

2026-06-18
Project: 240129

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**RE: TRAFFIC IMPACT BRIEF – PROPOSED NORWOOD PIT EXTENSION, 145
DUMMER 12TH LINE ROAD, 89 12TH LINE ROAD, 4818 HIGHWAY 7 & 4862
HIGHWAY 7, TOWNSHIP OF DOURO-DUMMER, COUNTY OF PETERBOROUGH**

Drain Bros. Excavating Limited (Drain Bros.) has retained Paradigm Transportation Solutions Limited (Paradigm) to prepare a Traffic Impact Brief for the subject development proposal in the Township of Douro-Dummer.

Figure 1 illustrates the subject site location.

Purpose and Scope

This Brief assesses the potential transportation impacts resulting from the proposed extension to the existing Norward pit and recommends any necessary improvements. The scope of the study has been reviewed and confirmed by Township of Douro-Dummer, County of Peterborough, and Ontario Ministry of Transportation (MTO) (the review agencies) staff between August and September 2024. This Brief includes the following elements:

- ▶ Assessing current traffic conditions in the study area
- ▶ Analysing future traffic impacts on the study area road network, including the following intersections:
 - Highway 7 and Asphodel 11th Line (unsignalized)
 - Asphodel 11th/11th Line Road South Dummer Line and Dummer Asphodel Road (County Road 8) (unsignalized)
 - 11th Line Road South Dummer and the site access (unsignalized)
- ▶ Documenting the study methodology, findings, and conclusions in a draft report for review.

Appendix A contains the pre-study consultation correspondence.

Development Concept

The Norwood Pit is an active mineral aggregate operation located at 25 11th Line Road South Dummer in the Township of Douro-Dummer. Located north of Highway 7, approximately four

kilometres northeast of Asphodel-Norwood Township, the surrounding lands are predominantly rural, with greenspace, farmland, and low-density rural residential land uses. The property owner, Drain Bros., is proposing to extend the Norwood Pit to the following four properties:

1. 145 12th Line Road
2. 89 12th Line Road
3. 4818 Highway 7
4. 159 12th Line Road

The Norwood Pit currently consists of two Aggregate Resources Act Licences (Licence #3270 and #624922) with a total licensed area of 36.7 hectares. The proposed extension will have an extraction area of 28.1 hectares and maintain the existing combined tonnage limit of 227,000 tonnes per year. This is consistent with the current approved tonnage for Licence No. 624922. No changes are anticipated in existing processing and shipping levels.

Vehicle access is proposed via the existing all moves private driveway connection on 11th Line Road South Dummer. There is an eastern and a western site access, facilitating movement of vehicles on both sides of the site. No changes are proposed to the access.

Figure 2 illustrates the proposed extension plan.

Existing Conditions

Road Characteristics

The roads near the subject site include:

- ▶ **Asphodel 11th Line/11th Line Road South Dummer** is a north-south, two-lane collector road under the jurisdiction of the Township of Asphodel-Norwood.¹ The road has an assumed speed limit of 50 km/h. The surrounding lands are predominantly rural, with greenspace, farmland, mineral aggregate operations and low-density residential land use.
- ▶ **Dummer Asphodel Road** is an east-west, two-lane arterial road with a posted speed limit of 80 km/h within the study area. East of County Road 40, Dummer Asphodel Road is under the jurisdiction of the Township of Asphodel-Norwood and west of County Road 40 it is under the County of Peterborough.² The surrounding lands are predominantly rural, with greenspace, farmland and mineral aggregate operations.
- ▶ **Highway 7** is a two-lane provincial highway. Within the study area, the posted speed limit is 80 km/h. The surrounding lands are predominantly rural, with greenspace and farmland.

¹ Township of Asphodel-Norwood, *Township of Asphodel-Norwood – Township Roads Map*, <https://www.antownship.ca/en/explore-discover/resources/Images/MapTownshipOfAsphodelNorwood.pdf>, 2024.

² County of Peterborough, *Peterborough County – County Roads List*, <https://www.ptbocounty.ca/en/living/resources/Documents/County-Roads-Cheat-Sheet-Updated-002.pdf>, 2024.



All study intersections are unsignalized. None of the study area roads have dedicated walking or cycling infrastructure.

Figure 3 illustrates the existing traffic control and lane configurations of the study intersections.

Traffic Operations

Existing Traffic Volumes

To assess intersection operations, turning movement counts (TMCs) are used to quantify the movement of vehicles, pedestrians, trucks, buses, and cyclists through an intersection. Existing traffic data at an intersection or on a road section forms the foundation for operational analyses. The counts are completed during peak periods to capture worst-case operating conditions.

Paradigm collected TMCs at the study area intersections, with data collected on Wednesday, 4 September 2024, 7:00 AM to 10:00 AM, 11:30 AM to 1:30 PM, and 3:30 PM to 6:30 PM.

Appendix B contains the raw TMC data.

Figure 4 illustrates the existing traffic volumes in the AM and PM peak hours.

Through pre-study consultation, review agency staff confirmed that detailed intersection capacity analysis using Synchro software is not required. The site is located in a rural area and the surrounding land uses are predominantly greenspace, farmland, and low-density residential land use, so there is minimal traffic variance generated by these uses. The annual tonnage limit of 227,000 tonnes and subsequent shipping limits for the pit are proposed to be maintained. There are no plans to increase traffic volumes to or from the site. There are no reported traffic operations issues at this site.

Transit Service

The Township and County do not operate transit services near the site. The nearest public transit service is observed in the City of Peterborough, located approximately a 35 km driving distance from the site. It is unlikely that site employees will use transit due to the location of the site.

Active Transportation

Walking

The site is in a rural area far from major residential and urban areas, thus reducing the demand for commuter walking trips. Asphodel 11th Line/11th Line Road South Dummer and Dummer Asphodel Road do not have sidewalks. Highway 7 is a provincial highway where pedestrian conditions are not ideal. There are no marked pedestrian crossings at any of the study intersections. Similar to transit, it is highly unlikely that pedestrians will access the site due to its remote location.



Cycling

The site is in a rural area far from major residential and urban areas, thus reducing the demand for commuter cycling trips. Asphodel 11th Line/11th Line Road South Dummer and Dummer Asphodel Road do not have cycling infrastructure near the site. Highway 7 is a provincial highway where cycling conditions are not ideal. There are no marked cycling crossings at any of the study intersections. Similar to transit and pedestrians, it is highly unlikely that pedestrians will access the site due to its remote location.

Future Traffic Conditions

Trip Generation

Weekday AM and PM peak hour trip generation related to the proposed extension is based on a first principles approach related to the operation of the site. These include the following:

- ▶ The annual amount of aggregate extraction from the pit is expected to be a maximum of 227,000 tonnes per year as per License #624922;
- ▶ The transfer of material will typically occur between 6:00 AM and 7:00 PM on weekdays, except holidays. It is assumed that the site operates for approximately 240 days per year;
- ▶ Trips generated by the site are directly related to weight of the trucks being loaded at the site. Based on discussions with the client, it is estimated that tandem trucks, tri-axle trucks and trailers will be transporting approximately 15 tonnes, 21 tonnes and 40 tonnes of material per trip, respectively. On average, a truck will typically carry approximately 25 tonnes of material per trip; and
- ▶ The transfer of material to and from the site is anticipated to be consistent through the entire day with no peaking periods. This is in part due to the need for a steady flow of material at the processing plants.

Table 1 summarizes the trip generation calculations based on first principles.



TABLE 1: FIRST PRINCIPLES OF TRIP GENERATION ESTIMATE

Criteria		Assumption
Annual Rate of Extraction		227,000 tonnes/year
Operating Days per Year		240
Average Extraction per Day		950 tonnes/day
Average Load per Truck		25 tonnes/truck
Average Number of Trucks per Day		38 trucks/day
Operating Hours per Day		13 hours/day
Average Number of Loads per Hour		3 loads/hour
Estimated Trip Generation	Truck trips/hour	3
	Two-way truck trips	6
	Passenger-car equivalent trips/hour	18

Vehicle trips generated by the updated site have been compared with the existing TMC data. The existing site is observed to generate eight truck trips (seven entering and one exiting the site) in the AM peak hour and 20 truck trips (ten entering and ten exiting the site) in the PM peak hour. No major changes are anticipated in terms of site generated trips on the public road network. The trips observed between the eastern and western site accesses are considered as internal trips and will not be added to the surrounding public road network. This study applies conservative assumptions in the analysis to confirm impacts on the study area road network under various potential conditions.

Based on the first principles estimate, it is anticipated that a total of six trucks (three entering and three exiting the site) per hour will operate at the site with the future change in land use. However, this estimate is lower than the current observed truck activity. For a conservative analysis, a higher rate of eight truck trips (seven entering and one exiting the site) in the AM peak hour and 20 truck trips (ten entering and ten exiting the site) in the PM peak hour, as observed under existing conditions, has been used.

In accordance with the *Highway Capacity Manual (HCM) (7th Edition)*, each truck trip is estimated to represent three passenger-car equivalent (PCE) trips.³ This results in worst-case scenario of 24 PCE (21 entering and three exiting the site) in the AM peak hour and 60 PCE (30 entering and 30 exiting the site) in the PM peak hour.

The number of employee-generated trips was also considered in the estimate, based on the TMC data. It is observed there were six car-based trips (four entering and two exiting the site)

³ Transportation Research Board, *HCM 2022: Highway Capacity Manual 7th Edition*, (Washington, DC: TRB, 2022),



in the AM peak hour and two car-based trips leaving the site in the PM peak hour. These car-based trips are included in the base scenario and maintained in the future scenarios in order to account for employees entering and exiting the site.

Table 2 summarizes the existing trips, detailing passenger-car equivalents and employee trips.

TABLE 2: EXISTING TRIP GENERATION CALCULATIONS

Scenario	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Initial Trips	7	1	8	10	10	20
PCE Factor (x3)	21	3	24	30	30	60
Employee Car Trips	4	2	6	0	2	2
Total Trips (PCE)	25	5	30	30	32	62

The total trip generation is forecast to operate at the same rate in the future as it does under existing conditions.

Site activities can fluctuate on a daily basis depending on operational demands, weather conditions, and production schedules. While the truck volumes estimated using first principles are lower than the observed truck volumes, for the purposes of this analysis it is conservatively estimated that the site will generate up to eight truck trips (seven entering and one exiting the site) during the AM peak hour and 20 truck trips (ten entering and ten exiting the site) during the PM peak hour under peak demand conditions. To be clear, the total truck trip rates are not actually planned to change based on the change of extraction location on site.

Trip Distribution and Assignment

The trip distribution is based on a review of existing traffic patterns. The distribution reflects the route choice within the study area (derived from the existing travel patterns). The site trips were assigned to the study area roads based on the most logical route choice.

The following assumptions have been made regarding this route:

- ▶ The current movement configurations of the access driveway are maintained; and
- ▶ The existing travel pattern and observed haul route remains unchanged.

