36	25	9	134	92	29	167	19
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	420	469	167	413	396	134	186			226		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	420	469	167	413	396	134	186			226		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.5	2.3			2.3		
p0 queue free %	98	92	98	94	93	97	99			98		
cM capacity (veh/h)	492	481	882	494	519	876	1336			1275		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	65	91	143	92	196	19						
Volume Left	10	30	9	0	29	0						
Volume Right	17	25	0	92	0	19						
cSH	548	574	1336	1700	1275	1700						
Volume to Capacity	0.12	0.16	0.01	0.05	0.02	0.01						
Queue Length 95th (m)	3.0	4.3	0.2	0.0	0.5	0.0						
Control Delay (s)	12.5	12.5	0.5	0.0	1.3	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.5	12.5	0.3		1.2							
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues  
12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
2022 Existing AM Traffic



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	109	158	16	61	60	171	12	157	79
v/c Ratio	0.46	0.39	0.07	0.17	0.09	0.17	0.02	0.16	0.08
Control Delay	28.0	11.5	20.0	15.1	6.5	6.0	6.1	6.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	11.5	20.0	15.1	6.5	6.0	6.1	6.7	2.2
Queue Length 50th (m)	10.7	4.9	1.5	3.5	2.4	6.3	0.5	6.5	0.0
Queue Length 95th (m)	21.9	16.2	5.3	10.8	7.3	15.3	2.4	15.5	4.3
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	411	624	415	611	690	1014	736	953	933
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.25	0.04	0.10	0.09	0.17	0.02	0.16	0.08
Intersection Summary									



















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2022 Existing AM Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	46	90	14	33	20	52	126	21	10	135	68
Future Volume (vph)	94	46	90	14	33	20	52	126	21	10	135	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1659	1685		1825	1812		1690	1705		1825	1614	1526
Flt Permitted	0.72	1.00		0.66	1.00		0.66	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1253	1685		1262	1812		1169	1705		1247	1614	1526
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	109	53	105	16	38	23	60	147	24	12	157	79
RTOR Reduction (vph)	0	85	0	0	19	0	0	7	0	0	0	32
Lane Group Flow (vph)	109	73	0	16	42	0	60	164	0	12	157	47
Heavy Vehicles (%)	10%	0%	4%	0%	0%	0%	8%	12%	0%	0%	19%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	11.6	11.6		11.6	11.6		36.0	36.0		36.0	36.0	36.0
Effective Green, g (s)	11.6	11.6		11.6	11.6		36.0	36.0		36.0	36.0	36.0
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.59	0.59		0.59	0.59	0.59
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	238	320		240	345		691	1007		737	954	902
v/s Ratio Prot		0.04			0.02			0.10			c0.10	
v/s Ratio Perm	c0.09			0.01			0.05			0.01		0.03
v/c Ratio	0.46	0.23		0.07	0.12		0.09	0.16		0.02	0.16	0.05
Uniform Delay, d1	21.9	20.9		20.2	20.4		5.4	5.6		5.1	5.6	5.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	0.4		0.1	0.2		0.1	0.1		0.0	0.1	0.0
Delay (s)	23.3	21.2		20.3	20.6		5.4	5.7		5.1	5.7	5.3
Level of Service	C	C		C	C		A	A		A	A	A
Approach Delay (s)		22.1			20.5			5.6			5.6	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.3				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			60.9				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2022 Existing AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	235	0	6	247	1	2	1	7	3	2	1
Future Volume (Veh/h)	1	235	0	6	247	1	2	1	7	3	2	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	250	0	6	263	1	2	1	7	3	2	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None					None					
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	264			250			529	528	250	534	527	263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			250			529	528	250	534	527	263
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	100
cM capacity (veh/h)	1312			1327			459	456	794	453	457	781
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	251	0	269	1	10	6						
Volume Left	1	0	6	0	2	3						
Volume Right	0	0	0	1	7	1						
cSH	1312	1700	1327	1700	651	488						
Volume to Capacity	0.00	0.00	0.00	0.00	0.02	0.01						
Queue Length 95th (m)	0.0	0.0	0.1	0.0	0.4	0.3						
Control Delay (s)	0.0	0.0	0.2	0.0	10.6	12.5						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.2		10.6	12.5						
Approach LOS					B	B						
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			29.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Erin Heights Drive

Erin Residential Development TIS  
 2022 Existing AM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	0	19	0	4	10
Future Volume (Veh/h)	15	0	19	0	4	10
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	21	0	4	11
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	40	21			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40	21			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	974	1062			1608	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	16	21	15			
Volume Left	16	0	4			
Volume Right	0	0	0			
cSH	974	1700	1608			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (m)	0.4	0.0	0.1			
Control Delay (s)	8.8	0.0	1.9			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	1.9			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.3			
Intersection Capacity Utilization			14.0%	ICU Level of Service	A	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2022 Existing PM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	179	19	14	148	20	7
Future Volume (Veh/h)	179	19	14	148	20	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	190	20	15	157	21	7
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			210		387	200
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			210		387	200
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1373		613	846
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	210	172	28			
Volume Left	0	15	21			
Volume Right	20	0	7			
cSH	1700	1373	659			
Volume to Capacity	0.12	0.01	0.04			
Queue Length 95th (m)	0.0	0.3	1.0			
Control Delay (s)	0.0	0.8	10.7			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.8	10.7			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			29.4%	ICU Level of Service	A	
Analysis Period (min)			15			



















Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	85	27	392	31	430
v/c Ratio	0.12	0.29	0.04	0.31	0.04	0.33
Control Delay	12.4	15.2	5.8	6.3	5.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	15.2	5.8	6.3	5.8	6.6
Queue Length 50th (m)	1.4	4.1	0.9	15.9	1.0	18.3
Queue Length 95th (m)	6.6	12.7	3.7	33.3	4.1	37.6
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	903	847	841	1510	870	1544
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.10	0.03	0.26	0.04	0.28
<b>Intersection Summary</b>						

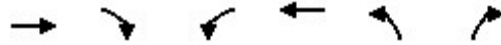
HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2022 Existing PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	10	15	44	12	25	26	337	39	30	397	15
Future Volume (vph)	10	10	15	44	12	25	26	337	39	30	397	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.98		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1781			1774		1825	1765		1825	1806	
Flt Permitted		0.88			0.81		0.51	1.00		0.53	1.00	
Satd. Flow (perm)		1583			1479		984	1765		1019	1806	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	10	16	46	12	26	27	351	41	31	414	16
RTOR Reduction (vph)	0	14	0	0	23	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	22	0	0	62	0	27	388	0	31	428	0
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	8%	0%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		5.2			5.2		29.7	29.7		29.7	29.7	
Effective Green, g (s)		5.2			5.2		29.7	29.7		29.7	29.7	
Actuated g/C Ratio		0.11			0.11		0.61	0.61		0.61	0.61	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		170			158		603	1083		625	1108	
v/s Ratio Prot								0.22			c0.24	
v/s Ratio Perm		0.01			c0.04		0.03			0.03		
v/c Ratio		0.13			0.39		0.04	0.36		0.05	0.39	
Uniform Delay, d1		19.5			20.1		3.7	4.6		3.7	4.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			1.6		0.0	0.2		0.0	0.2	
Delay (s)		19.9			21.7		3.7	4.8		3.8	5.0	
Level of Service		B			C		A	A		A	A	
Approach Delay (s)		19.9			21.7			4.8			4.9	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			6.8				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			48.4				Sum of lost time (s)				13.5	
Intersection Capacity Utilization			44.5%				ICU Level of Service				A	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W



















Erin Residential Development TIS  
2022 Existing PM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	14	5	10	15	6	1
Future Volume (Veh/h)	14	5	10	15	6	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	16	6	12	18	7	1
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			22		61	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		61	19
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1607		943	1065
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	22	30	8			
Volume Left	0	12	7			
Volume Right	6	0	1			
cSH	1700	1607	957			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (m)	0.0	0.2	0.2			
Control Delay (s)	0.0	2.9	8.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.9	8.8			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			2.6			
Intersection Capacity Utilization			18.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
 2022 Existing PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	33	23	77	61	31	16	299	146	16	222	8
Future Volume (Veh/h)	14	33	23	77	61	31	16	299	146	16	222	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	35	24	81	64	33	17	315	154	17	234	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	682	771	234	658	625	315	242			469		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	682	771	234	658	625	315	242			469		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	95	89	97	75	84	95	99			98		
cM capacity (veh/h)	291	324	810	330	390	701	1336			1072		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	74	178	332	154	251	8						
Volume Left	15	81	17	0	17	0						
Volume Right	24	33	0	154	0	8						
cSH	391	390	1336	1700	1072	1700						
Volume to Capacity	0.19	0.46	0.01	0.09	0.02	0.00						
Queue Length 95th (m)	5.2	17.6	0.3	0.0	0.4	0.0						
Control Delay (s)	16.3	21.8	0.5	0.0	0.7	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	16.3	21.8	0.3		0.7							
Approach LOS	C	C										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			51.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues  
12: Main Street (WR 124) & Sideroad 17



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	150	137	15	55	107	230	7	293	111
v/c Ratio	0.54	0.31	0.06	0.14	0.17	0.24	0.01	0.29	0.12
Control Delay	29.2	8.8	19.1	14.0	7.9	7.3	6.9	8.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	8.8	19.1	14.0	7.9	7.3	6.9	8.2	2.2
Queue Length 50th (m)	15.1	2.6	1.4	3.0	4.8	9.9	0.3	14.2	0.0
Queue Length 95th (m)	30.0	13.8	5.3	10.4	13.8	24.3	1.9	32.2	6.0
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	436	628	421	607	627	962	677	1021	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.22	0.04	0.09	0.17	0.24	0.01	0.29	0.12

Intersection Summary



















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2022 Existing PM Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	26	102	14	31	21	101	186	30	7	275	104
Future Volume (vph)	141	26	102	14	31	21	101	186	30	7	275	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1755	1692		1825	1806		1789	1666		1825	1779	1585
Flt Permitted	0.72	1.00		0.67	1.00		0.58	1.00		0.62	1.00	1.00
Satd. Flow (perm)	1332	1692		1286	1806		1094	1666		1182	1779	1585
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	150	28	109	15	33	22	107	198	32	7	293	111
RTOR Reduction (vph)	0	86	0	0	17	0	0	7	0	0	0	47
Lane Group Flow (vph)	150	51	0	15	38	0	107	223	0	7	293	64
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	2%	15%	0%	0%	8%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	12.7	12.7		12.7	12.7		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	12.7	12.7		12.7	12.7		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.57	0.57		0.57	0.57	0.57
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	276	351		267	375		628	957		679	1021	910
v/s Ratio Prot		0.03			0.02			0.13			c0.16	
v/s Ratio Perm	c0.11			0.01			0.10			0.01		0.04
v/c Ratio	0.54	0.14		0.06	0.10		0.17	0.23		0.01	0.29	0.07
Uniform Delay, d1	21.6	19.8		19.4	19.6		6.1	6.4		5.6	6.6	5.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	0.2		0.1	0.1		0.1	0.1		0.0	0.2	0.0
Delay (s)	23.8	20.0		19.5	19.7		6.3	6.5		5.6	6.8	5.8
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		22.0			19.7			6.4			6.5	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			11.3				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			61.1				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			89.6%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124










Erin Residential Development TIS  
 2022 Existing PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	418	6	9	328	9	6	3	11	3	0	4
Future Volume (Veh/h)	3	418	6	9	328	9	6	3	11	3	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	480	7	10	377	10	7	3	13	3	0	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	387			487			888	893	480	898	890	377
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	387			487			888	893	480	898	890	377
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	99	98	99	100	99
cM capacity (veh/h)	1183			1086			262	280	590	252	281	674
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	483	7	387	10	23	8						
Volume Left	3	0	10	0	7	3						
Volume Right	0	7	0	10	13	5						
cSH	1183	1700	1086	1700	387	414						
Volume to Capacity	0.00	0.00	0.01	0.01	0.06	0.02						
Queue Length 95th (m)	0.1	0.0	0.2	0.0	1.4	0.4						
Control Delay (s)	0.1	0.0	0.3	0.0	14.9	13.9						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.3		14.9	13.9						
Approach LOS					B	B						
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			38.8%	ICU Level of Service	A							
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
20: 8th Line & Erin Heights Drive

Erin Residential Development TIS  
2022 Existing PM Traffic

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	6	17	5	17	15
Future Volume (Veh/h)	3	6	17	5	17	15
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	4	8	24	7	24	21
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	96	28			31	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96	28			31	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			98	
cM capacity (veh/h)	894	1054			1595	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	12	31	45			
Volume Left	4	0	24			
Volume Right	8	7	0			
cSH	994	1700	1595			
Volume to Capacity	0.01	0.02	0.02			
Queue Length 95th (m)	0.3	0.0	0.3			
Control Delay (s)	8.7	0.0	3.9			
Lane LOS	A		A			
Approach Delay (s)	8.7	0.0	3.9			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.2			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: 8th Line & Sideroad 17

Erin Residential Development TIS  
 2024 Future Background AM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	189	17	10	96	12	29
Future Volume (Veh/h)	189	17	10	96	12	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	205	18	11	104	13	32
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			223		340	214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		340	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	96
cM capacity (veh/h)			1358		655	831
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	223	115	45			
Volume Left	0	11	13			
Volume Right	18	0	32			
cSH	1700	1358	771			
Volume to Capacity	0.13	0.01	0.06			
Queue Length 95th (m)	0.0	0.2	1.4			
Control Delay (s)	0.0	0.8	10.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.8	10.0			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			23.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues  
3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	44	46	272	37	263
v/c Ratio	0.38	0.15	0.06	0.25	0.05	0.25
Control Delay	8.7	12.0	5.9	6.4	5.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	12.0	5.9	6.4	5.8	6.7
Queue Length 50th (m)	1.7	1.5	1.6	9.9	1.3	10.1
Queue Length 95th (m)	12.4	7.3	5.1	20.8	4.4	21.1
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	980	883	930	1428	922	1373
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.05	0.19	0.04	0.19
<b>Intersection Summary</b>						

HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2024 Future Background AM Traffic












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	13	9	114	14	5	20	41	207	35	33	226	8
Future Volume (vph)	13	9	114	14	5	20	41	207	35	33	226	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.93		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1696			1728		1825	1759		1825	1691	
Flt Permitted		0.96			0.88		0.60	1.00		0.59	1.00	
Satd. Flow (perm)		1633			1545		1147	1759		1137	1691	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	15	10	128	16	6	22	46	233	39	37	254	9
RTOR Reduction (vph)	0	110	0	0	19	0	0	6	0	0	1	0
Lane Group Flow (vph)	0	43	0	0	25	0	46	266	0	37	262	0
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	7%	6%	0%	13%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.7			6.7		27.0	27.0		27.0	27.0	
Effective Green, g (s)		6.7			6.7		27.0	27.0		27.0	27.0	
Actuated g/C Ratio		0.14			0.14		0.57	0.57		0.57	0.57	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		231			219		656	1006		650	967	
v/s Ratio Prot								0.15			c0.15	
v/s Ratio Perm		c0.03			0.02		0.04			0.03		
v/c Ratio		0.19			0.11		0.07	0.26		0.06	0.27	
Uniform Delay, d1		17.8			17.7		4.5	5.1		4.5	5.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.2		0.0	0.1		0.0	0.2	
Delay (s)		18.2			17.9		4.5	5.2		4.5	5.3	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		18.2			17.9			5.1			5.2	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.25	A
Actuated Cycle Length (s)	47.2	Sum of lost time (s)
Intersection Capacity Utilization	53.9%	13.5
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A



















HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W

Erin Residential Development TIS  
2024 Future Background AM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	103	27	2	44	17	4
Future Volume (Veh/h)	103	27	2	44	17	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	129	34	2	55	21	5
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			163		205	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			163		205	146
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	99
cM capacity (veh/h)			1428		787	906
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	163	57	26			
Volume Left	0	2	21			
Volume Right	34	0	5			
cSH	1700	1428	807			
Volume to Capacity	0.10	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.8			
Control Delay (s)	0.0	0.3	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			17.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2024 Future Background AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	37	16	75	36	39	9	132	107	34	163	18
Future Volume (Veh/h)	10	37	16	75	36	39	9	132	107	34	163	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	39	17	78	38	41	9	138	111	35	170	19
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	456	507	170	432	415	138	189			249		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456	507	170	432	415	138	189			249		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.5	2.3			2.3		
p0 queue free %	98	91	98	84	92	95	99			97		
cM capacity (veh/h)	453	455	879	475	504	872	1333			1250		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	66	157	147	111	205	19						
Volume Left	10	78	9	0	35	0						
Volume Right	17	41	0	111	0	19						
cSH	519	547	1333	1700	1250	1700						
Volume to Capacity	0.13	0.29	0.01	0.07	0.03	0.01						
Queue Length 95th (m)	3.3	9.0	0.2	0.0	0.7	0.0						
Control Delay (s)	12.9	14.2	0.5	0.0	1.6	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.9	14.2	0.3		1.4							
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			43.0%		ICU Level of Service				A			
Analysis Period (min)			15									






















Queues  
12: Main Street (WR 124) & Sideroad 17



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	167	162	16	63	62	174	12	160	101
v/c Ratio	0.60	0.35	0.06	0.15	0.09	0.18	0.02	0.18	0.11
Control Delay	31.2	10.3	18.6	14.1	7.9	7.4	7.6	8.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	10.3	18.6	14.1	7.9	7.4	7.6	8.1	2.4
Queue Length 50th (m)	17.2	5.1	1.5	3.7	2.9	7.5	0.5	7.8	0.0
Queue Length 95th (m)	31.6	16.1	5.1	10.8	8.7	18.4	2.8	18.5	5.5
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	402	615	404	599	657	967	700	909	904
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.04	0.11	0.09	0.18	0.02	0.18	0.11
Intersection Summary									

HCM Signalized Intersection Capacity Analysis  
12: Main Street (WR 124) & Sideroad 17



















Erin Residential Development TIS  
2024 Future Background AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	47	92	14	34	20	53	129	21	10	138	87
Future Volume (vph)	144	47	92	14	34	20	53	129	21	10	138	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1659	1686		1825	1816		1690	1705		1825	1614	1526
Flt Permitted	0.72	1.00		0.65	1.00		0.66	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1250	1686		1257	1816		1166	1705		1244	1614	1526
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	167	55	107	16	40	23	62	150	24	12	160	101
RTOR Reduction (vph)	0	83	0	0	18	0	0	7	0	0	0	44
Lane Group Flow (vph)	167	79	0	16	45	0	62	167	0	12	160	57
Heavy Vehicles (%)	10%	0%	4%	0%	0%	0%	8%	12%	0%	0%	19%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	13.9	13.9		13.9	13.9		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	13.9	13.9		13.9	13.9		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.56	0.56		0.56	0.56	0.56
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	278	376		280	405		656	960		700	909	859
v/s Ratio Prot		0.05			0.02			0.10			c0.10	
v/s Ratio Perm	c0.13			0.01			0.05			0.01		0.04
v/c Ratio	0.60	0.21		0.06	0.11		0.09	0.17		0.02	0.18	0.07
Uniform Delay, d1	21.7	19.7		19.0	19.3		6.3	6.6		6.0	6.6	6.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.6	0.3		0.1	0.1		0.1	0.1		0.0	0.1	0.0
Delay (s)	25.3	20.0		19.1	19.4		6.3	6.7		6.0	6.7	6.2
Level of Service	C	C		B	B		A	A		A	A	A
Approach Delay (s)		22.7			19.3			6.6			6.5	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			62.3				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												



HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2024 Future Background AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	240	0	6	252	1	2	1	7	3	2	28
Future Volume (Veh/h)	11	240	0	6	252	1	2	1	7	3	2	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	12	255	0	6	268	1	2	1	7	3	2	30
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	269			255			590	560	255	566	559	268
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	269			255			590	560	255	566	559	268
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	99	100	96
cM capacity (veh/h)	1306			1322			400	434	789	428	434	776
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	267	0	274	1	10	35						
Volume Left	12	0	6	0	2	3						
Volume Right	0	0	0	1	7	30						
cSH	1306	1700	1322	1700	618	696						
Volume to Capacity	0.01	0.00	0.00	0.00	0.02	0.05						
Queue Length 95th (m)	0.2	0.0	0.1	0.0	0.4	1.2						
Control Delay (s)	0.4	0.0	0.2	0.0	10.9	10.4						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.4		0.2		10.9	10.4						
Approach LOS					B	B						
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			31.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

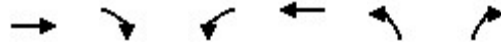
Erin Residential Development TIS  
 2024 Future Background AM Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	0	119	0	0	15	43	19	0	4	10	5
Future Volume (Veh/h)	12	0	119	0	0	15	43	19	0	4	10	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	129	0	0	16	47	21	0	4	11	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	152	136	14	266	139	21	16			21		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	152	136	14	266	139	21	16			21		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	88	100	100	98	97			100		
cM capacity (veh/h)	787	734	1072	594	732	1062	1615			1608		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	142	16	68	20								
Volume Left	13	0	47	4								
Volume Right	129	16	0	5								
cSH	1038	1062	1615	1608								
Volume to Capacity	0.14	0.02	0.03	0.00								
Queue Length 95th (m)	3.6	0.3	0.7	0.1								
Control Delay (s)	9.0	8.4	5.1	1.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.0	8.4	5.1	1.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			30.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2024 Future Background PM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	217	19	30	205	20	15
Future Volume (Veh/h)	217	19	30	205	20	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	231	20	32	218	21	16
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			251		523	241
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			251		523	241
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	98
cM capacity (veh/h)			1326		505	803
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	251	250	37			
Volume Left	0	32	21			
Volume Right	20	0	16			
cSH	1700	1326	602			
Volume to Capacity	0.15	0.02	0.06			
Queue Length 95th (m)	0.0	0.6	1.5			
Control Delay (s)	0.0	1.2	11.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.2	11.4			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			38.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	87	135	400	32	438
v/c Ratio	0.26	0.29	0.19	0.32	0.04	0.34
Control Delay	8.5	14.7	6.8	6.5	6.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	14.7	6.8	6.5	6.0	6.7
Queue Length 50th (m)	1.4	4.2	5.2	16.4	1.1	18.8
Queue Length 95th (m)	10.1	12.9	14.1	34.8	4.3	39.3
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	1032	878	833	1507	863	1542
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.16	0.27	0.04	0.28
<b>Intersection Summary</b>						

HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2024 Future Background PM Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	10	10	77	45	12	26	130	344	40	31	405	15
Future Volume (vph)	10	10	77	45	12	26	130	344	40	31	405	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.96		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1705			1773		1825	1765		1825	1806	
Flt Permitted		0.95			0.78		0.51	1.00		0.53	1.00	
Satd. Flow (perm)		1631			1416		977	1765		1011	1806	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	10	80	47	12	27	135	358	42	32	422	16
RTOR Reduction (vph)	0	71	0	0	24	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	29	0	0	63	0	135	396	0	32	437	0
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	8%	0%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		5.0			5.0		27.4	27.4		27.4	27.4	
Effective Green, g (s)		5.0			5.0		27.4	27.4		27.4	27.4	
Actuated g/C Ratio		0.11			0.11		0.60	0.60		0.60	0.60	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		177			154		583	1053		603	1078	
v/s Ratio Prot								0.22			c0.24	
v/s Ratio Perm		0.02			c0.04		0.14			0.03		
v/c Ratio		0.16			0.41		0.23	0.38		0.05	0.41	
Uniform Delay, d1		18.6			19.1		4.3	4.8		3.9	4.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			1.8		0.2	0.2		0.0	0.3	
Delay (s)		19.0			20.8		4.5	5.0		3.9	5.2	
Level of Service		B			C		A	A		A	A	
Approach Delay (s)		19.0			20.8			4.9			5.1	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	45.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W



















Erin Residential Development TIS  
2024 Future Background PM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (veh/h)	76	23	10	118	36	1
Future Volume (Veh/h)	76	23	10	118	36	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	89	27	12	139	42	1
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			116		266	102
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			116		266	102
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	100
cM capacity (veh/h)			1485		722	958
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	116	151	43			
Volume Left	0	12	42			
Volume Right	27	0	1			
cSH	1700	1485	726			
Volume to Capacity	0.07	0.01	0.06			
Queue Length 95th (m)	0.0	0.2	1.4			
Control Delay (s)	0.0	0.7	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.3			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization			23.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2024 Future Background PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	34	23	110	62	43	16	305	202	32	226	8
Future Volume (Veh/h)	14	34	23	110	62	43	16	305	202	32	226	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	36	24	116	65	45	17	321	213	34	238	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	738	874	238	703	669	321	246			534		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	738	874	238	703	669	321	246			534		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	94	87	97	61	82	94	99			97		
cM capacity (veh/h)	255	277	806	298	361	695	1332			1014		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	75	226	338	213	272	8						
Volume Left	15	116	17	0	34	0						
Volume Right	24	45	0	213	0	8						
cSH	343	357	1332	1700	1014	1700						
Volume to Capacity	0.22	0.63	0.01	0.13	0.03	0.00						
Queue Length 95th (m)	6.2	31.5	0.3	0.0	0.8	0.0						
Control Delay (s)	18.4	31.0	0.5	0.0	1.4	0.0						
Lane LOS	C	D	A		A							
Approach Delay (s)	18.4	31.0	0.3		1.3							
Approach LOS	C	D										
Intersection Summary												
Average Delay			7.9									
Intersection Capacity Utilization			59.2%		ICU Level of Service				B			
Analysis Period (min)			15									