Table 3 depicts the expected site generated trip distribution during the AM peak hour and PM peak hour for traffic entering and exiting the site, respectively.



TABLE 3: SITE GENERATED TRIP DISTRIBUTION FOR AM PEAK HOUR AND PM PEAK HOUR

Trip Distribution	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
North via Asphodel 11 th Line/ 11 th Line Road South Dummer	0%	0%	0%	0%
South via Asphodel 11 th Line/ 11 th Line Road South Dummer	0%	1%	0%	1%
East via Dummer Asphodel Road	0%	0%	0%	0%
West via Dummer Asphodel Road	5%	6%	5%	5%
East via Highway 7	56%	41%	42%	56%
West via Highway 7	39%	51%	53%	37%
Total	100%	100%	100%	100%

Figure 5 illustrates the traffic assignment of site generated traffic volume.

Traffic Operations

Horizon Years

Consistent with the Ontario Ministry of Transportation (MTO) *General Guidelines for the Preparation of Traffic Impact Studies* and the established terms of reference, traffic forecasts and analyses have been completed for an anticipated opening year (2025), a period of five years (2030) and ten years (2035) after the opening year.⁴

Future Roadway Improvements

During pre-study consultation, review agency staff confirmed that there are no road network improvements planned within the study area within the future horizon years. Therefore, the existing road network and intersection lane configurations have been applied to all future traffic operational analyses.

Background Traffic Forecasts

Background traffic volumes within the study area are expected to comprise general background growth, and traffic generated by approved and/or in-stream developments near the subject site.

⁴ Ontario Ministry of Transportation, *General Guidelines for the Preparation of Traffic Impact Studies*, 2021.



General Background Growth

General background traffic reflects increases in traffic unrelated to development within the immediate vicinity of the subject site.

Background traffic growth has been estimated through the application of a compounded 2% per annum growth rate. This growth rate was confirmed with review agency staff during pre-study consultation.

Background Developments

As per the direction received from review agency staff, there are no background developments in the vicinity of the study area that would impact the planned update.

Traffic generated by any new development is assumed to be captured in the general background growth rate.

Figure 6 illustrates the 2025 forecast background traffic volumes in the AM and PM peak hours, respectively.

Figure 7 illustrates the 2030 forecast background traffic volumes in the AM and PM peak hours, respectively.

Figure 8 illustrates the 2035 forecast background traffic volumes in the AM and PM peak hours, respectively.

Total Traffic Forecasts

The forecast total traffic volumes are estimated as the summation of the forecast site generated traffic volumes to the forecast background traffic volumes. Since the site generated traffic in the future is expected to remain the same as existing conditions, the total traffic volumes will remain consistent with the background traffic conditions.

Figure 6, Figure 7 and Figure 8 also depict the total traffic conditions for 2025, 2030 and 2035, respectively.

Through pre-study consultation, the review agency staff confirmed that a detailed intersection capacity analysis using Synchro software is not required. Given the existing operations of the site and no anticipated changes in existing processing and shipping levels, it is expected that the proposed extension would not generate any substantial impacts to the study area network. Therefore, no off-site geometric improvements are recommended to manage the impacts anticipated to be generated by the site. Vehicle access is proposed via the existing all-moves driveway access connecting to 11th Line Road South Dummer. The driveway is currently operational without any reported traffic issues. It is recommended that the existing driveway be maintained.



A total of eight truck trips (seven entering and one exiting the site) in the AM peak hour and 20 truck trips (ten entering and ten exiting the site) in the PM peak hour are expected to operate at the site following the future land use update. Based on existing trip distribution, all trucks will primarily use Highway 7 and 11th Line Road South Dummer. The peak demand will result in around ten trucks travelling in each direction on Highway 7 and 11th Line Road South Dummer. In terms of magnitude, this is equivalent to one truck trip occurring every six minutes during both AM and PM peak hours. The site generated traffic would be less than the daily traffic variations typically experienced in the study area. The existing approved tonnage limit remains unchanged, and these numbers represent conservative estimates based on peak demand. The proposed pit extension would result in little to no perceptible impacts to the study area transportation network compared to existing conditions.

Left Turn Queue Lengths

There is currently no eastbound and westbound left turn lanes at the intersection of Highway 7 and Asphodel 11th Line, but there is an eastbound and westbound right turn lane and taper, respectively. The existing approved tonnage limit for the site remains unchanged. The volume and distribution of traffic from the site are expected to remain consistent with existing conditions. No site-specific changes in traffic volumes are anticipated at the intersection of Highway 7 and Asphodel 11th Line. Based on a conservative estimate that all trucks enter via Highway using the eastbound through/left lane, it is projected that one truck will use the lane every six minutes during peak demand. This frequency is unlikely to result in significant queuing. There are no reported queuing issues, indicating that the lane is functioning efficiently without causing delays. As a result, it is recommended to maintain the current turn lane configuration at the intersection of Highway 7 and Asphodel 11th Line.

Conclusions

Based on the above analysis, it is concluded that:

- ▶ The proposed extension is forecast to maintain its currently approved tonnage limit of 227,000 tonnes per year as per Licence #624922 and have no increase to trips to and from the site;
- ▶ The subject site is observed to generate eight truck trips (seven entering and one exiting the site) in the AM peak hour and 20 truck trips (ten entering and ten exiting the site) in the PM peak hour;
- ▶ Considering the first principles, it is anticipated that a total of six trucks (three entering and three exiting the site) per hour will operate at the site with the future change in land use. As this estimate is lower than the current observed truck activity, a conservative rate of eight truck trips (seven entering and one exiting the site) during the AM peak hour and 20 truck trips (ten entering and ten exiting the site) during the PM peak hour (as observed under existing conditions) was used for the analysis;
- ▶ The proposed extension is forecast to have a negligible impact on traffic operations. With the site-generated traffic expected to remain identical to the current levels, the



study intersections are forecast to operate at similar levels of service in comparison to background traffic conditions;

- ▶ It is anticipated that the proposed extension will not adversely affect existing vehicle capacity on the study area road network and modifications to the study area network are not recommended; and
- ▶ The existing eastbound through left turn lane at the intersection of Asphodel 7th Line and Highway 7 has sufficient capacity to accommodate planned site updates without requiring any modifications.

Recommendations

The following recommendations are provided based on the study results:

- ▶ The contents of this report be considered; and
- ▶ No off-site modifications, such as geometric roadway or intersection improvements, be required to support the planned site update.

We trust that this Traffic Impact Brief sufficiently outlines the impacts of the planned update and its impacts on the surrounding road network.

Yours truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

<< Original Signed By >>

Joshua de Boer

M. Eng., P. Eng., PTOE

Executive Principal, Finance and Strategy

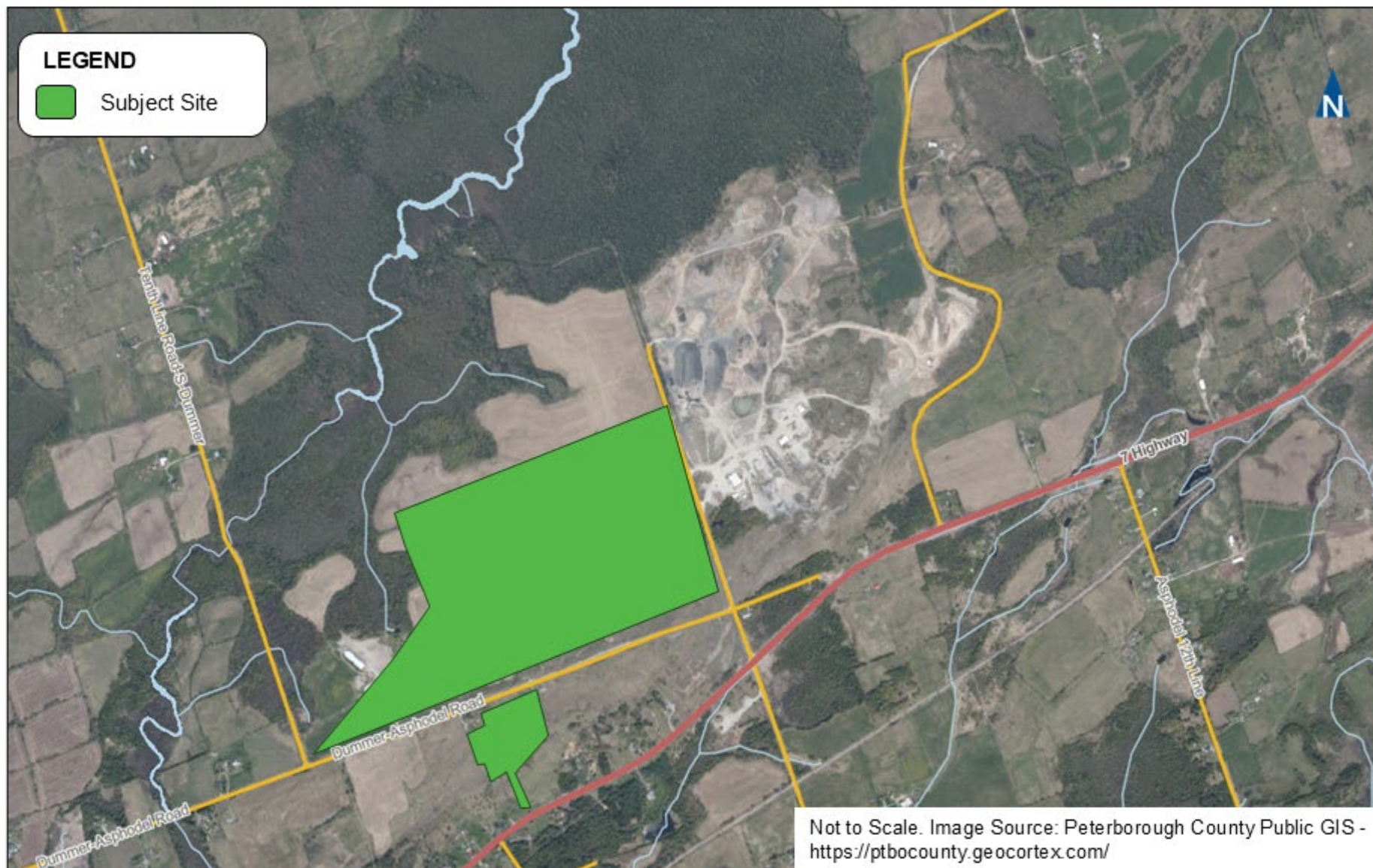
<< Original Signed By >>

Adrian Soo

P.Eng.