Queues  
12: Main Street (WR 124) & Sideroad 17



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	188	140	15	56	110	235	7	299	170
v/c Ratio	0.63	0.30	0.05	0.13	0.18	0.25	0.01	0.30	0.18
Control Delay	31.5	8.3	18.5	13.5	8.8	8.1	7.7	9.1	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	8.3	18.5	13.5	8.8	8.1	7.7	9.1	2.1
Queue Length 50th (m)	19.6	2.7	1.4	3.1	5.4	11.2	0.3	16.0	0.0
Queue Length 95th (m)	37.3	13.8	5.1	10.4	15.2	26.4	2.1	35.3	7.7
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	426	617	411	594	610	942	659	997	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.23	0.04	0.09	0.18	0.25	0.01	0.30	0.18

Intersection Summary





















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2024 Future Background PM Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	27	104	14	32	21	103	190	31	7	281	160
Future Volume (vph)	177	27	104	14	32	21	103	190	31	7	281	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1755	1693		1825	1808		1789	1666		1825	1779	1585
Flt Permitted	0.72	1.00		0.67	1.00		0.58	1.00		0.61	1.00	1.00
Satd. Flow (perm)	1331	1693		1283	1808		1088	1666		1176	1779	1585
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	188	29	111	15	34	22	110	202	33	7	299	170
RTOR Reduction (vph)	0	86	0	0	17	0	0	8	0	0	0	75
Lane Group Flow (vph)	188	54	0	15	39	0	110	227	0	7	299	95
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	2%	15%	0%	0%	8%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	14.2	14.2		14.2	14.2		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	14.2	14.2		14.2	14.2		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.56	0.56		0.56	0.56	0.56
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	301	384		291	410		610	934		659	997	888
v/s Ratio Prot		0.03			0.02			0.14			c0.17	
v/s Ratio Perm	c0.14			0.01			0.10			0.01		0.06
v/c Ratio	0.62	0.14		0.05	0.10		0.18	0.24		0.01	0.30	0.11
Uniform Delay, d1	21.8	19.3		18.9	19.1		6.7	7.0		6.1	7.3	6.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.2		0.1	0.1		0.1	0.1		0.0	0.2	0.1
Delay (s)	25.8	19.5		19.0	19.2		6.9	7.1		6.1	7.4	6.5
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		23.1			19.2			7.0			7.1	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.1				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			62.6				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			91.6%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2024 Future Background PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	426	6	9	335	9	6	3	11	3	0	22
Future Volume (Veh/h)	33	426	6	9	335	9	6	3	11	3	0	22
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	490	7	10	385	10	7	3	13	3	0	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	395			497			996	981	490	986	978	385
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	395			497			996	981	490	986	978	385
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			97	99	98	99	100	96
cM capacity (veh/h)	1175			1077			210	241	582	215	242	667
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	528	7	395	10	23	28						
Volume Left	38	0	10	0	7	3						
Volume Right	0	7	0	10	13	25						
cSH	1175	1700	1077	1700	338	544						
Volume to Capacity	0.03	0.00	0.01	0.01	0.07	0.05						
Queue Length 95th (m)	0.8	0.0	0.2	0.0	1.7	1.2						
Control Delay (s)	0.9	0.0	0.3	0.0	16.4	12.0						
Lane LOS	A		A		C	B						
Approach Delay (s)	0.9		0.3		16.4	12.0						
Approach LOS					C	B						
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			55.7%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

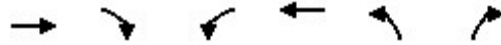
Erin Residential Development TIS  
 2024 Future Background PM Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	8	0	80	3	0	6	132	17	5	17	15	16
Future Volume (Veh/h)	8	0	80	3	0	6	132	17	5	17	15	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	11	0	111	4	0	8	183	24	7	24	21	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	482	477	32	584	484	28	43			31		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482	477	32	584	484	28	43			31		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	89	99	100	99	88			98		
cM capacity (veh/h)	446	427	1048	343	423	1054	1579			1595		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	122	12	214	67								
Volume Left	11	4	183	24								
Volume Right	111	8	7	22								
cSH	934	623	1579	1595								
Volume to Capacity	0.13	0.02	0.12	0.02								
Queue Length 95th (m)	3.4	0.4	3.0	0.3								
Control Delay (s)	9.4	10.9	6.6	2.7								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.4	10.9	6.6	2.7								
Approach LOS	A	B										
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization			27.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2024 Future Total AM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	189	22	18	96	44	61
Future Volume (Veh/h)	189	22	18	96	44	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	205	24	20	104	48	66
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			229		361	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			229		361	217
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	92
cM capacity (veh/h)			1351		632	828
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	229	124	114			
Volume Left	0	20	48			
Volume Right	24	0	66			
cSH	1700	1351	733			
Volume to Capacity	0.13	0.01	0.16			
Queue Length 95th (m)	0.0	0.3	4.2			
Control Delay (s)	0.0	1.3	10.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.3	10.8			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			3.0			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues  
3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	209	44	66	272	37	263
v/c Ratio	0.46	0.15	0.11	0.29	0.06	0.30
Control Delay	8.3	12.0	6.4	7.0	6.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	12.0	6.4	7.0	6.1	7.4
Queue Length 50th (m)	1.7	1.5	2.3	9.9	1.3	10.1
Queue Length 95th (m)	14.0	7.3	7.0	21.6	4.5	22.0
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	1009	845	873	1342	866	1289
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.05	0.08	0.20	0.04	0.20
<b>Intersection Summary</b>						

HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2024 Future Total AM Traffic












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	13	9	164	14	5	20	59	207	35	33	226	8
Future Volume (vph)	13	9	164	14	5	20	59	207	35	33	226	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.88			0.93		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1687			1728		1825	1759		1825	1691	
Flt Permitted		0.97			0.84		0.60	1.00		0.59	1.00	
Satd. Flow (perm)		1642			1478		1147	1759		1137	1691	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	15	10	184	16	6	22	66	233	39	37	254	9
RTOR Reduction (vph)	0	150	0	0	18	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	59	0	0	26	0	66	265	0	37	262	0
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	7%	6%	0%	13%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.4			8.4		24.0	24.0		24.0	24.0	
Effective Green, g (s)		8.4			8.4		24.0	24.0		24.0	24.0	
Actuated g/C Ratio		0.18			0.18		0.52	0.52		0.52	0.52	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		300			270		599	919		594	884	
v/s Ratio Prot								0.15				c0.15
v/s Ratio Perm		c0.04			0.02		0.06			0.03		
v/c Ratio		0.20			0.10		0.11	0.29		0.06	0.30	
Uniform Delay, d1		15.9			15.6		5.5	6.2		5.4	6.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.2		0.1	0.2		0.0	0.2	
Delay (s)		16.2			15.8		5.6	6.3		5.4	6.4	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		16.2			15.8			6.2			6.3	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.27	A
Actuated Cycle Length (s)	45.9	Sum of lost time (s)
Intersection Capacity Utilization	69.1%	13.5
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		C



















HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W

Erin Residential Development TIS  
2024 Future Total AM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	153	42	2	62	22	4
Future Volume (Veh/h)	153	42	2	62	22	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	191	52	2	78	28	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			243		299	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			243		299	217
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	99
cM capacity (veh/h)			1335		696	828
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	243	80	33			
Volume Left	0	2	28			
Volume Right	52	0	5			
cSH	1700	1335	713			
Volume to Capacity	0.14	0.00	0.05			
Queue Length 95th (m)	0.0	0.0	1.1			
Control Delay (s)	0.0	0.2	10.3			
Lane LOS			A			B
Approach Delay (s)	0.0	0.2	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			20.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2024 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	35	16	100	35	47	9	132	112	36	163	18
Future Volume (Veh/h)	10	35	16	100	35	47	9	132	112	36	163	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	36	17	104	36	49	9	138	117	38	170	19
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	469	519	170	437	421	138	189			255		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	469	519	170	437	421	138	189			255		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.5	2.3			2.3		
p0 queue free %	98	92	98	78	93	94	99			97		
cM capacity (veh/h)	440	447	879	472	499	872	1333			1243		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	63	189	147	117	208	19						
Volume Left	10	104	9	0	38	0						
Volume Right	17	49	0	117	0	19						
cSH	514	542	1333	1700	1243	1700						
Volume to Capacity	0.12	0.35	0.01	0.07	0.03	0.01						
Queue Length 95th (m)	3.2	11.8	0.2	0.0	0.7	0.0						
Control Delay (s)	13.0	15.2	0.5	0.0	1.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	13.0	15.2	0.3		1.5							
Approach LOS	B	C										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			44.9%		ICU Level of Service				A			
Analysis Period (min)			15									



Queues  
12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
2024 Future Total AM Traffic



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	160	16	60	62	174	12	160	109
v/c Ratio	0.67	0.34	0.05	0.14	0.10	0.18	0.02	0.18	0.12
Control Delay	33.9	9.8	18.4	13.6	8.3	7.7	7.9	8.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	9.8	18.4	13.6	8.3	7.7	7.9	8.5	2.4
Queue Length 50th (m)	20.9	4.9	1.5	3.4	3.1	8.1	0.6	8.4	0.0
Queue Length 95th (m)	37.4	15.8	5.1	10.4	8.7	18.4	2.8	18.5	5.6
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	397	607	399	589	647	953	689	895	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.26	0.04	0.10	0.10	0.18	0.02	0.18	0.12

Intersection Summary


















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2024 Future Total AM Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	46	92	14	32	20	53	129	21	10	138	94
Future Volume (vph)	169	46	92	14	32	20	53	129	21	10	138	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1659	1683		1825	1811		1690	1705		1825	1614	1526
Flt Permitted	0.72	1.00		0.66	1.00		0.66	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1254	1683		1260	1811		1166	1705		1244	1614	1526
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	197	53	107	16	37	23	62	150	24	12	160	109
RTOR Reduction (vph)	0	82	0	0	18	0	0	8	0	0	0	48
Lane Group Flow (vph)	197	78	0	16	42	0	62	166	0	12	160	61
Heavy Vehicles (%)	10%	0%	4%	0%	0%	0%	8%	12%	0%	0%	19%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	14.8	14.8		14.8	14.8		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	14.8	14.8		14.8	14.8		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.56	0.56		0.56	0.56	0.56
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	293	394		295	424		647	946		690	896	847
v/s Ratio Prot		0.05			0.02			0.10			c0.10	
v/s Ratio Perm	c0.16			0.01			0.05			0.01		0.04
v/c Ratio	0.67	0.20		0.05	0.10		0.10	0.18		0.02	0.18	0.07
Uniform Delay, d1	22.0	19.4		18.8	19.0		6.6	6.9		6.3	6.9	6.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.0	0.2		0.1	0.1		0.1	0.1		0.0	0.1	0.0
Delay (s)	28.0	19.7		18.8	19.1		6.7	7.0		6.3	7.0	6.5
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		24.2			19.0			6.9			6.8	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			63.2				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2024 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	240	0	6	252	1	2	1	7	3	2	43
Future Volume (Veh/h)	16	240	0	6	252	1	2	1	7	3	2	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	17	255	0	6	268	1	2	1	7	3	2	46
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	269			255			616	570	255	576	569	268
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	269			255			616	570	255	576	569	268
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	99	99	100	94
cM capacity (veh/h)	1306			1322			375	426	789	421	427	776
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	272	0	274	1	10	51						
Volume Left	17	0	6	0	2	3						
Volume Right	0	0	0	1	7	46						
cSH	1306	1700	1322	1700	604	717						
Volume to Capacity	0.01	0.00	0.00	0.00	0.02	0.07						
Queue Length 95th (m)	0.3	0.0	0.1	0.0	0.4	1.7						
Control Delay (s)	0.6	0.0	0.2	0.0	11.1	10.4						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.6		0.2		11.1	10.4						
Approach LOS					B	B						
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			35.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

Erin Residential Development TIS  
 2024 Future Total AM Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	0	119	0	0	15	43	42	0	4	75	5
Future Volume (Veh/h)	12	0	119	0	0	15	43	42	0	4	75	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	129	0	0	16	47	46	0	4	82	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	248	232	84	362	235	46	87			46		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248	232	84	362	235	46	87			46		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	87	100	100	98	97			100		
cM capacity (veh/h)	680	649	980	506	647	1029	1522			1575		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	142	16	93	91								
Volume Left	13	0	47	4								
Volume Right	129	16	0	5								
cSH	942	1029	1522	1575								
Volume to Capacity	0.15	0.02	0.03	0.00								
Queue Length 95th (m)	4.0	0.4	0.7	0.1								
Control Delay (s)	9.5	8.6	3.9	0.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.5	8.6	3.9	0.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			32.6%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 23: 8th Line & Empire S Access

Erin Residential Development TIS  
 2024 Future Total AM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	33	59	12	12	51
Future Volume (Veh/h)	33	33	59	12	12	51
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	36	64	13	13	55
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	152	70			77	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152	70			77	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			99	
cM capacity (veh/h)	838	998			1535	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	72	77	68			
Volume Left	36	0	13			
Volume Right	36	13	0			
cSH	911	1700	1535			
Volume to Capacity	0.08	0.05	0.01			
Queue Length 95th (m)	2.0	0.0	0.2			
Control Delay (s)	9.3	0.0	1.5			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	1.5			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.5			
Intersection Capacity Utilization			20.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 25: 8th Line & Empire N Access











Erin Residential Development TIS  
 2024 Future Total AM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	34	77	12	13	19
Future Volume (Veh/h)	32	34	77	12	13	19
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	37	84	13	14	21
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	140	90			97	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	90			97	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			99	
cM capacity (veh/h)	850	973			1509	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	72	97	35			
Volume Left	35	0	14			
Volume Right	37	13	0			
cSH	909	1700	1509			
Volume to Capacity	0.08	0.06	0.01			
Queue Length 95th (m)	2.0	0.0	0.2			
Control Delay (s)	9.3	0.0	3.0			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	3.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.8			
Intersection Capacity Utilization		18.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2024 Future Total PM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	217	48	63	205	37	32
Future Volume (Veh/h)	217	48	63	205	37	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	231	51	67	218	39	34
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			282			608 256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			282			608 256
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			95			91 96
cM capacity (veh/h)			1292			438 787
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	282	285	73			
Volume Left	0	67	39			
Volume Right	51	0	34			
cSH	1700	1292	552			
Volume to Capacity	0.17	0.05	0.13			
Queue Length 95th (m)	0.0	1.2	3.4			
Control Delay (s)	0.0	2.2	12.5			
Lane LOS			A	B		
Approach Delay (s)	0.0	2.2	12.5			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			2.4			
Intersection Capacity Utilization			42.6%	ICU Level of Service		A
Analysis Period (min)			15			

Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E





















Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	87	193	400	32	438
v/c Ratio	0.34	0.29	0.32	0.37	0.05	0.39
Control Delay	8.1	14.8	8.8	7.7	6.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	14.8	8.8	7.7	6.2	8.1
Queue Length 50th (m)	1.4	4.2	7.9	16.4	1.1	18.8
Queue Length 95th (m)	11.5	12.8	21.2	35.8	4.3	40.2
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	972	858	786	1423	814	1456
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.10	0.25	0.28	0.04	0.30
<b>Intersection Summary</b>						












HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2024 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	10	112	45	12	26	185	344	40	31	405	15
Future Volume (vph)	10	10	112	45	12	26	185	344	40	31	405	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.88			0.96		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1693			1773		1825	1765		1825	1806	
Flt Permitted		0.96			0.83		0.51	1.00		0.53	1.00	
Satd. Flow (perm)		1639			1506		977	1765		1011	1806	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	10	117	47	12	27	193	358	42	32	422	16
RTOR Reduction (vph)	0	100	0	0	23	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	37	0	0	64	0	193	395	0	32	437	0
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	8%	0%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.0			7.0		27.0	27.0		27.0	27.0	
Effective Green, g (s)		7.0			7.0		27.0	27.0		27.0	27.0	
Actuated g/C Ratio		0.15			0.15		0.57	0.57		0.57	0.57	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		241			221		555	1003		574	1026	
v/s Ratio Prot								0.22				c0.24
v/s Ratio Perm		0.02			c0.04		0.20			0.03		
v/c Ratio		0.15			0.29		0.35	0.39		0.06	0.43	
Uniform Delay, d1		17.7			18.0		5.5	5.7		4.6	5.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.7		0.4	0.3		0.0	0.3	
Delay (s)		18.0			18.8		5.9	6.0		4.6	6.1	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		18.0			18.8			5.9			6.0	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.1				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			47.5				Sum of lost time (s)				13.5	
Intersection Capacity Utilization			78.9%				ICU Level of Service				D	
Analysis Period (min)			15									
c	Critical Lane Group											



















HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W

Erin Residential Development TIS  
2024 Future Total PM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	111	33	10	173	51	1
Future Volume (Veh/h)	111	33	10	173	51	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	131	39	12	204	60	1
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			170		378	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			170		378	150
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		90	100
cM capacity (veh/h)			1420		622	901
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	170	216	61			
Volume Left	0	12	60			
Volume Right	39	0	1			
cSH	1700	1420	625			
Volume to Capacity	0.10	0.01	0.10			
Queue Length 95th (m)	0.0	0.2	2.5			
Control Delay (s)	0.0	0.5	11.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	11.4			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.8			
Intersection Capacity Utilization			27.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2024 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	33	23	124	60	48	16	305	224	40	226	8
Future Volume (Veh/h)	14	33	23	124	60	48	16	305	224	40	226	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	35	24	131	63	51	17	321	236	42	238	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	760	913	238	718	685	321	246			557		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	760	913	238	718	685	321	246			557		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	94	87	97	55	82	93	99			96		
cM capacity (veh/h)	243	261	806	288	350	695	1332			994		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	74	245	338	236	280	8						
Volume Left	15	131	17	0	42	0						
Volume Right	24	51	0	236	0	8						
cSH	328	346	1332	1700	994	1700						
Volume to Capacity	0.23	0.71	0.01	0.14	0.04	0.00						
Queue Length 95th (m)	6.5	39.2	0.3	0.0	1.0	0.0						
Control Delay (s)	19.2	37.0	0.5	0.0	1.7	0.0						
Lane LOS	C	E	A		A							
Approach Delay (s)	19.2	37.0	0.3		1.6							
Approach LOS	C	E										
Intersection Summary												
Average Delay			9.4									
Intersection Capacity Utilization			60.7%		ICU Level of Service				B			
Analysis Period (min)			15									






















Queues  
12: Main Street (WR 124) & Sideroad 17



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	202	139	15	55	110	235	7	299	197
v/c Ratio	0.66	0.29	0.05	0.13	0.18	0.25	0.01	0.30	0.20
Control Delay	32.6	8.1	18.4	13.3	9.0	8.3	7.7	9.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	8.1	18.4	13.3	9.0	8.3	7.7	9.3	2.1
Queue Length 50th (m)	21.3	2.6	1.4	3.0	5.6	11.5	0.3	16.6	0.0
Queue Length 95th (m)	40.0	13.8	5.1	10.3	15.2	26.4	2.1	35.3	8.3
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	423	613	408	589	606	935	654	990	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.04	0.09	0.18	0.25	0.01	0.30	0.20
Intersection Summary									



















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2024 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	26	104	14	31	21	103	190	31	7	281	185
Future Volume (vph)	190	26	104	14	31	21	103	190	31	7	281	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1755	1691		1825	1806		1789	1666		1825	1779	1585
Flt Permitted	0.72	1.00		0.67	1.00		0.58	1.00		0.61	1.00	1.00
Satd. Flow (perm)	1332	1691		1284	1806		1088	1666		1176	1779	1585
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	202	28	111	15	33	22	110	202	33	7	299	197
RTOR Reduction (vph)	0	85	0	0	17	0	0	8	0	0	0	87
Lane Group Flow (vph)	202	54	0	15	38	0	110	227	0	7	299	110
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	2%	15%	0%	0%	8%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	14.6	14.6		14.6	14.6		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	14.6	14.6		14.6	14.6		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.56	0.56		0.56	0.56	0.56
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	308	391		297	418		606	928		655	991	883
v/s Ratio Prot		0.03			0.02			0.14			c0.17	
v/s Ratio Perm	c0.15			0.01			0.10			0.01		0.07
v/c Ratio	0.66	0.14		0.05	0.09		0.18	0.24		0.01	0.30	0.12
Uniform Delay, d1	21.9	19.2		18.8	19.0		6.9	7.2		6.2	7.4	6.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2		0.1	0.1		0.1	0.1		0.0	0.2	0.1
Delay (s)	26.9	19.4		18.9	19.1		7.0	7.3		6.2	7.6	6.7
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		23.8			19.0			7.2			7.2	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			63.0				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			92.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c	Critical Lane Group											

















HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2024 Future Total PM Traffic

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	48	426	6	9	335	9	6	3	11	3	0	32	
Future Volume (Veh/h)	48	426	6	9	335	9	6	3	11	3	0	32	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Hourly flow rate (vph)	55	490	7	10	385	10	7	3	13	3	0	37	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type		None					None						
Median storage (veh)													
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	395			497			1042	1015	490	1020	1012	385	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	395			497			1042	1015	490	1020	1012	385	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	95			99			96	99	98	99	100	94	
cM capacity (veh/h)	1175			1077			190	227	582	201	228	667	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1							
Volume Total	545	7	395	10	23	40							
Volume Left	55	0	10	0	7	3							
Volume Right	0	7	0	10	13	37							
cSH	1175	1700	1077	1700	317	568							
Volume to Capacity	0.05	0.00	0.01	0.01	0.07	0.07							
Queue Length 95th (m)	1.1	0.0	0.2	0.0	1.8	1.7							
Control Delay (s)	1.3	0.0	0.3	0.0	17.2	11.8							
Lane LOS	A		A		C	B							
Approach Delay (s)	1.3		0.3		17.2	11.8							
Approach LOS					C	B							
Intersection Summary													
Average Delay			1.7										
Intersection Capacity Utilization			56.5%	ICU Level of Service	B								
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

Erin Residential Development TIS  
 2024 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	80	3	0	6	132	87	5	17	60	16
Future Volume (Veh/h)	8	0	80	3	0	6	132	87	5	17	60	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	11	0	111	4	0	8	183	121	7	24	83	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	640	636	94	744	644	124	105			128		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	640	636	94	744	644	124	105			128		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	89	98	100	99	88			98		
cM capacity (veh/h)	347	344	968	264	340	932	1499			1470		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	122	12	311	129								
Volume Left	11	4	183	24								
Volume Right	111	8	7	22								
cSH	834	506	1499	1470								
Volume to Capacity	0.15	0.02	0.12	0.02								
Queue Length 95th (m)	3.9	0.6	3.2	0.4								
Control Delay (s)	10.1	12.3	5.0	1.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.1	12.3	5.0	1.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			31.2%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 23: 8th Line & Empire S Access

Erin Residential Development TIS  
 2024 Future Total PM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	23	67	35	38	71
Future Volume (Veh/h)	23	23	67	35	38	71
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	25	73	38	41	77
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	251	92			111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251	92			111	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			97	
cM capacity (veh/h)	722	971			1492	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	50	111	118			
Volume Left	25	0	41			
Volume Right	25	38	0			
cSH	828	1700	1492			
Volume to Capacity	0.06	0.07	0.03			
Queue Length 95th (m)	1.5	0.0	0.6			
Control Delay (s)	9.6	0.0	2.7			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	2.7			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			2.9			
Intersection Capacity Utilization			22.5%		ICU Level of Service	A
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 25: 8th Line & Empire N Access

Erin Residential Development TIS  
 2024 Future Total PM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	23	42	36	38	74
Future Volume (Veh/h)	23	23	42	36	38	74
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	25	46	39	41	80
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	228	66			85	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	66			85	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			97	
cM capacity (veh/h)	745	1004			1524	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	50	85	121			
Volume Left	25	0	41			
Volume Right	25	39	0			
cSH	855	1700	1524			
Volume to Capacity	0.06	0.05	0.03			
Queue Length 95th (m)	1.4	0.0	0.6			
Control Delay (s)	9.5	0.0	2.7			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	2.7			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.1			
Intersection Capacity Utilization			22.7%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2029 Future Total AM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	195	23	18	99	45	62
Future Volume (Veh/h)	195	23	18	99	45	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	212	25	20	108	49	67
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			237		372	224
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			237		372	224
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	92
cM capacity (veh/h)			1342		623	820
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	237	128	116			
Volume Left	0	20	49			
Volume Right	25	0	67			
cSH	1700	1342	723			
Volume to Capacity	0.14	0.01	0.16			
Queue Length 95th (m)	0.0	0.3	4.3			
Control Delay (s)	0.0	1.3	10.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.3	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			33.5%	ICU Level of Service	A	
Analysis Period (min)			15			


















Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	214	47	67	284	38	277
v/c Ratio	0.47	0.16	0.11	0.31	0.06	0.31
Control Delay	8.4	11.9	6.5	7.2	6.1	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	11.9	6.5	7.2	6.1	7.6
Queue Length 50th (m)	1.8	1.6	2.3	10.4	1.3	10.7
Queue Length 95th (m)	14.2	7.5	7.2	22.8	4.7	23.3
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	1009	836	862	1345	858	1290
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.06	0.08	0.21	0.04	0.21
<b>Intersection Summary</b>						










HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2029 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	10	166	15	5	21	60	217	36	34	238	9
Future Volume (vph)	14	10	166	15	5	21	60	217	36	34	238	9
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.88			0.93		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688			1726		1825	1760		1825	1691	
Flt Permitted		0.97			0.83		0.59	1.00		0.59	1.00	
Satd. Flow (perm)		1641			1460		1132	1760		1125	1691	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	16	11	187	17	6	24	67	244	40	38	267	10
RTOR Reduction (vph)	0	153	0	0	20	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	61	0	0	27	0	67	277	0	38	276	0
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	7%	6%	0%	13%	13%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.4			8.4		24.0	24.0		24.0	24.0	
Effective Green, g (s)		8.4			8.4		24.0	24.0		24.0	24.0	
Actuated g/C Ratio		0.18			0.18		0.52	0.52		0.52	0.52	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		300			267		591	920		588	884	
v/s Ratio Prot								0.16				c0.16
v/s Ratio Perm		c0.04			0.02		0.06			0.03		
v/c Ratio		0.20			0.10		0.11	0.30		0.06	0.31	
Uniform Delay, d1		15.9			15.6		5.6	6.2		5.4	6.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.2		0.1	0.2		0.0	0.2	
Delay (s)		16.3			15.8		5.6	6.4		5.5	6.4	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		16.3			15.8			6.2			6.3	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			9.1				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			45.9				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			69.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											



















HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W

Erin Residential Development TIS  
2029 Future Total AM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	154	42	2	63	22	4
Future Volume (Veh/h)	154	42	2	63	22	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	192	52	2	79	28	5
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			244		301	218
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			244		301	218
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	99
cM capacity (veh/h)			1334		694	827
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	244	81	33			
Volume Left	0	2	28			
Volume Right	52	0	5			
cSH	1700	1334	711			
Volume to Capacity	0.14	0.00	0.05			
Queue Length 95th (m)	0.0	0.0	1.1			
Control Delay (s)	0.0	0.2	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	10.3			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			20.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2029 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	37	17	101	36	49	10	138	116	37	171	19
Future Volume (Veh/h)	11	37	17	101	36	49	10	138	116	37	171	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	11	39	18	105	38	51	10	144	121	39	178	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	490	541	178	458	440	144	198			265		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	490	541	178	458	440	144	198			265		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.5	2.3			2.3		
p0 queue free %	97	91	98	77	92	94	99			97		
cM capacity (veh/h)	422	433	870	453	485	865	1322			1233		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	68	194	154	121	217	20						
Volume Left	11	105	10	0	39	0						
Volume Right	18	51	0	121	0	20						
cSH	497	526	1322	1700	1233	1700						
Volume to Capacity	0.14	0.37	0.01	0.07	0.03	0.01						
Queue Length 95th (m)	3.6	12.8	0.2	0.0	0.7	0.0						
Control Delay (s)	13.4	15.8	0.6	0.0	1.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	13.4	15.8	0.3		1.5							
Approach LOS	B	C										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			46.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues  
12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
2029 Future Total AM Traffic
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	202	168	17	62	65	183	13	167	114
v/c Ratio	0.68	0.35	0.06	0.14	0.10	0.19	0.02	0.19	0.13
Control Delay	34.4	9.8	18.4	13.5	8.4	7.8	8.0	8.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	9.8	18.4	13.5	8.4	7.8	8.0	8.7	2.4
Queue Length 50th (m)	21.5	5.2	1.5	3.5	3.3	8.7	0.6	8.8	0.0
Queue Length 95th (m)	38.4	16.5	5.3	10.5	9.0	19.2	2.9	19.2	5.8
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	395	608	395	588	640	950	682	892	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.28	0.04	0.11	0.10	0.19	0.02	0.19	0.13

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17



















Erin Residential Development TIS  
 2029 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	48	96	15	33	21	56	135	22	11	144	98
Future Volume (vph)	174	48	96	15	33	21	56	135	22	11	144	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1659	1684		1825	1810		1690	1705		1825	1614	1526
Flt Permitted	0.72	1.00		0.65	1.00		0.65	1.00		0.64	1.00	1.00
Satd. Flow (perm)	1251	1684		1250	1810		1159	1705		1233	1614	1526
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	202	56	112	17	38	24	65	157	26	13	167	114
RTOR Reduction (vph)	0	86	0	0	18	0	0	8	0	0	0	51
Lane Group Flow (vph)	202	82	0	17	44	0	65	175	0	13	167	63
Heavy Vehicles (%)	10%	0%	4%	0%	0%	0%	8%	12%	0%	0%	19%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	15.0	15.0		15.0	15.0		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	15.0	15.0		15.0	15.0		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.55	0.55		0.55	0.55	0.55
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	295	398		295	428		641	943		682	893	844
v/s Ratio Prot		0.05			0.02			0.10			c0.10	
v/s Ratio Perm	c0.16			0.01			0.06			0.01		0.04
v/c Ratio	0.68	0.21		0.06	0.10		0.10	0.19		0.02	0.19	0.07
Uniform Delay, d1	22.0	19.4		18.7	18.9		6.7	7.0		6.4	7.0	6.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.4	0.3		0.1	0.1		0.1	0.1		0.0	0.1	0.0
Delay (s)	28.5	19.7		18.8	19.0		6.8	7.1		6.4	7.1	6.6
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		24.5			19.0			7.0			6.9	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			63.4				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												



















HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2029 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	251	0	6	264	1	2	1	7	3	2	43
Future Volume (Veh/h)	16	251	0	6	264	1	2	1	7	3	2	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	17	267	0	6	281	1	2	1	7	3	2	46
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	282			267			641	595	267	602	594	281
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	282			267			641	595	267	602	594	281
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	99	99	100	94
cM capacity (veh/h)	1292			1308			361	413	777	405	413	763
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	284	0	287	1	10	51						
Volume Left	17	0	6	0	2	3						
Volume Right	0	0	0	1	7	46						
cSH	1292	1700	1308	1700	589	703						
Volume to Capacity	0.01	0.00	0.00	0.00	0.02	0.07						
Queue Length 95th (m)	0.3	0.0	0.1	0.0	0.4	1.8						
Control Delay (s)	0.6	0.0	0.2	0.0	11.2	10.5						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.6		0.2		11.2	10.5						
Approach LOS					B	B						
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									










HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

Erin Residential Development TIS  
 2029 Future Total AM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	119	0	0	16	43	43	0	4	76	5
Future Volume (Veh/h)	12	0	119	0	0	16	43	43	0	4	76	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	129	0	0	17	47	47	0	4	83	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	252	234	86	364	237	47	88			47		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	252	234	86	364	237	47	88			47		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	87	100	100	98	97			100		
cM capacity (veh/h)	677	647	979	504	645	1028	1520			1573		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	142	17	94	92								
Volume Left	13	0	47	4								
Volume Right	129	17	0	5								
cSH	940	1028	1520	1573								
Volume to Capacity	0.15	0.02	0.03	0.00								
Queue Length 95th (m)	4.0	0.4	0.7	0.1								
Control Delay (s)	9.5	8.6	3.8	0.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.5	8.6	3.8	0.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			32.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 23: 8th Line & Empire S Access

Erin Residential Development TIS  
 2029 Future Total AM Traffic

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	33	60	12	12	52
Future Volume (Veh/h)	33	33	60	12	12	52
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	36	65	13	13	57
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	154	72			78	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	72			78	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			99	
cM capacity (veh/h)	835	996			1533	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	72	78	70			
Volume Left	36	0	13			
Volume Right	36	13	0			
cSH	908	1700	1533			
Volume to Capacity	0.08	0.05	0.01			
Queue Length 95th (m)	2.0	0.0	0.2			
Control Delay (s)	9.3	0.0	1.4			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	1.4			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.5			
Intersection Capacity Utilization			20.6%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 25: 8th Line & Empire N Access

Erin Residential Development TIS  
 2029 Future Total AM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	34	78	12	13	20
Future Volume (Veh/h)	32	34	78	12	13	20
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	37	85	13	14	22
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	142	92			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	142	92			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			99	
cM capacity (veh/h)	848	971			1508	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	72	98	36			
Volume Left	35	0	14			
Volume Right	37	13	0			
cSH	907	1700	1508			
Volume to Capacity	0.08	0.06	0.01			
Queue Length 95th (m)	2.0	0.0	0.2			
Control Delay (s)	9.3	0.0	2.9			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	2.9			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.8			
Intersection Capacity Utilization			19.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
1: 8th Line & Sideroad 17

Erin Residential Development TIS  
2029 Future Total PM Traffic



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	226	49	64	212	38	32
Future Volume (Veh/h)	226	49	64	212	38	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	240	52	68	226	40	34
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			292		628	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			292		628	266
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		91	96
cM capacity (veh/h)			1281		426	778
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	292	294	74			
Volume Left	0	68	40			
Volume Right	52	0	34			
cSH	1700	1281	538			
Volume to Capacity	0.17	0.05	0.14			
Queue Length 95th (m)	0.0	1.3	3.6			
Control Delay (s)	0.0	2.2	12.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.2	12.8			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			2.4			
Intersection Capacity Utilization			43.6%	ICU Level of Service	A	
Analysis Period (min)			15			



















Queues  
 3: Main Street (WR 124) & Dundas St W/Dundas St E



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	91	194	420	33	460
v/c Ratio	0.35	0.30	0.33	0.38	0.05	0.41
Control Delay	8.3	15.1	8.9	7.9	6.2	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	15.1	8.9	7.9	6.2	8.3
Queue Length 50th (m)	1.5	4.4	8.0	17.5	1.1	20.1
Queue Length 95th (m)	12.1	13.7	21.7	38.4	4.5	43.3
Internal Link Dist (m)	1308.1	285.1		328.5		907.9
Turn Bay Length (m)			35.0		40.0	
Base Capacity (vph)	962	857	764	1410	792	1441
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.11	0.25	0.30	0.04	0.32
<b>Intersection Summary</b>						











HCM Signalized Intersection Capacity Analysis  
 3: Main Street (WR 124) & Dundas St W/Dundas St E

Erin Residential Development TIS  
 2029 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	11	113	47	13	27	186	361	42	32	425	16
Future Volume (vph)	11	11	113	47	13	27	186	361	42	32	425	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.96		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1696			1774		1825	1765		1825	1806	
Flt Permitted		0.96			0.83		0.50	1.00		0.52	1.00	
Satd. Flow (perm)		1636			1518		957	1765		993	1806	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	11	118	49	14	28	194	376	44	33	443	17
RTOR Reduction (vph)	0	101	0	0	24	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	39	0	0	67	0	194	415	0	33	459	0
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	8%	0%	0%	6%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.1			7.1		27.4	27.4		27.4	27.4	
Effective Green, g (s)		7.1			7.1		27.4	27.4		27.4	27.4	
Actuated g/C Ratio		0.15			0.15		0.57	0.57		0.57	0.57	
Clearance Time (s)		6.0			6.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		241			224		546	1007		566	1030	
v/s Ratio Prot								0.24				c0.25
v/s Ratio Perm		0.02			c0.04		0.20			0.03		
v/c Ratio		0.16			0.30		0.36	0.41		0.06	0.45	
Uniform Delay, d1		17.9			18.2		5.5	5.8		4.6	5.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.8		0.4	0.3		0.0	0.3	
Delay (s)		18.2			19.0		5.9	6.1		4.6	6.2	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		18.2			19.0			6.0			6.1	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.2				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			48.0				Sum of lost time (s)				13.5	
Intersection Capacity Utilization			80.1%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
4: 8th Line & Dundas St W



















Erin Residential Development TIS  
2029 Future Total PM Traffic

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	112	33	11	174	51	1
Future Volume (Veh/h)	112	33	11	174	51	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	132	39	13	205	60	1
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			171			382 152
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			171			382 152
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			99			90 100
cM capacity (veh/h)			1418			618 900
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	171	218	61			
Volume Left	0	13	60			
Volume Right	39	0	1			
cSH	1700	1418	621			
Volume to Capacity	0.10	0.01	0.10			
Queue Length 95th (m)	0.0	0.2	2.5			
Control Delay (s)	0.0	0.5	11.4			
Lane LOS			A	B		
Approach Delay (s)	0.0	0.5	11.4			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.8			
Intersection Capacity Utilization			28.2%	ICU Level of Service		A
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
6: Trafalgar Rd (24) & Sideroad 17

Erin Residential Development TIS  
2029 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	34	25	127	63	49	17	320	231	41	238	9
Future Volume (Veh/h)	15	34	25	127	63	49	17	320	231	41	238	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	36	26	134	66	52	18	337	243	43	251	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	795	953	251	754	719	337	260			580		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	795	953	251	754	719	337	260			580		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	93	85	97	50	80	92	99			96		
cM capacity (veh/h)	225	246	793	269	334	681	1316			974		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	78	252	355	243	294	9						
Volume Left	16	134	18	0	43	0						
Volume Right	26	52	0	243	0	9						
cSH	312	326	1316	1700	974	1700						
Volume to Capacity	0.25	0.77	0.01	0.14	0.04	0.01						
Queue Length 95th (m)	7.4	46.6	0.3	0.0	1.1	0.0						
Control Delay (s)	20.4	45.2	0.5	0.0	1.7	0.0						
Lane LOS	C	E	A		A							
Approach Delay (s)	20.4	45.2	0.3		1.6							
Approach LOS	C	E										
Intersection Summary												
Average Delay			11.1									
Intersection Capacity Utilization			62.6%		ICU Level of Service				B			
Analysis Period (min)			15									

Queues  
12: Main Street (WR 124) & Sideroad 17
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	210	145	16	57	115	246	7	313	202
v/c Ratio	0.67	0.30	0.05	0.13	0.19	0.26	0.01	0.32	0.21
Control Delay	33.2	8.0	18.3	13.2	9.2	8.6	7.9	9.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	8.0	18.3	13.2	9.2	8.6	7.9	9.5	2.1
Queue Length 50th (m)	22.3	2.6	1.5	3.1	6.1	12.5	0.3	17.9	0.0
Queue Length 95th (m)	41.6	14.1	5.4	10.4	15.9	27.8	2.1	37.1	8.4
Internal Link Dist (m)		8.8		90.4		95.4		205.2	
Turn Bay Length (m)	15.0		7.0		35.0		50.0		50.0
Base Capacity (vph)	421	614	404	586	595	930	645	986	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.24	0.04	0.10	0.19	0.26	0.01	0.32	0.21