Operations Principal, GTA East

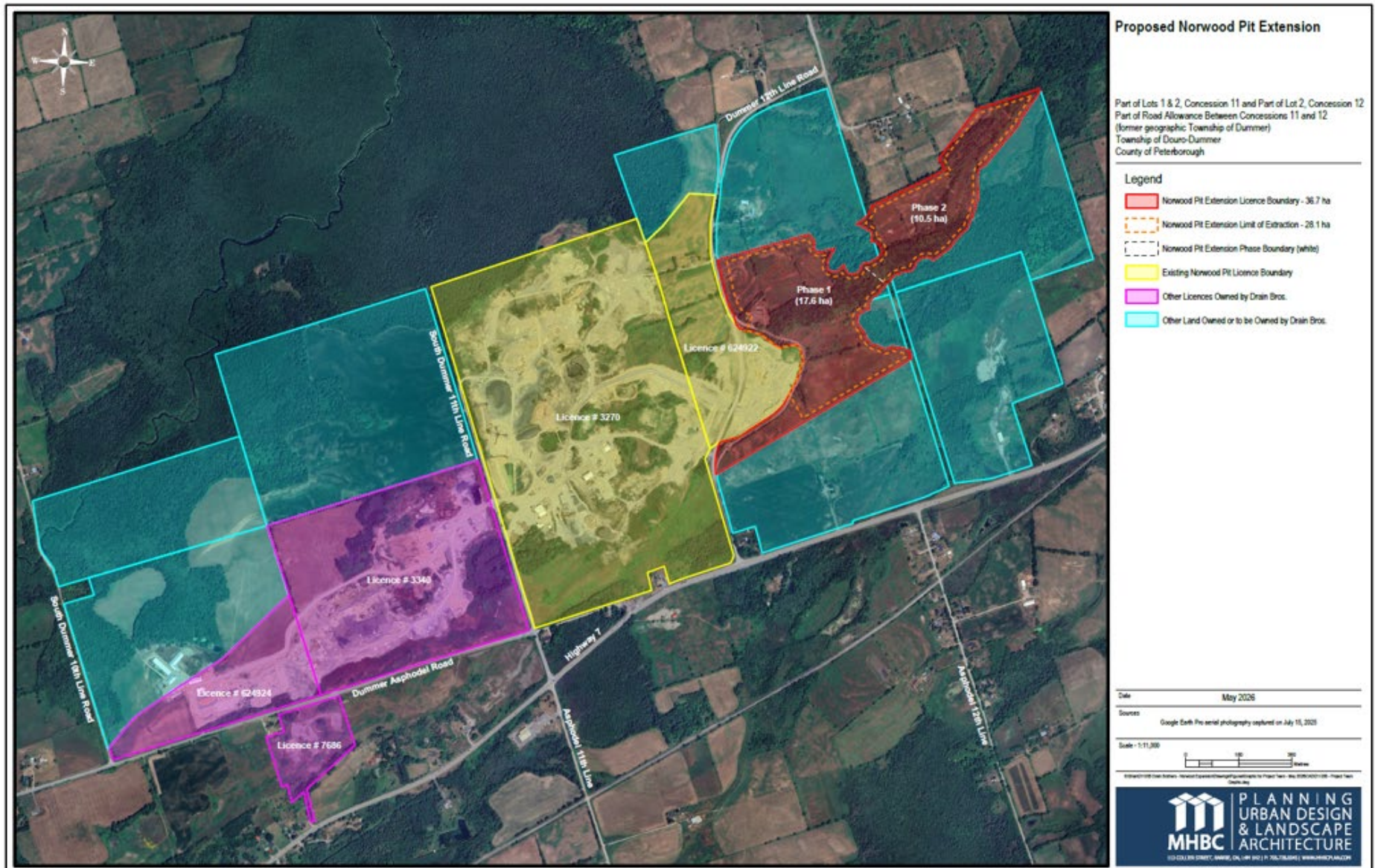


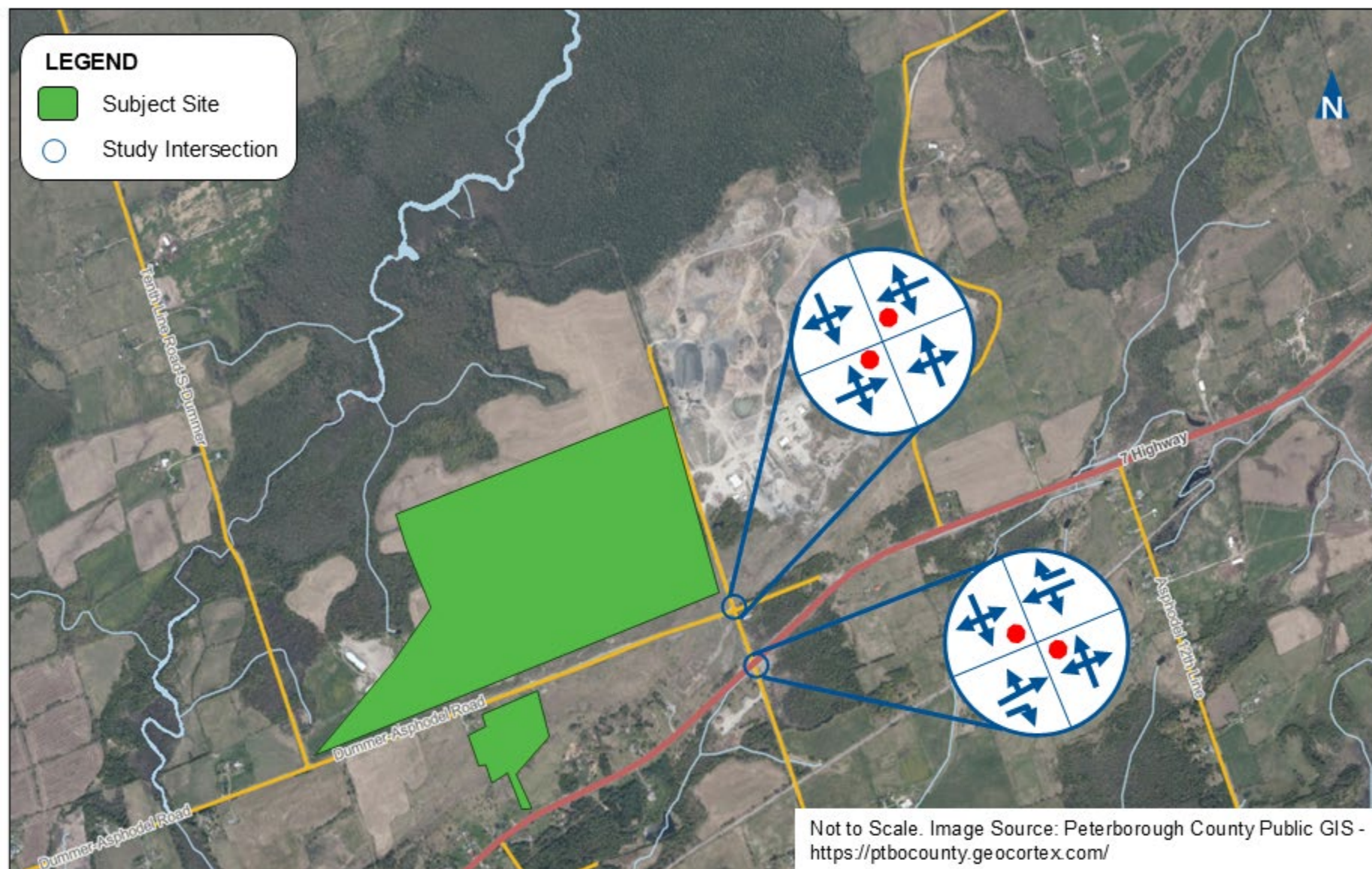


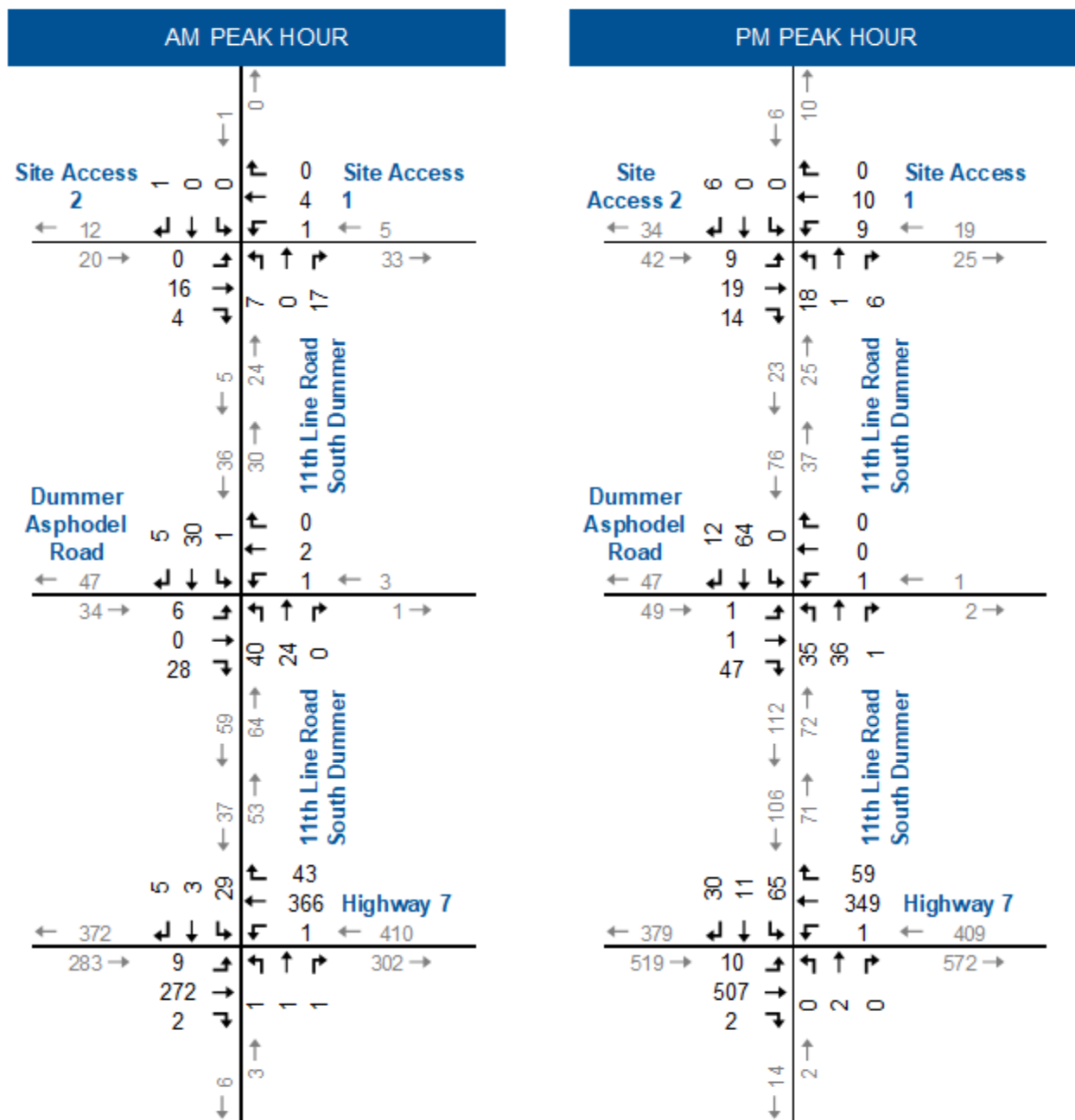
Subject Site Location

145 Dummer 12th Line TIB