Intersection Summary



















HCM Signalized Intersection Capacity Analysis  
 12: Main Street (WR 124) & Sideroad 17

Erin Residential Development TIS  
 2029 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	27	109	15	32	22	108	199	32	7	294	190
Future Volume (vph)	197	27	109	15	32	22	108	199	32	7	294	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1755	1691		1825	1805		1789	1666		1825	1779	1585
Flt Permitted	0.72	1.00		0.66	1.00		0.57	1.00		0.61	1.00	1.00
Satd. Flow (perm)	1330	1691		1277	1805		1074	1666		1165	1779	1585
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	210	29	116	16	34	23	115	212	34	7	313	202
RTOR Reduction (vph)	0	89	0	0	18	0	0	8	0	0	0	90
Lane Group Flow (vph)	210	56	0	16	39	0	115	238	0	7	313	112
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	2%	15%	0%	0%	8%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	14.9	14.9		14.9	14.9		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)	14.9	14.9		14.9	14.9		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.55	0.55		0.55	0.55	0.55
Clearance Time (s)	6.4	6.4		6.4	6.4		6.9	6.9		6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	313	398		300	424		595	923		645	986	878
v/s Ratio Prot		0.03			0.02			0.14			c0.18	
v/s Ratio Perm	c0.16			0.01			0.11			0.01		0.07
v/c Ratio	0.67	0.14		0.05	0.09		0.19	0.26		0.01	0.32	0.13
Uniform Delay, d1	22.0	19.1		18.7	18.9		7.0	7.3		6.3	7.6	6.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.6	0.2		0.1	0.1		0.2	0.1		0.0	0.2	0.1
Delay (s)	27.5	19.3		18.8	19.0		7.2	7.5		6.3	7.8	6.8
Level of Service	C	B		B	B		A	A		A	A	A
Approach Delay (s)		24.2			19.0			7.4			7.4	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			63.3				Sum of lost time (s)			13.3		
Intersection Capacity Utilization			92.7%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

















HCM Unsignalized Intersection Capacity Analysis  
 15: 8th Line & Wellington Rd 124

Erin Residential Development TIS  
 2029 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	447	6	10	351	10	6	3	12	3	0	32
Future Volume (Veh/h)	48	447	6	10	351	10	6	3	12	3	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	55	514	7	11	403	11	7	3	14	3	0	37
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	414			521			1086	1060	514	1064	1056	403
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	414			521			1086	1060	514	1064	1056	403
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			96	99	98	98	100	94
cM capacity (veh/h)	1156			1056			176	213	564	187	214	652
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	569	7	414	11	24	40						
Volume Left	55	0	11	0	7	3						
Volume Right	0	7	0	11	14	37						
cSH	1156	1700	1056	1700	305	549						
Volume to Capacity	0.05	0.00	0.01	0.01	0.08	0.07						
Queue Length 95th (m)	1.1	0.0	0.2	0.0	1.9	1.8						
Control Delay (s)	1.3	0.0	0.3	0.0	17.8	12.1						
Lane LOS	A		A		C	B						
Approach Delay (s)	1.3		0.3		17.8	12.1						
Approach LOS					C	B						
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			58.5%	ICU Level of Service	B							
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis  
 20: 8th Line & Mattamy 8th Line Access/Erin Heights Drive

Erin Residential Development TIS  
 2029 Future Total PM Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	80	3	0	6	132	88	5	18	61	16
Future Volume (Veh/h)	8	0	80	3	0	6	132	88	5	18	61	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	11	0	111	4	0	8	183	122	7	25	85	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	646	641	96	748	648	126	107			129		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	646	641	96	748	648	126	107			129		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	89	98	100	99	88			98		
cM capacity (veh/h)	344	341	966	262	338	930	1497			1469		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	122	12	312	132								
Volume Left	11	4	183	25								
Volume Right	111	8	7	22								
cSH	831	503	1497	1469								
Volume to Capacity	0.15	0.02	0.12	0.02								
Queue Length 95th (m)	3.9	0.6	3.2	0.4								
Control Delay (s)	10.1	12.3	5.0	1.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.1	12.3	5.0	1.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			31.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 23: 8th Line & Empire S Access

Erin Residential Development TIS  
 2029 Future Total PM Traffic

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	23	69	35	38	73
Future Volume (Veh/h)	23	23	69	35	38	73
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	25	75	38	41	79
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	255	94			113	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255	94			113	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			97	
cM capacity (veh/h)	718	968			1489	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	50	113	120			
Volume Left	25	0	41			
Volume Right	25	38	0			
cSH	824	1700	1489			
Volume to Capacity	0.06	0.07	0.03			
Queue Length 95th (m)	1.5	0.0	0.6			
Control Delay (s)	9.6	0.0	2.7			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	2.7			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			2.8			
Intersection Capacity Utilization		22.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 25: 8th Line & Empire N Access

Erin Residential Development TIS  
 2029 Future Total PM Traffic



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	23	44	36	38	75
Future Volume (Veh/h)	23	23	44	36	38	75
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	25	48	39	41	82
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	232	68			87	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232	68			87	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			97	
cM capacity (veh/h)	741	1002			1522	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	50	87	123			
Volume Left	25	0	41			
Volume Right	25	39	0			
cSH	852	1700	1522			
Volume to Capacity	0.06	0.05	0.03			
Queue Length 95th (m)	1.4	0.0	0.6			
Control Delay (s)	9.5	0.0	2.6			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	2.6			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			3.1			
Intersection Capacity Utilization			22.7%	ICU Level of Service	A	
Analysis Period (min)			15			

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**APPENDIX F**

**Auxiliary Left-Turn Lane Warrants**

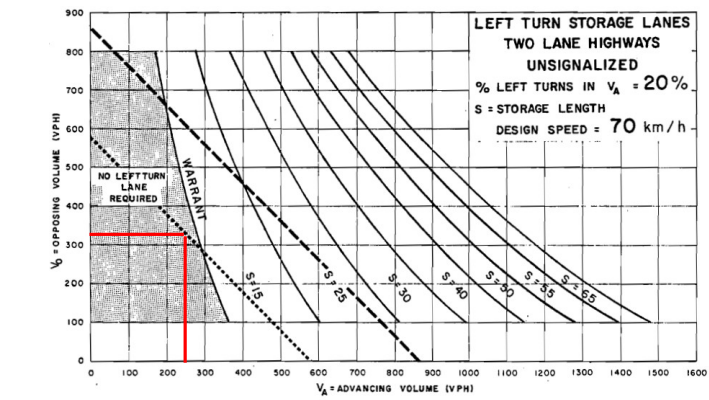
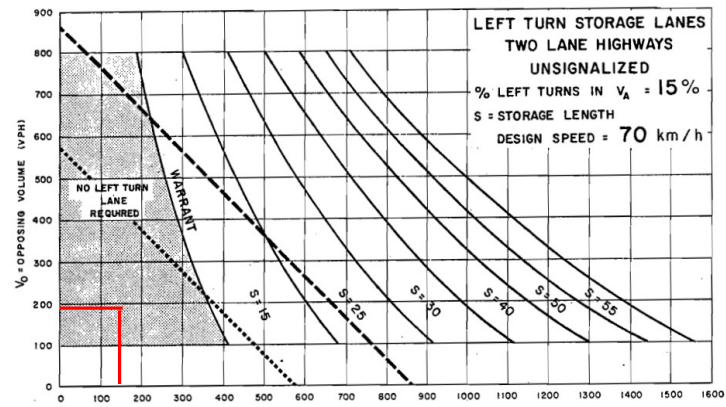
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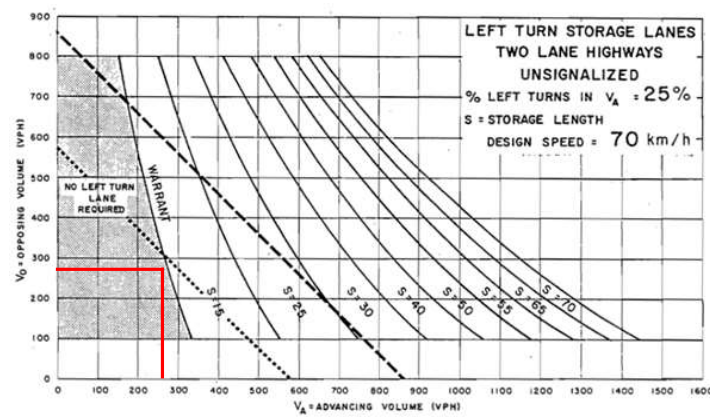
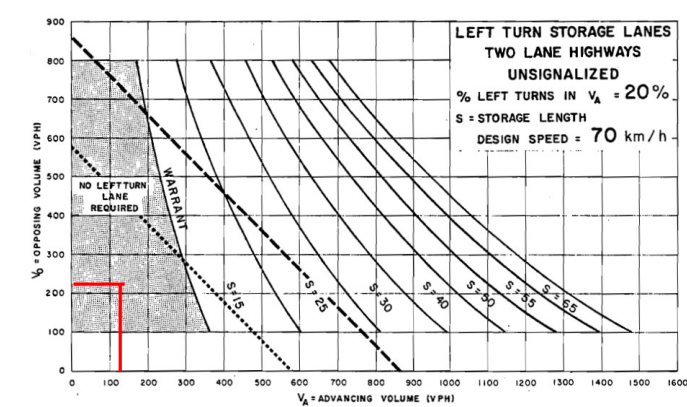
Mattamy SR 17 Access

EB					
AM			PM		
DS =	60	km/h	DS =	60	km/h
Va =	144		Va =	251	
Vo =	190		Vo =	310	
VL =	18		VL =	54	
% LT =	12%		% LT =	22%	



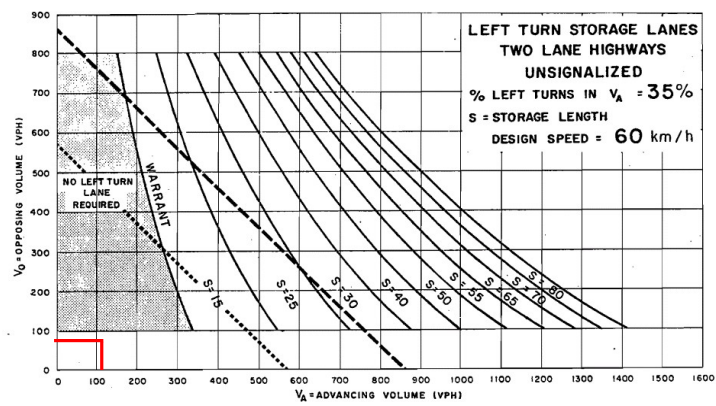
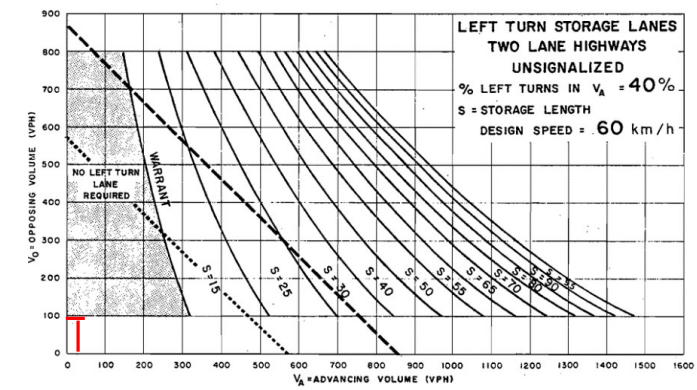
SR 17 x 8th Line

WB					
AM			PM		
DS =	60	km/h	DS =	60	km/h
Va =	118		Va =	276	
Vo =	219		Vo =	275	
VL =	18		VL =	64	
% LT =	16%		% LT =	23%	



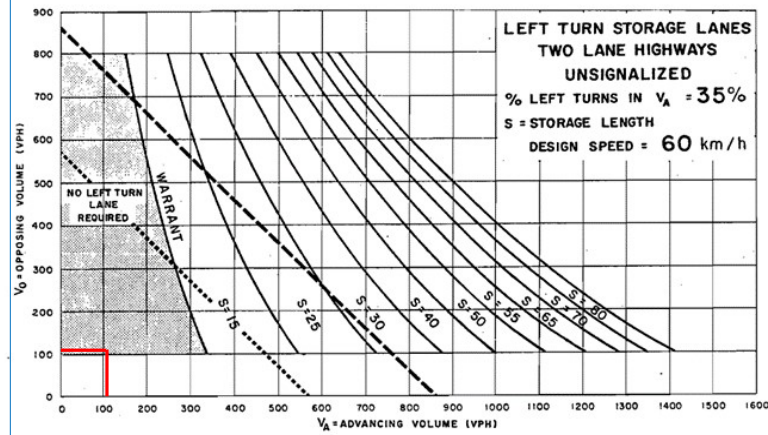
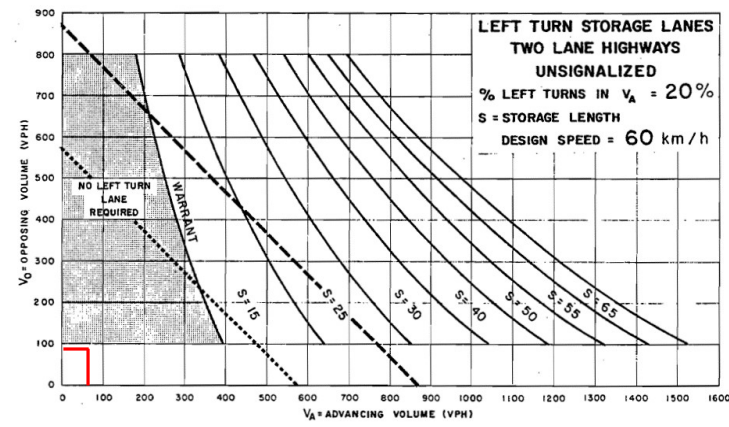
Empire N Access

SB					
AM			PM		
DS =	50	km/h	DS =	50	km/h
Va =	33		Va =	113	
Vo =	90		Vo =	80	
VL =	13		VL =	38	
% LT =	39%		% LT =	34%	



Empire S Access

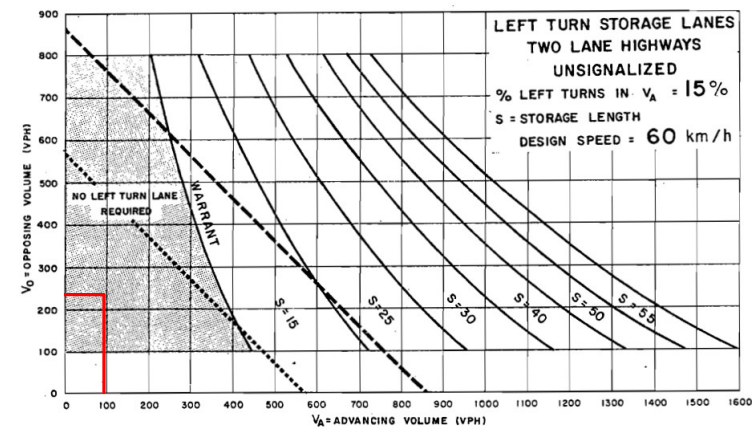
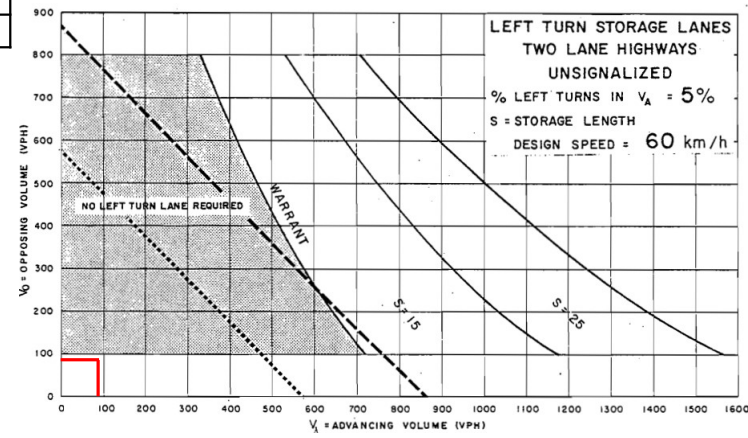
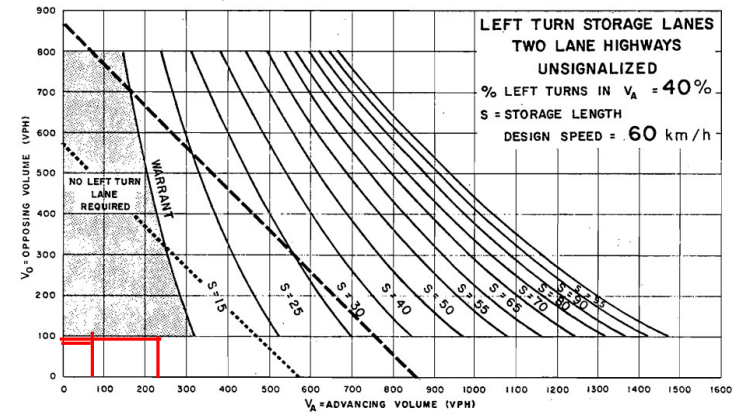
SB					
AM			PM		
DS =	50	km/h	DS =	50	km/h
Va =	64		Va =	111	
Vo =	72		Vo =	104	
VL =	12		VL =	38	
% LT =	19%		% LT =	34%	



Erin Heights Drive x Mattamy 8th Line

NB					
AM			PM		
DS =	50	km/h	DS =	50	km/h
Va =	86		Va =	226	
Vo =	85		Vo =	95	
VL =	43		VL =	132	
% LT =	50%		% LT =	59%	

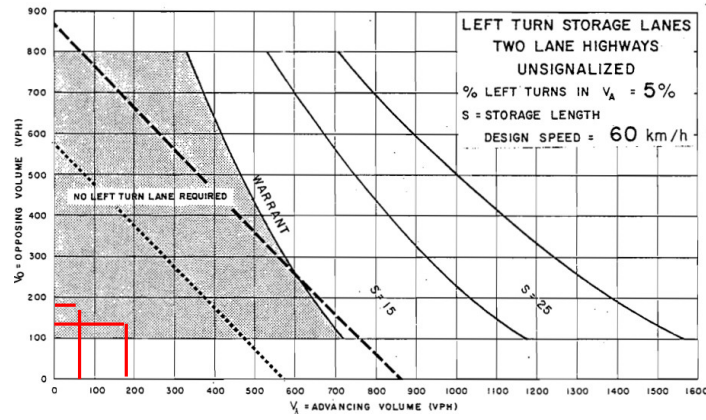
SB					
AM			PM		
DS =	50	km/h	DS =	50	km/h
Va =	85		Va =	95	
Vo =	86		Vo =	226	
VL =	4		VL =	18	
% LT =	5%		% LT =	19%	





Dundas & 8th Line

WB					
AM			PM		
DS =	50	km/h	DS =	50	km/h
Va =	65		Va =	185	
Vo =	196		Vo =	145	
VL =	2		VL =	11	
% LT =		3%	% LT =		6%

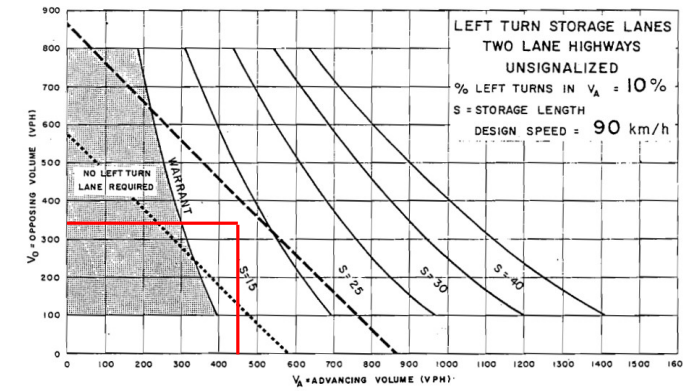
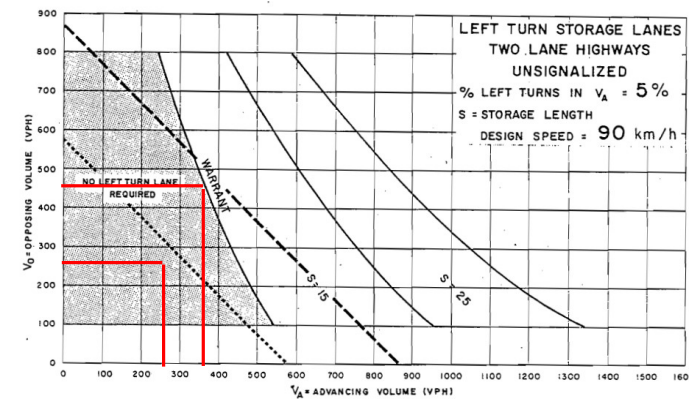


WR 124 x 8th Line

EB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	268		Va =	454	
Vo =	265		Vo =	361	
VL =	16		VL =	48	
% LT =		6%	% LT =		11%

WB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	265		Va =	361	
Vo =	268		Vo =	454	
VL =	6		VL =	10	
% LT =		2%	% LT =		3%



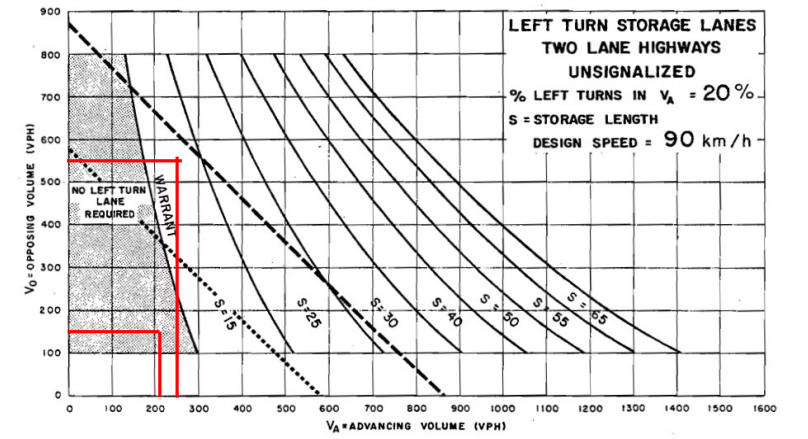
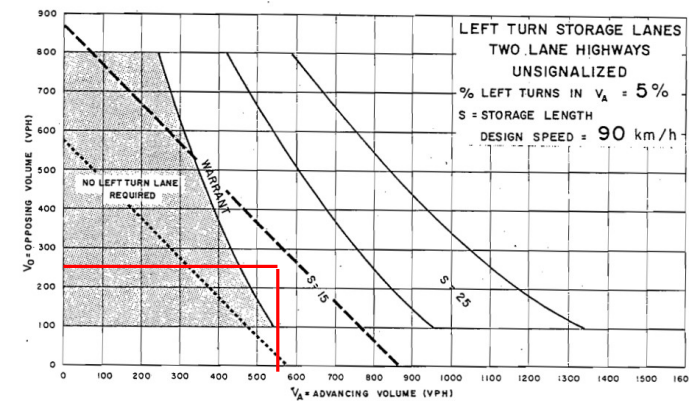
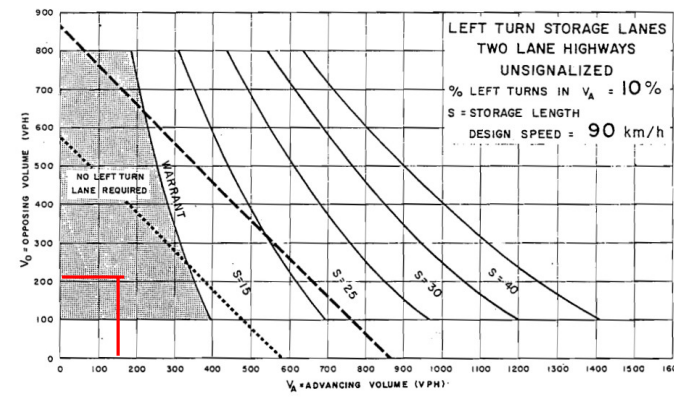
Warrants

SR 17 x Trafalgar

NB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	148		Va =	551	
Vo =	208		Vo =	246	
VL =	10		VL =	17	
% LT =		7%	% LT =		3%

SB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	208		Va =	246	
Vo =	148		Vo =	551	
VL =	37		VL =	41	
% LT =		18%	% LT =		17%