240129

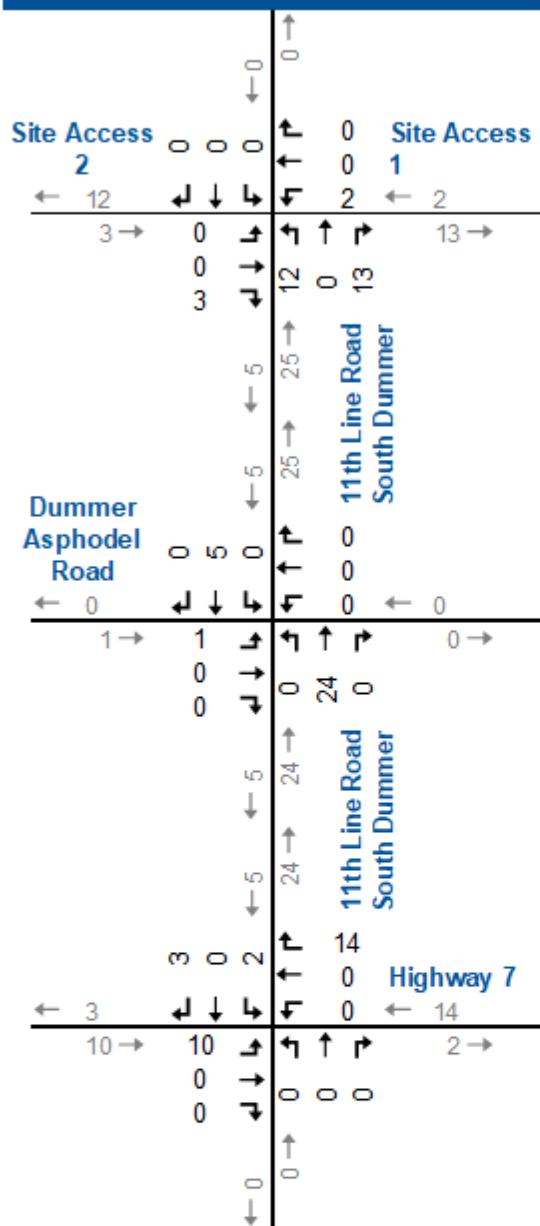
Figure 1



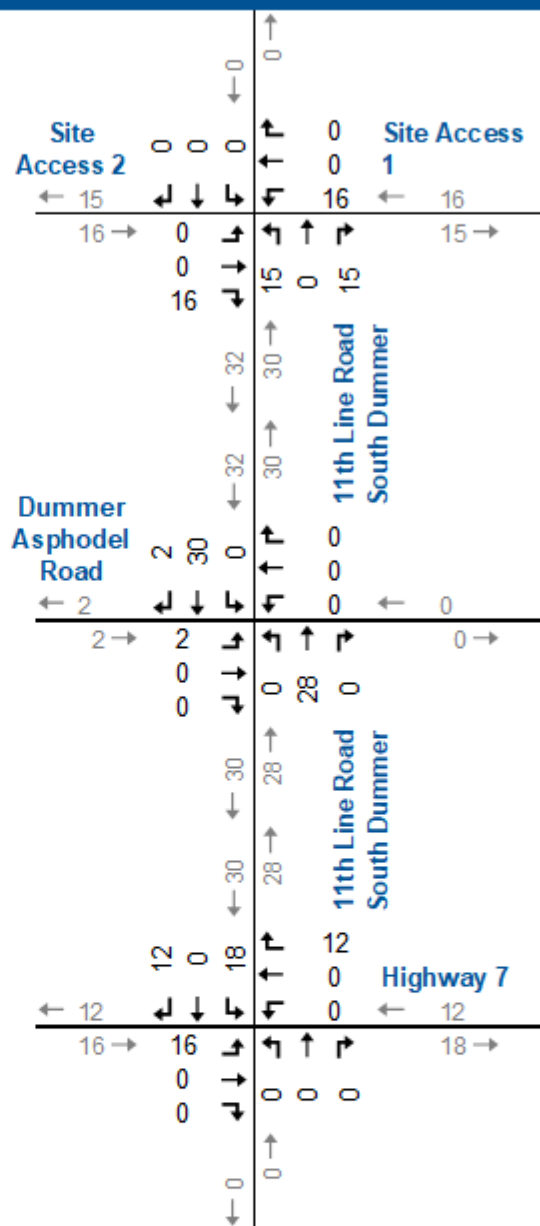


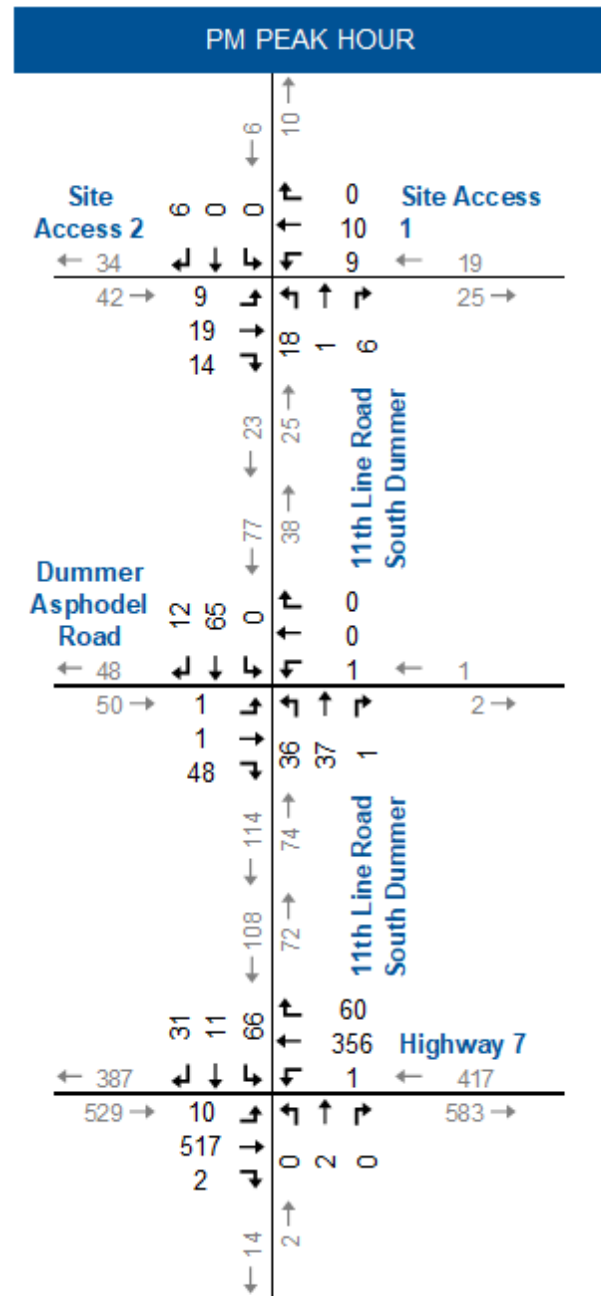
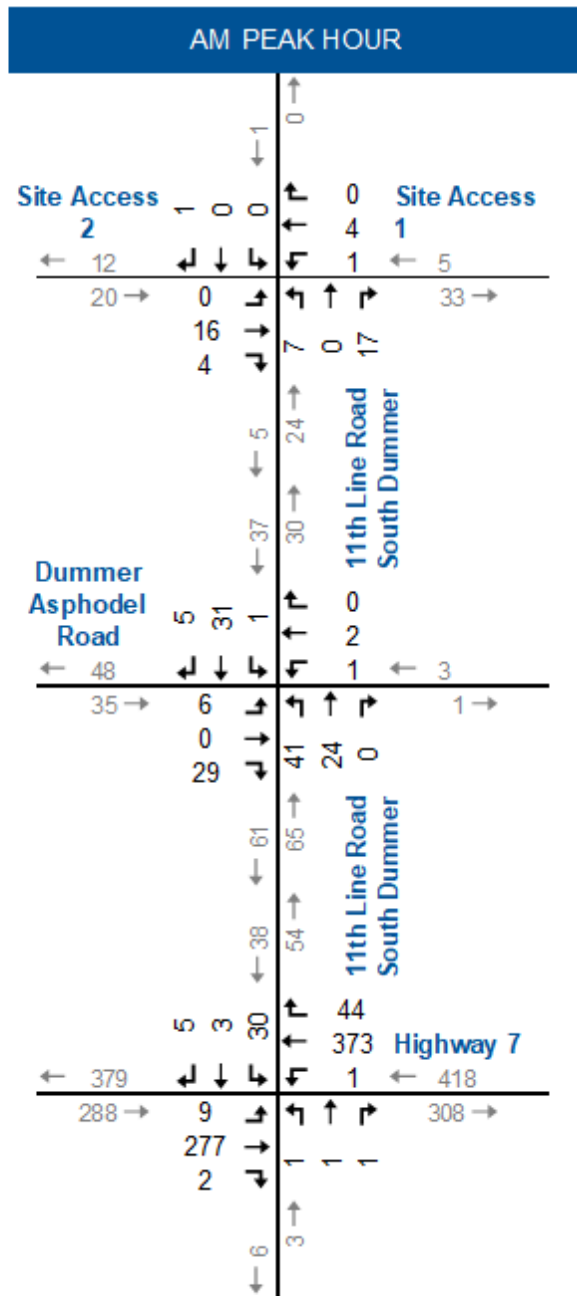