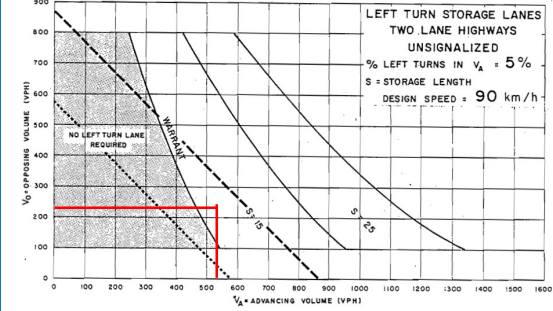
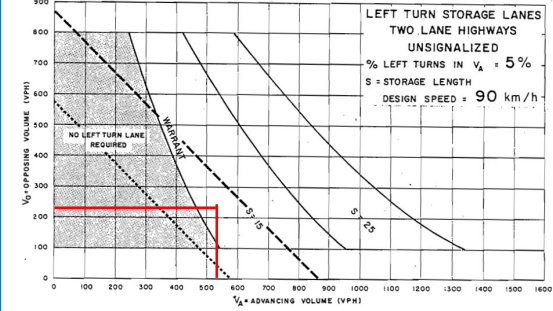
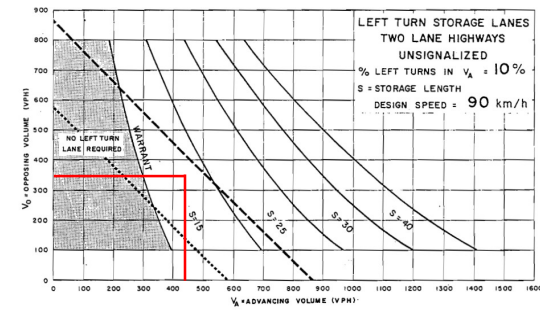
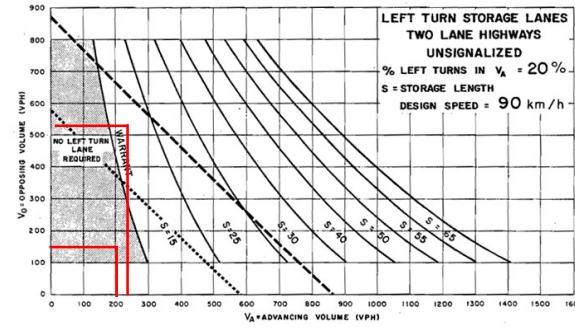
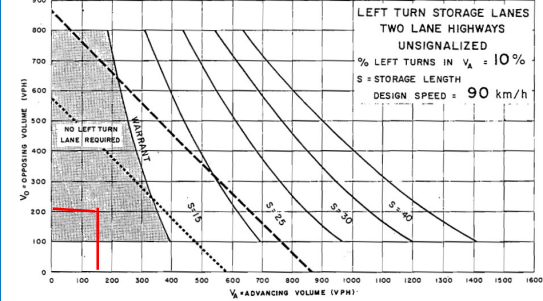
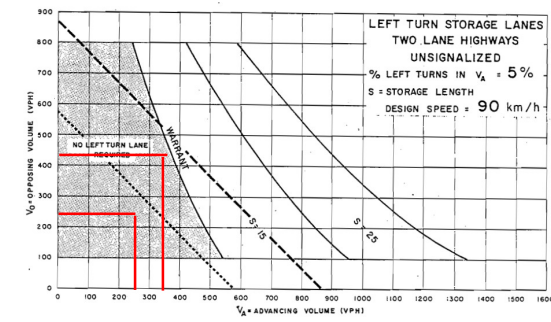
Warrants

WR 124 x 8th Line

EB				
AM			PM	
DS =	80	km/h	DS =	80
Va =	256		Va =	432
Vo =	253		Vo =	344
VL =	16		VL =	48
% LT =	6%		% LT =	11%
WB				
AM			PM	
DS =	80	km/h	DS =	80
Va =	253		Va =	344
Vo =	256		Vo =	432
VL =	6		VL =	9
% LT =	2%		% LT =	3%

SR 17 x Trafalgar

NB				
AM			PM	
DS =	80	km/h	DS =	80
Va =	141		Va =	529
Vo =	199		Vo =	235
VL =	9		VL =	16
% LT =	7%		% LT =	3%
SB				
AM			PM	
DS =	80	km/h	DS =	80
Va =	199		Va =	235
Vo =	141		Vo =	529
VL =	36		VL =	40
% LT =	18%		% LT =	17%



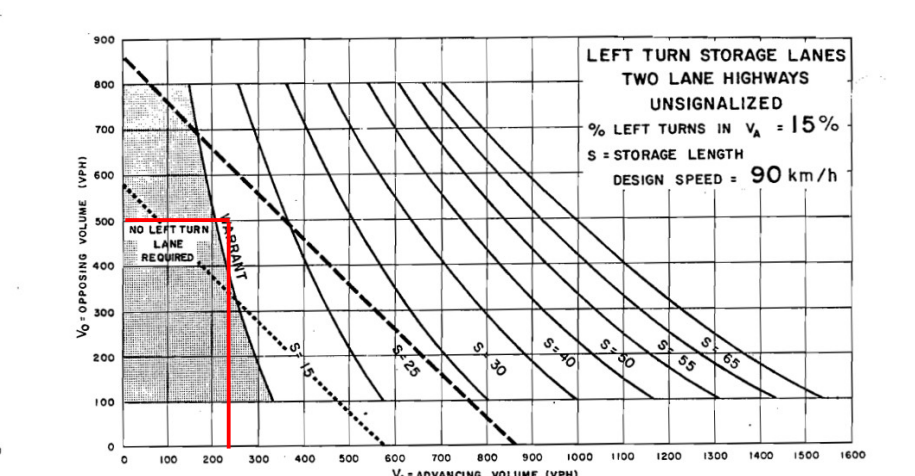
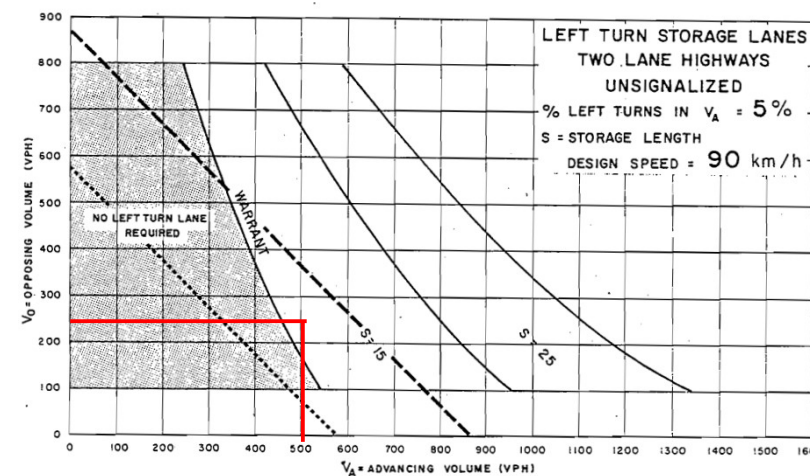
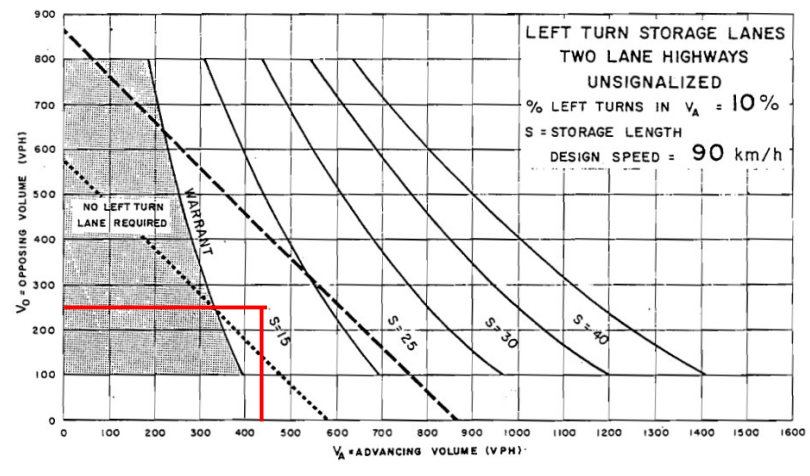
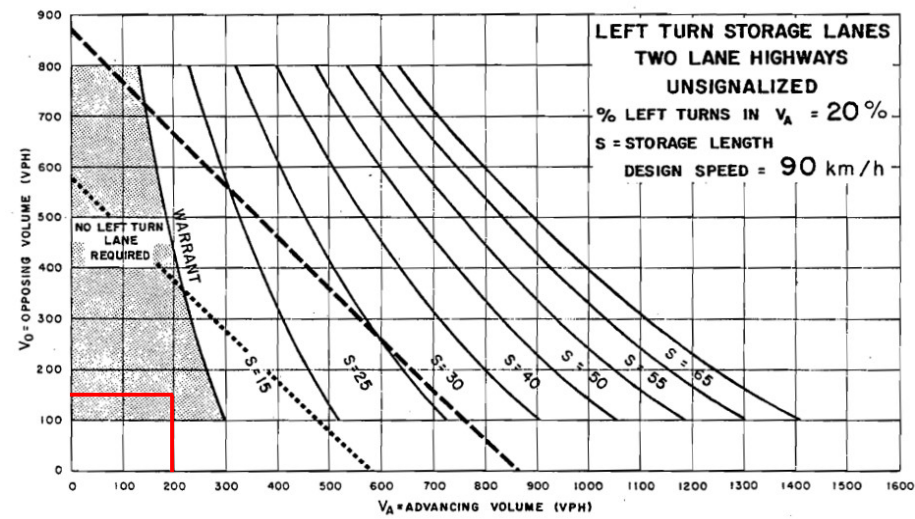
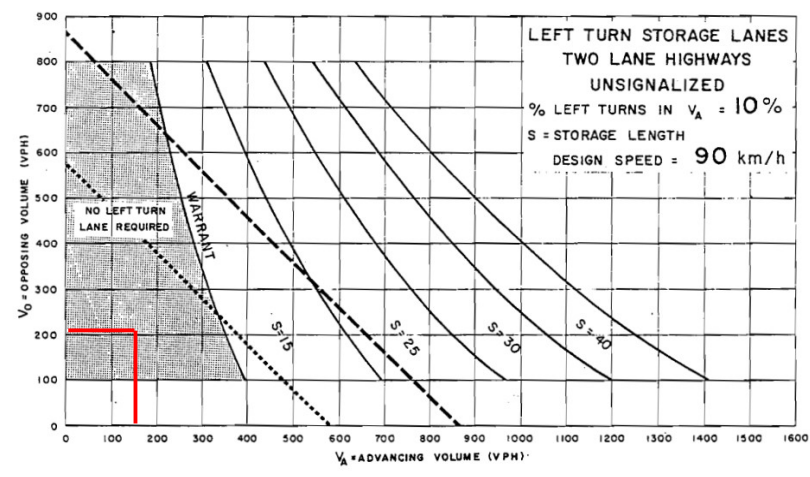
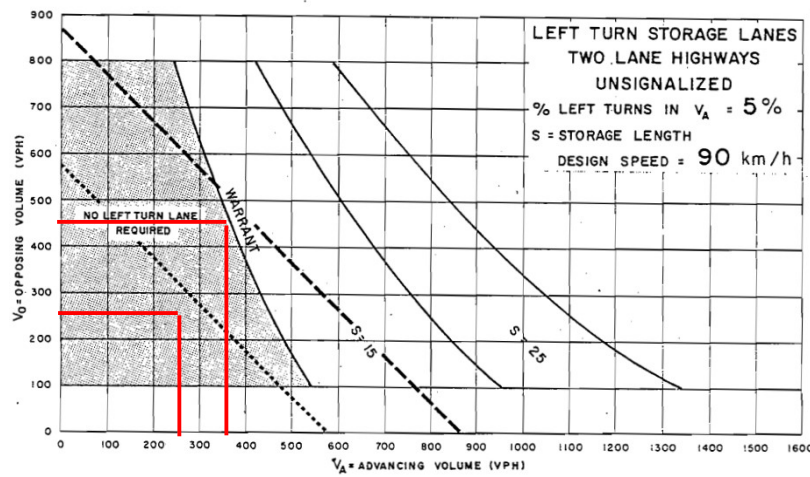


WR 124 x 8th Line

EB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	251		Va =	432	
Vo =	253		Vo =	344	
VL =	11		VL =	33	
% LT =	4%		% LT =	8%	
WB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	253		Va =	344	
Vo =	251		Vo =	432	
VL =	6		VL =	9	
% LT =	2%		% LT =	3%	

SR 17 x Trafalgar

NB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	141		Va =	507	
Vo =	197		Vo =	235	
VL =	9		VL =	16	
% LT =	7%		% LT =	3%	
SB					
AM			PM		
DS =	80	km/h	DS =	80	km/h
Va =	197		Va =	235	
Vo =	141		Vo =	507	
VL =	34		VL =	32	
% LT =	17%		% LT =	14%	



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## **APPENDIX G**

### **Signal Warrants**

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# 2029 FT SIGNAL WARRANTS

Intersection: ERIN ACCESS N / 8TH LINE		Count Date: 2029		
<b>Summary Results</b>				
	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	28 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	19 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	21 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	35 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	19 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	21 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		9 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: ERIN ACCESS N / 8TH LINE		Count Date: 2029		
<b>Summary Results</b>				
	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	30 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	19 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	23 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	35 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	19 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	23 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		9 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: 8TH LINE & SR17		Count Date: 2029		
<b>Summary Results</b>				
	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	66 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	31 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	56 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	52 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	31 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	52 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		19 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: SR17 & TRAFALGAR		Count Date: 2029		
<b>Summary Results</b>				
	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	85 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	100 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	65 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	100 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	85 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	65 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		43 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: Erin Heights & 8th Line

Count Date: 2029

**Summary Results**

Justification		Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	48 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	61 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	32 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	17 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	48 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	17 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		18 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: 8TH LINE & DUNDAS

Count Date: 2029

**Summary Results**

Justification		Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	44 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	13 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	39 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	45 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	13 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	39 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		7 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Intersection: 8TH LINE & WR 124

Count Date: 2029

**Summary Results**

Justification		Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	73 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	31 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	68 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	12 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	31 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	12 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		8 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>