AM PEAK HOUR

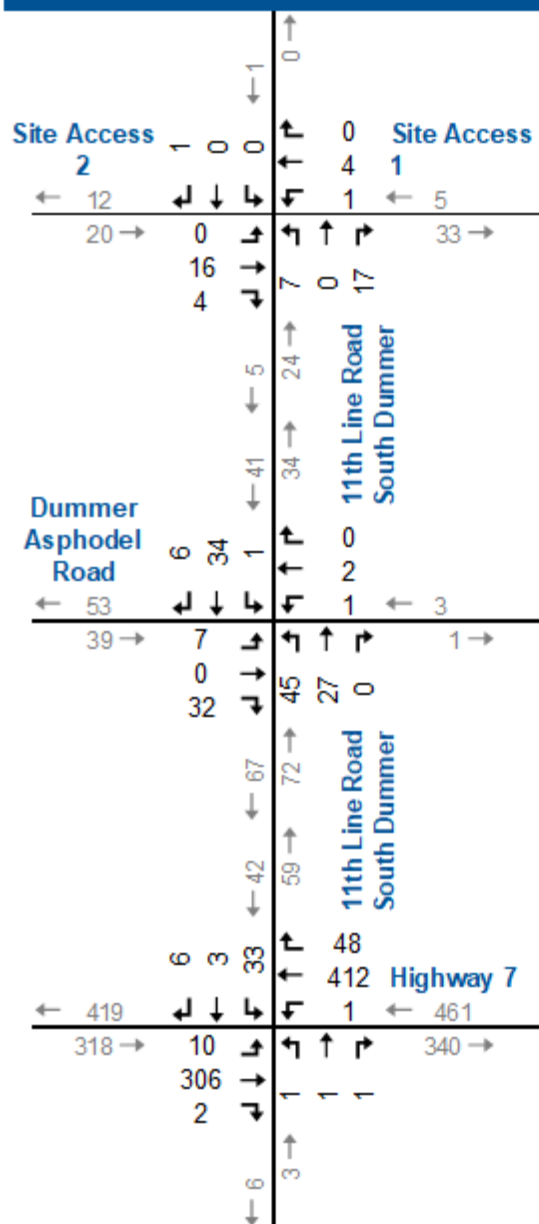


PM PEAK HOUR





AM PEAK HOUR



PM PEAK HOUR

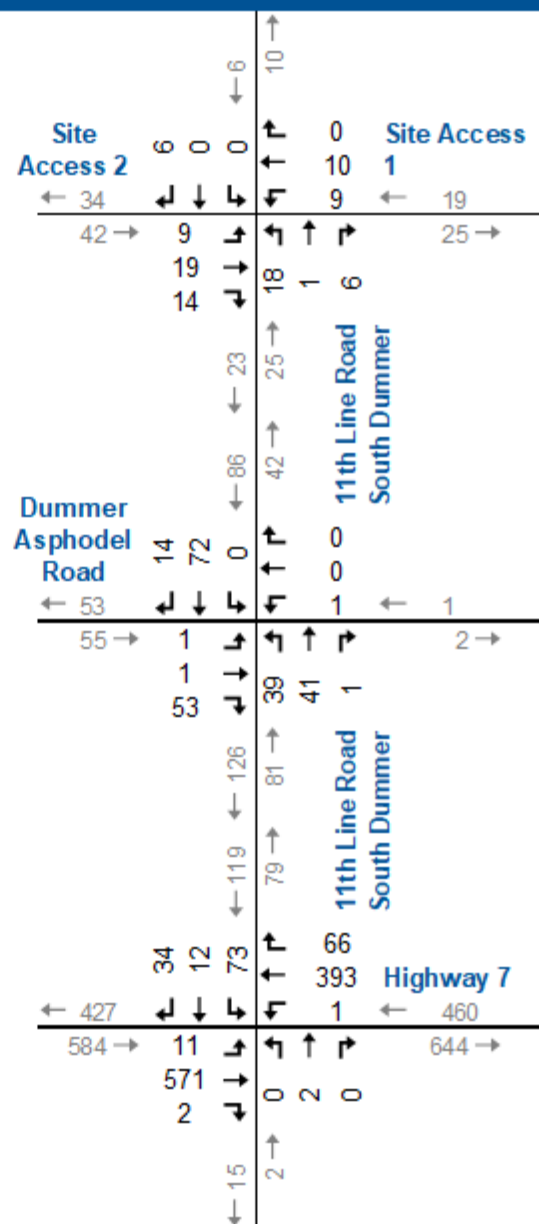




Figure 8

Appendix A

Pre-Study Consultation Materials



From: **Prateek Jain** <pjain@ptsl.com>
To: **'Jeff Waldon'** <jwaldon@antownship.ca>
CC: **Josh de Boer** <jdeboer@ptsl.com>
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference
Date: 10.09.2024 22:01:52 (+02:00)

Hi Jeff

Thank you for your response.

I wanted to provide a quick update regarding the Norwood Pit project. It appears that Asphodel 11th Line is under the jurisdiction of the Township of Asphodel-Norwood. East of County Road 40, Dummer Asphodel Road is also under the jurisdiction of the Township of Asphodel-Norwood, while the section west of County Road 40 falls under the County of Peterborough. After reaching out to Jake Condon from the Township of Douro-Dummer, he confirmed that the study intersections are maintained by the Township of Asphodel-Norwood (referenced in the email chain below).

Additionally, we anticipate that the majority of trucks will be exiting the Township of Douro-Dummer via Asphodel 11th Line. We'll conduct a preliminary review and provide an update on the haul routes within the next few weeks.

If you have any questions or need further clarification, feel free to reach out.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8
m: 647.687.6877
e: pjain@ptsl.com
w: www.ptsl.com

From: Jeff Waldon <jwaldon@antownship.ca>
Sent: September 10, 2024 3:00 PM
To: Prateek Jain <pjain@ptsl.com>
Cc: Josh de Boer <jdeboer@ptsl.com>
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference

Hi there

Sorry for the delay. I think it was a bit confusing for me with 2 Townships involved with the same road names/concessions very close to each other.

1. 145 12th Line Road **Dummer Twp?**
2. 89 12th Line Road **Dummer Twp**
3. 4818 Highway 7 **Asphodel or Dummer?**
4. 4862 Highway 7 **Asphodel or Dummer??**

So all aggregate leaves Dummer through the Asphodel 11th line??

Thanks

Jeff Waldon
Manager of Public Works & Environmental Services

Township of Asphodel Norwood

2357 County Road 45
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From: Prateek Jain <pjain@ptsl.com>
Sent: September 10, 2024 2:22 PM
To: Jeff Waldon <jwaldon@antownship.ca>
Cc: Josh de Boer <jdeboer@ptsl.com>
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference

Hi Jeff,

Hope you are doing well.

I wanted to follow up regarding the Norwood Pit TIB Terms of Reference (ToR), as mentioned in the email chain below.

Please let us know if there 's any information or clarification needed from our end. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8
m: 647.687.6877
e: pjain@ptsl.com
w: www.ptsl.com

From: Prateek Jain
Sent: August 20, 2024 3:05 PM
To: Jeff Waldon <jwaldon@antownship.ca>
Cc: Josh de Boer <jdeboer@ptsl.com>
Subject: FW: (240129) Proposed Norwood Pit Extension - Terms of Reference

Hi Jeff

Hope you are doing well.

In addition to the Sand Road Pit project, Paradigm is looking to establish a Terms of Reference (ToR) for the Norwood Pit TIB, as described in the email chain below.
Thank you for reviewing project details and providing information where available. If there are any questions, please do not hesitate to contact us. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8
m: 647.687.6877
e: pjain@ptsl.com
w: www.ptsl.com

From: Jake Condon <Jakec@dourodummer.on.ca>
Sent: Tuesday, August 20, 2024 2:29 PM
To: Prateek Jain <pjain@ptsl.com>
Cc: Josh de Boer <jdeboer@ptsl.com>
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference

Good afternoon,

The study Intersections below are maintained by the Township of Asphodel -Norwood in a maintenance agreement between the Townships of Douro-Dummer and Asphodel-Norwood. Please contact Jeff Waldon, Manager of Public Works & Environmental Services for the information requested.

Township of Asphodel Norwood

2357 County Road 45
PO Box 29
Norwood ON K0L 2V0
P :705-837-2046 **F** :705-639-1880
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Regards,

Jake Condon, CRS-I
Manager of Public Works

T: 705 652 8402 F: 705 652 5044

Township of
Douro-Dummer
www.dourodummer.on.ca

From: Prateek Jain <pjain@ptsl.com>
Sent: Tuesday, August 13, 2024 2:59 PM
To: Jake Condon <jakec@dourodummer.on.ca>
Cc: Josh de Boer <jdeboer@ptsl.com>
Subject: (240129) Proposed Norwood Pit Extension - Terms of Reference

Good afternoon Jake,

Paradigm Transportation Solutions Limited (Paradigm) has been retained by MHBC Planning, Urban Design & Landscape Architecture to prepare a Traffic Impact Brief (TIB) for the proposed Norwood Pit extension at 145 Dummer 12th Line Road in the Township of Douro-Dummer and the County of Peterborough. The TIB will follow the Ministry of Transportation (MTO) *General Guidelines for the Preparation of Traffic Impact Studies (2023)* and the County of Peterborough *Traffic Impact Assessment Guidelines*.

The purpose of this email is to establish a Terms of Reference (ToR) for the TIB. We are seeking agreement and/or direction on our proposed scope of work that is discussed below.

Background

The subject site is located in the Township of Douro-Dummer and the County of Peterborough. An existing excavation pit, known as the Norwood Pit, is located at 25 11th Line Road South Dummer. The property owner is proposing to extend the existing Norwood Pit to the following four properties:

1. 145 12th Line Road
2. 89 12th Line Road
3. 4818 Highway 7
4. 4862 Highway 7

The Norwood Pit extension will maintain its current combined tonnage limit of 227,000 tonnes per year, resulting in no anticipated traffic volumes to and from the site.

Vehicle access is proposed via the existing all-moves private driveway connection on 11th Line Road South Dummer. No changes are proposed to the access.

Analysis

- The study area road network will primarily have auto trips assigned and the vehicle traffic forecasts will be prepared for the planned site at full build-out.
- Based on the site statistics, it is estimated that approximately four truck trips per hour are generated from the site. This trip generation is expected to remain consistent with the current levels, with **no change in truck volume anticipated at the site**.
- Trip distribution will be based on current travel patterns and the most logical routes to and from the site. Any assumptions regarding the distribution of trips to the site accesses will be outlined within the report.
- The weekday AM and PM peak hours will be analyzed.
- A detailed intersection capacity analysis using Synchro software will not be considered, based on pre-consultation comments from MTO staff.

Study Intersections

- Highway 7 and Asphodel 11th Line (unsignalized)

- Asphodel 11th Line and Dummer Asphodel Road (unsignalized)
- 11th Line Road and Site Access (unsignalized)

Requested Information

1. **Trip volume data** . Any data that may be pertinent to the analysis, including TMCs, AADTs, ATRs, PCSs, pedestrian studies and/or cycling counts.
2. **Growth rate** . A growth rate of 2% will be applied to through movement volumes on all study roadways. If an alternate rate is required, please advise.
3. **Background developments** . Information on planned background developments that will impact the identified road network.
4. **Future road improvements** . Information on future road and/or network improvements that will impact the identified road network.

Thank you for reviewing project details and providing information where available. If there are any questions, please do not hesitate to contact us. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



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e: pjain@ptsl.com

w: www.ptsl.com

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From: **Hynes, Pete** <PHynes@ptbocounty.ca>
To: **Prateek Jain** <pjain@ptsl.com>; **Saccoccia, Doug** <DSaccoccia@ptbocounty.ca>
CC: **Josh de Boer** <jdeboer@ptsl.com>
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference
Date: 14.08.2024 16:27:51 (+02:00)

Jain,

Similar to the previous email I just sent you for Sand Road, generally, we will be relying on MTO and the Township for this TIA as well. Again, we would like to be kept in the loop with copies of the TIA as they are issued.

I checked with others in our office, but I was not able to track down a record for a pre-con meeting.

As such, I would like to discuss the intersection of County Road 8 and 40.

Note: if you were looking at Google Maps it has Dummer-Asphodel Road as County Road to Asphodel 11th Line/11th Line South Dummer, however, County Road 8 terminates at County Road 40; between County Road 40 and Asphodel 11th/11th Line South Dummer, Dummer-Asphodel Road is a township road.

We are considering requesting that the intersection of County Road 8 and 40. We would be looking for information on haul routes, truck traffic on Dummer-Asphodel Road, impacts to the intersection, etc. before we confirm that we are ok with the terms of reference or that we would like that this intersection to be included.

Do you have any preliminary data you can share related to this?

Please feel free to give me a call or set up a teams meeting if you have any questions or wish to discuss further.

Pete Hynes, P.Eng. (he/him)
Senior Project Coordinator, Transportation Planning
Engineering and Design, County of Peterborough
705-775-7076
www.ptbocounty.ca



From: Prateek Jain <pjain@ptsl.com>
Sent: Tuesday, August 13, 2024 2:57 PM
To: Saccoccia, Doug <DSaccoccia@ptbocounty.ca>
Cc: Josh de Boer <jdeboer@ptsl.com>; Hynes, Pete <PHynes@ptbocounty.ca>
Subject: (240129) Proposed Norwood Pit Extension - Terms of Reference

Good afternoon Doug,

Paradigm Transportation Solutions Limited (Paradigm) has been retained by MHBC Planning, Urban Design & Landscape Architecture to prepare a Traffic Impact Brief (TIB) for the proposed Norwood Pit extension at 145 Dummer 12th Line Road in the Township of Douro-Dummer and the County of Peterborough. The TIB will follow the Ministry of Transportation (MTO) *General*

The purpose of this email is to establish a Terms of Reference (ToR) for the TIB. We are seeking agreement and/or direction on our proposed scope of work that is discussed below.

Background

The subject site is located in the Township of Douro-Dummer and the County of Peterborough. An existing excavation pit, known as the Norwood Pit, is located at 25 11th Line Road South Dummer. The property owner is proposing to extend the existing Norwood Pit to the following four properties:

1. 145 12th Line Road
2. 89 12th Line Road
3. 4818 Highway 7
4. 4862 Highway 7

The Norwood Pit extension will maintain its current combined tonnage limit of 227,000 tonnes per year, resulting in no anticipated traffic volumes to and from the site.

Vehicle access is proposed via the existing all-moves private driveway connection on 11th Line Road South Dummer. No changes are proposed to the access.

Analysis

- The study area road network will primarily have auto trips assigned and the vehicle traffic forecasts will be prepared for the planned site at full build-out.
- Based on the site statistics, it is estimated that approximately four truck trips per hour are generated from the site. This trip generation is expected to remain consistent with the current levels, with **no change in truck volume anticipated at the site** .
- Trip distribution will be based on current travel patterns and the most logical routes to and from the site. Any assumptions regarding the distribution of trips to the site accesses will be outlined within the report.
- The weekday AM and PM peak hours will be analyzed.
- A detailed intersection capacity analysis using Synchro software will not be considered, based on pre-consultation comments from MTO staff.

Study Intersections

- Highway 7 and Asphodel 11th Line (unsignalized)
- Asphodel 11th Line and Dummer Asphodel Road (unsignalized)
- 11th Line Road and Site Access (unsignalized)

Requested Information

1. **Trip volume data** . Any data that may be pertinent to the analysis, including TMCs, AADTs, ATRs, PCSs, pedestrian studies and/or cycling counts.
2. **Growth rate** . A growth rate of 2% will be applied to through movement volumes on all study roadways. If an alternate rate is required, please advise.
3. **Background developments** . Information on planned background developments that will impact the identified road network.
4. **Future road improvements** . Information on future road and/or network improvements that will impact the identified road network.

Thank you for reviewing project details and providing information where available. If there are any questions, please do not hesitate to contact us. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant

(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8

m: 647.687.6877

e: pjain@ptsl.com

w: www.ptsl.com

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From: [Taylor, George \(MTO\)](#)
To: [Prateek Jain](#)
Cc: [Josh de Boer](#)
Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference
Date: October 3, 2024 9:44:58 AM
Attachments: [image001.png](#)

Prateek,

Again, my apologies, as I stated in my email for 3749 Hwy 7, the Ministry's Traffic Office has been extremely busy.

The Ministry offers similar comments to the pit expansion west of Norwood. It is reasonable to assume that truck volumes will increase with the pit expansion. Accordingly, it would be beneficial to know the number of hectares the existing pit is, versus how large the pit will be post-expansion. This site will only impact one existing intersection (Hwy 7 and 11th Line). There are no left turn lanes at this intersection currently – only a westbound right turn taper. The need for an eastbound left turn lane is of particular concern at this location.

The Ministry requests that the proponent/traffic consultant,

- undertake a sensitivity analysis showing a proportional increase in the number of trucks when compared to the overall geographic size increase of the pit.
- The Ministry request that the consultant check the warrant calculations in their traffic study.

If you require additional clarification on the Ministry's position, I can arrange a meeting between yourself and MTO traffic Office.

Should you have any additional questions and/or concerns please feel free to contact me.

George Taylor
Planner – Area West
Corridor Management Section | East Operations
Ministry of Transportation
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
Mobile (613)483-5307
George.Taylor2@Ontario.ca

From: Prateek Jain <pjain@ptsl.com>
Sent: Tuesday, September 10, 2024 2:27 PM
To: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Cc: Josh de Boer <jdeboer@ptsl.com>

Subject: RE: (240129) Proposed Norwood Pit Extension - Terms of Reference

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi George,

Hope you are doing well.

I wanted to follow up regarding the Norwood Pit TIB Terms of Reference (ToR), as mentioned in the email chain below.
Please let us know if there's any information or clarification needed from our end. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8
m: 647.687.6877
e: pjain@ptsl.com
w: www.ptsl.com

From: Prateek Jain

Sent: August 13, 2024 3:09 PM

To: George.Taylor2@Ontario.ca

Cc: Josh de Boer <jdeboer@ptsl.com>

Subject: (240129) Proposed Norwood Pit Extension - Terms of Reference

Good afternoon George,

Paradigm Transportation Solutions Limited (Paradigm) has been retained by MHBC Planning, Urban Design & Landscape Architecture to prepare a Traffic Impact Brief (TIB) for the proposed Norwood Pit extension at 145 Dummer 12th Line Road in the Township of Douro-Dummer and the County of Peterborough. The TIB will follow the Ministry of Transportation (MTO) *General Guidelines for the Preparation of Traffic Impact Studies* (2023) and the County of Peterborough *Traffic Impact Assessment Guidelines*.

The purpose of this email is to establish a Terms of Reference (ToR) for the TIB. We are seeking agreement and/or direction on our proposed scope of work that is discussed below.

Background

The subject site is located in the Township of Douro-Dummer and the County of Peterborough. An existing excavation pit, known as the Norwood Pit, is located at 25 11th Line Road South Dummer.

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Requested Information

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3. **Background developments.** Information on planned background developments that

will impact the identified road network.

4. **Future road improvements.** Information on future road and/or network improvements that will impact the identified road network.

Thank you for reviewing project details and providing information where available. If there are any questions, please do not hesitate to contact us. We look forward to your response.

Kind regards,

Prateek Jain, M.A.Sc.

Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8

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Appendix B

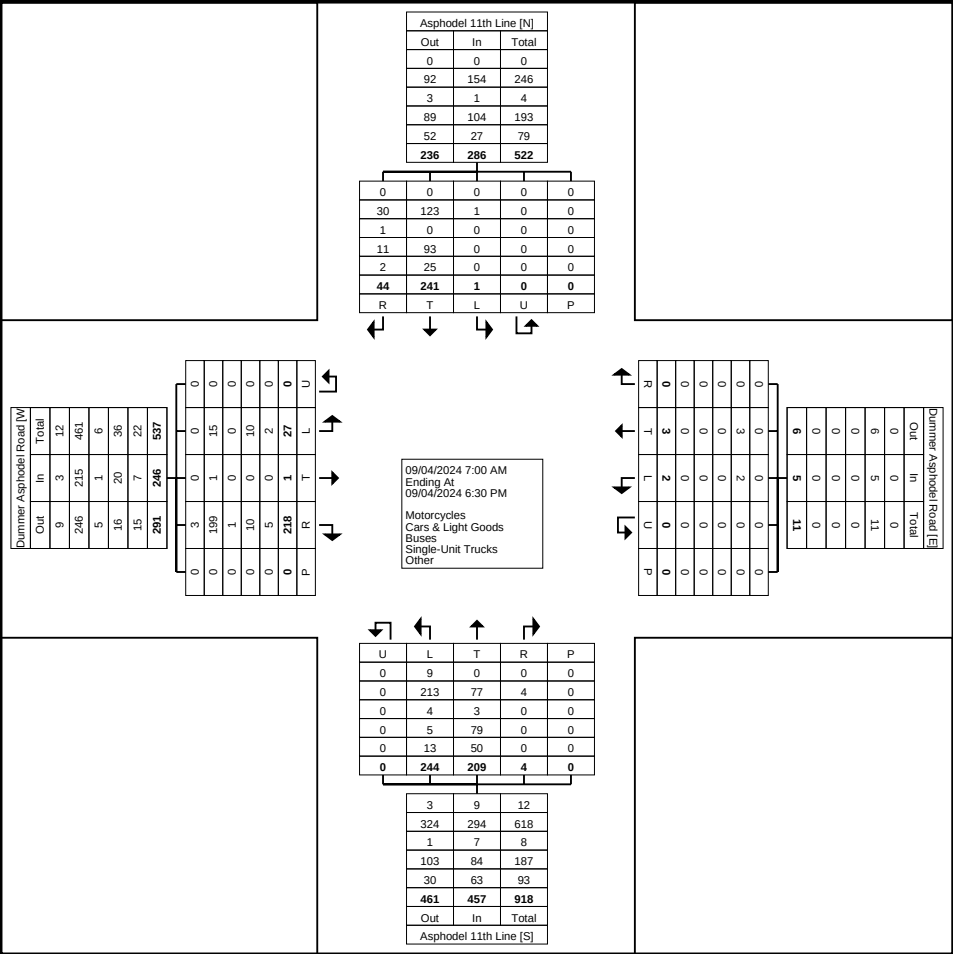
Turning Movement Count Data



Turning Movement Data

Start Time	Dummer Asphodel Road Eastbound						Dummer Asphodel Road Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	0	2	0	0	3	0	0	0	0	0	0	10	12	0	0	0	22	0	9	0	0	0	9	34
7:15 AM	4	0	7	0	0	11	1	0	0	0	0	1	11	7	0	0	0	18	0	4	1	0	0	5	35
7:30 AM	0	0	8	0	0	8	0	1	0	0	0	1	11	3	0	0	0	14	0	12	3	0	0	15	38
7:45 AM	1	0	11	0	0	12	0	1	0	0	0	1	8	2	0	0	0	10	1	5	1	0	0	7	30
Hourly Total	6	0	28	0	0	34	1	2	0	0	0	3	40	24	0	0	0	64	1	30	5	0	0	36	137
8:00 AM	2	0	6	0	0	8	0	0	0	0	0	0	11	5	0	0	0	16	0	9	1	0	0	10	34
8:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	9	6	0	0	0	15	0	3	3	0	0	6	25
8:30 AM	2	0	3	0	0	5	0	0	0	0	0	0	6	5	0	0	0	11	0	5	2	0	0	7	23
8:45 AM	0	0	6	0	0	6	0	0	0	0	0	0	7	6	0	0	0	13	0	5	1	0	0	6	25
Hourly Total	4	0	19	0	0	23	0	0	0	0	0	0	33	22	0	0	0	55	0	22	7	0	0	29	107
9:00 AM	2	0	6	0	0	8	0	0	0	0	0	0	5	7	0	0	0	12	0	4	1	0	0	5	25
9:15 AM	0	0	6	0	0	6	0	0	0	0	0	0	4	8	0	0	0	12	0	5	1	0	0	6	24
9:30 AM	1	0	6	0	0	7	0	0	0	0	0	0	7	6	0	0	0	13	0	8	0	0	0	8	28
9:45 AM	1	0	4	0	0	5	0	0	0	0	0	0	7	6	0	0	0	13	0	10	1	0	0	11	29
Hourly Total	4	0	22	0	0	26	0	0	0	0	0	0	23	27	0	0	0	50	0	27	3	0	0	30	106
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	1	0	3	0	0	4	0	1	0	0	0	1	7	8	0	0	0	15	0	6	0	0	0	6	26
11:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	2	7	0	0	0	9	0	9	1	0	0	10	21
Hourly Total	1	0	5	0	0	6	0	1	0	0	0	1	9	15	0	0	0	24	0	15	1	0	0	16	47
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12:15 PM	1	0	1	0	0	2	0	0	0	0	0	0	4	6	0	0	0	10	0	8	1	0	0	9	21
12:30 PM	1	0	4	0	0	5	0	0	0	0	0	0	4	5	0	0	0	9	0	4	0	0	0	4	18
12:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	5	6	1	0	0	12	0	2	2	0	0	4	22
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1:00 PM	2	0	4	0	0	6	0	0	0	0	0	0	7	2	0	0	0	9	0	4	1	0	0	5	20
1:15 PM	1	0	5	0	0	6	0	0	0	0	0	0	14	12	0	0	0	26	0	4	1	0	0	5	37
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	3	0	9	0	0	12	0	0	0	0	0	0	21	14	0	0	0	35	0	8	2	0	0	10	57
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3:45 PM	1	0	13	0	0	14	0	0	0	0	0	0	12	9	0	0	0	21	0	8	3	0	0	11	46
Hourly Total	1	0	19	0	0	20	0	0	0	0	0	0	19	15	0	0	0	34	0	14	3	0	0	17	71
4:00 PM	0	0	13	0	0	13	0	0	0	0	0	0	9	13	0	0	0	22	0	7	0	0	0	7	42
4:15 PM	2	0	6	0	0	8	0	0	0	0	0	0	7	10	1	0	0	18	0	14	3	0	0	17	43
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5:00 PM	0	1	10	0	0	11	1	0	0	0	0	1	12	8	0	0	0	20	0	18	3	0	0	21	53
5:15 PM	0	0	21	0	0	21	0	0	0	0	0	0	4	8	0	0	0	12	0	17	3	0	0	20	53
5:30 PM	1	0	12	0	0	13	0	0	0	0	0	0	10	5	0	0	0	15	0	5	2	0	0	7	35

[illegible]

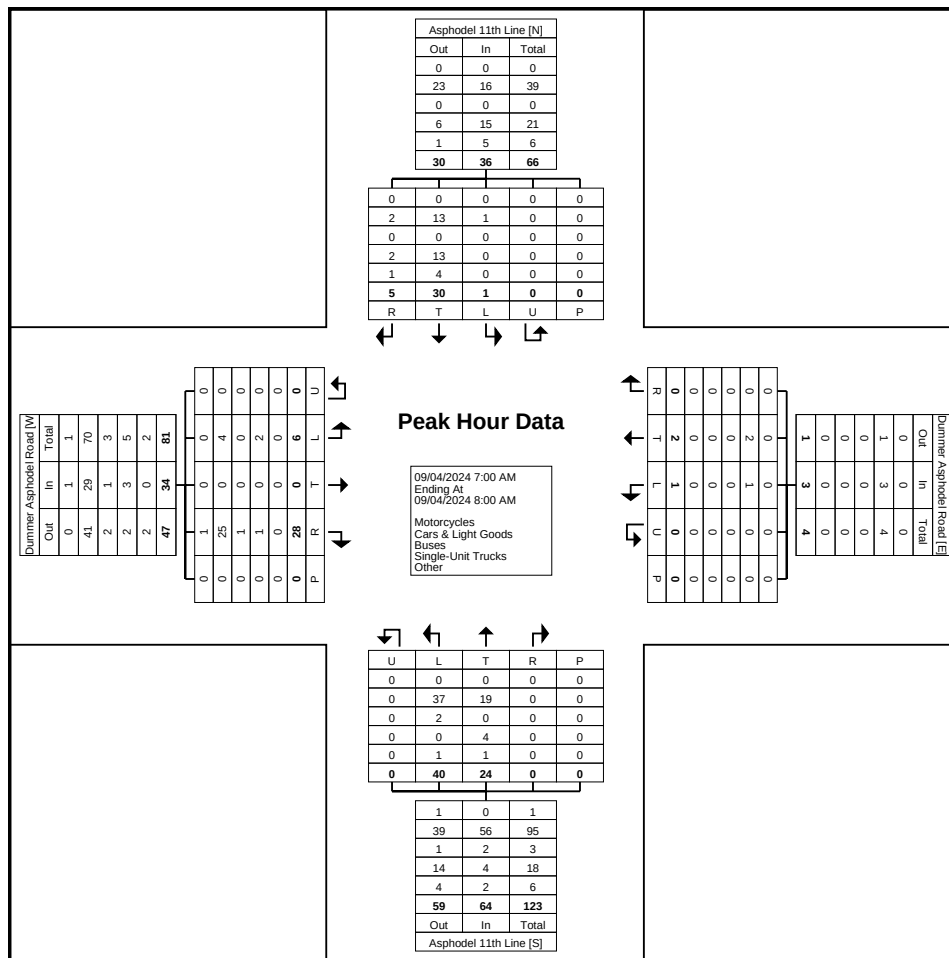


Turning Movement Data Plot

Count Name: Asphodel 11th Line & Dummer
Asphodel Road
Site Code: 240129
Start Date: 09/04/2024
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

[illegible]

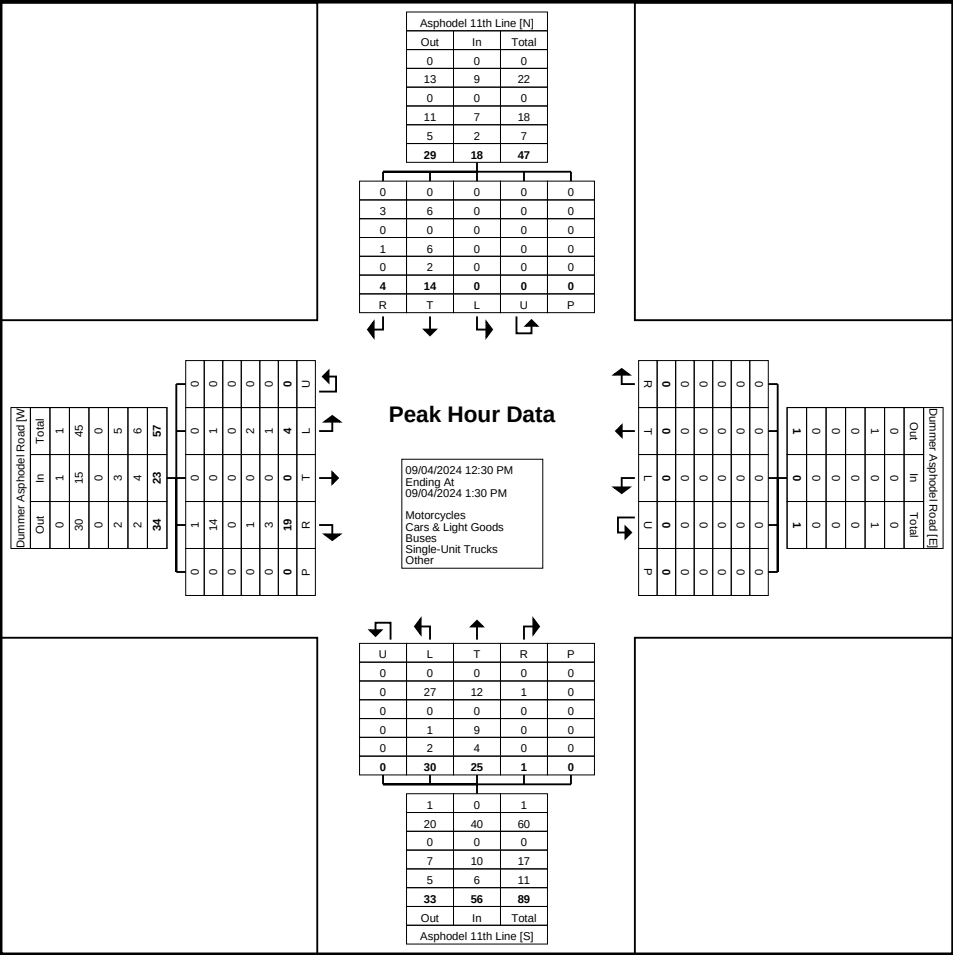


Turning Movement Peak Hour Data Plot (7:00 AM)

Count Name: Asphodel 11th Line & Dummer
Asphodel Road
Site Code: 240129
Start Date: 09/04/2024
Page No: 6

Turning Movement Peak Hour Data (12:30 PM)

Start Time	Dummer Asphodel Road Eastbound						Dummer Asphodel Road Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	1	0	4	0	0	5	0	0	0	0	0	0	4	5	0	0	0	9	0	4	0	0	0	4	18
12:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	5	6	1	0	0	12	0	2	2	0	0	4	22
1:00 PM	2	0	4	0	0	6	0	0	0	0	0	0	7	2	0	0	0	9	0	4	1	0	0	5	20
1:15 PM	1	0	5	0	0	6	0	0	0	0	0	0	14	12	0	0	0	26	0	4	1	0	0	5	37
Total	4	0	19	0	0	23	0	0	0	0	0	0	30	25	1	0	0	56	0	14	4	0	0	18	97
Approach %	17.4	0.0	82.6	0.0	-	-	0.0	0.0	0.0	0.0	-	-	53.6	44.6	1.8	0.0	-	-	0.0	77.8	22.2	0.0	-	-	-
Total %	4.1	0.0	19.6	0.0	-	23.7	0.0	0.0	0.0	0.0	-	0.0	30.9	25.8	1.0	0.0	-	57.7	0.0	14.4	4.1	0.0	-	18.6	-
PHF	0.500	0.000	0.792	0.000	-	0.958	0.000	0.000	0.000	0.000	-	0.000	0.536	0.521	0.250	0.000	-	0.538	0.000	0.875	0.500	0.000	-	0.900	0.655
Motorcycles	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Motorcycles	0.0	-	5.3	-	-	4.3	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	1.0
Cars & Light Goods	1	0	14	0	-	15	0	0	0	0	-	0	27	12	1	0	-	40	0	6	3	0	-	9	64
% Cars & Light Goods	25.0	-	73.7	-	-	65.2	-	-	-	-	-	-	90.0	48.0	100.0	-	-	71.4	-	42.9	75.0	-	-	50.0	66.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	2	0	1	0	-	3	0	0	0	0	-	0	1	9	0	0	-	10	0	6	1	0	-	7	20
% Single-Unit Trucks	50.0	-	5.3	-	-	13.0	-	-	-	-	-	-	3.3	36.0	0.0	-	-	17.9	-	42.9	25.0	-	-	38.9	20.6
Articulated Trucks	1	0	2	0	-	3	0	0	0	0	-	0	2	4	0	0	-	6	0	2	0	0	-	2	11
% Articulated Trucks	25.0	-	10.5	-	-	13.0	-	-	-	-	-	-	6.7	16.0	0.0	-	-	10.7	-	14.3	0.0	-	-	11.1	11.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	-	5.3	-	-	4.3	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
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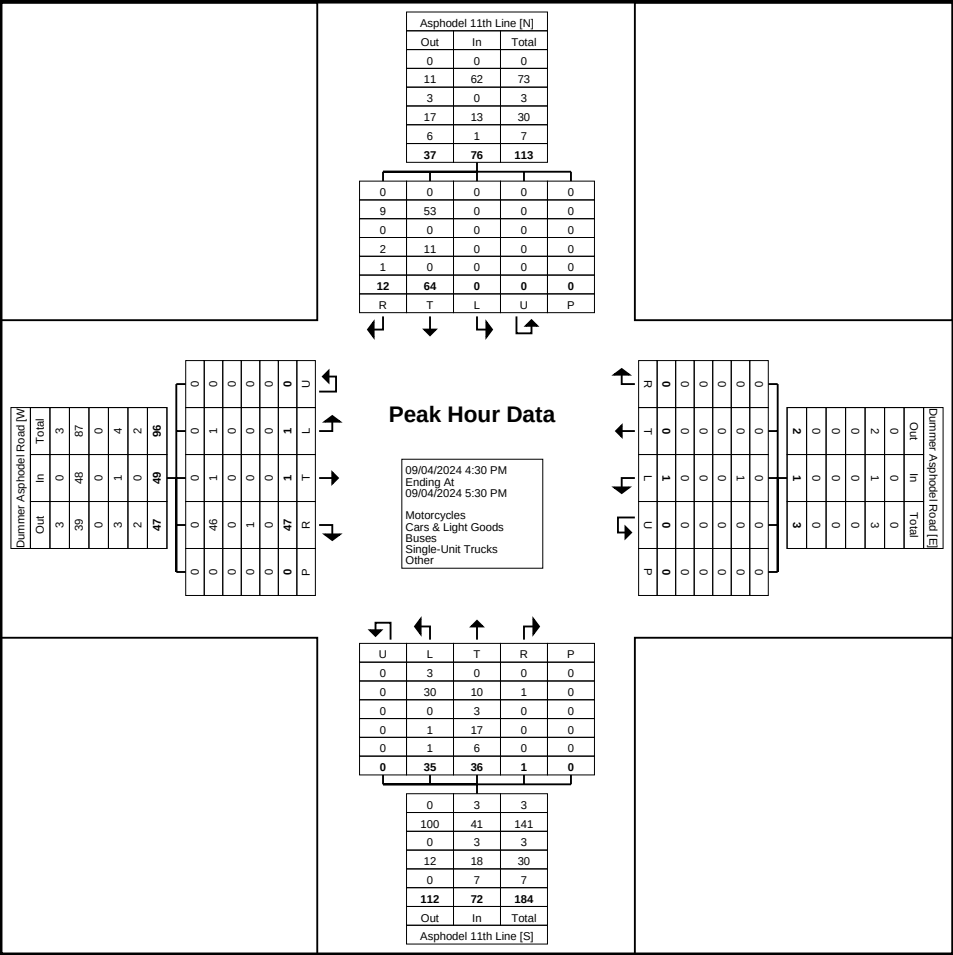


Turning Movement Peak Hour Data Plot (12:30 PM)

Count Name: Asphodel 11th Line & Dummer
Asphodel Road
Site Code: 240129
Start Date: 09/04/2024
Page No: 8

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dummer Asphodel Road Eastbound						Dummer Asphodel Road Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
4:30 PM	0	0	12	0	0	12	0	0	0	0	0	0	13	9	1	0	0	0	23	0	4	4	0	0	8	43
4:45 PM	1	0	4	0	0	5	0	0	0	0	0	0	6	11	0	0	0	0	17	0	25	2	0	0	27	49
5:00 PM	0	1	10	0	0	11	1	0	0	0	0	1	12	8	0	0	0	0	20	0	18	3	0	0	21	53
5:15 PM	0	0	21	0	0	21	0	0	0	0	0	0	4	8	0	0	0	0	12	0	17	3	0	0	20	53
Total	1	1	47	0	0	49	1	0	0	0	0	1	35	36	1	0	0	0	72	0	64	12	0	0	76	198
Approach %	2.0	2.0	95.9	0.0	-	-	100.0	0.0	0.0	0.0	0.0	-	48.6	50.0	1.4	0.0	-	-	-	0.0	84.2	15.8	0.0	-	-	-
Total %	0.5	0.5	23.7	0.0	-	24.7	0.5	0.0	0.0	0.0	-	0.5	17.7	18.2	0.5	0.0	-	36.4	0.0	32.3	6.1	0.0	-	38.4	-	
PHF	0.250	0.250	0.560	0.000	-	0.583	0.250	0.000	0.000	0.000	-	0.250	0.673	0.818	0.250	0.000	-	0.783	0.000	0.640	0.750	0.000	-	0.704	0.934	
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	0	-	3	0	0	0	0	-	0	3	
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	8.6	0.0	0.0	-	-	4.2	-	0.0	0.0	-	-	0.0	1.5	
Cars & Light Goods	1	1	46	0	-	48	1	0	0	0	-	1	30	10	1	0	-	41	0	53	9	0	-	62	152	
% Cars & Light Goods	100.0	100.0	97.9	-	-	98.0	100.0	-	-	-	-	100.0	85.7	27.8	100.0	-	-	56.9	-	82.8	75.0	-	-	81.6	76.8	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	3	
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	8.3	0.0	-	-	4.2	-	0.0	0.0	-	-	0.0	1.5	
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	1	17	0	0	-	18	0	11	2	0	-	13	32	
% Single-Unit Trucks	0.0	0.0	2.1	-	-	2.0	0.0	-	-	-	-	0.0	2.9	47.2	0.0	-	-	25.0	-	17.2	16.7	-	-	17.1	16.2	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	6	0	0	-	7	0	0	1	0	-	1	8	
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	2.9	16.7	0.0	-	-	9.7	-	0.0	8.3	-	-	1.3	4.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

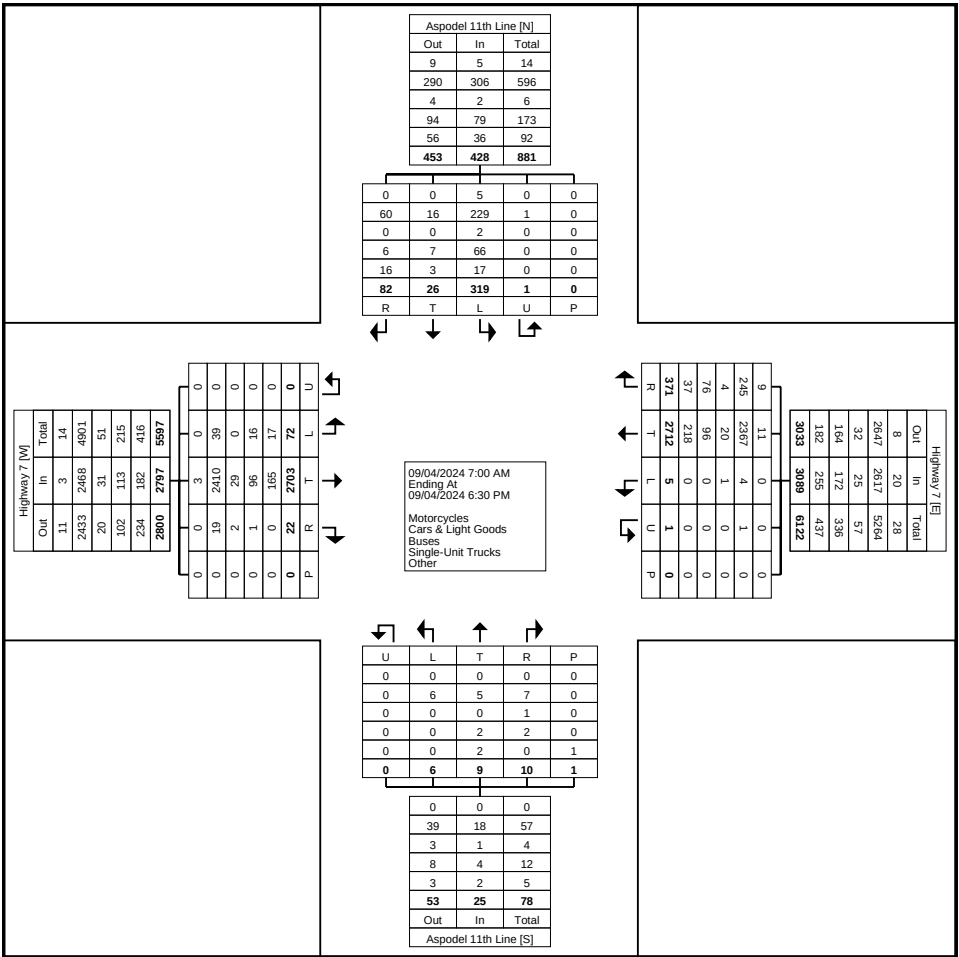


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Highway 7 Eastbound						Highway 7 Westbound						Aspodel 11th Line Northbound						Aspodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	31	1	0	0	36	1	65	17	0	0	83	0	1	0	0	0	1	6	1	5	0	0	12	132
7:15 AM	3	31	0	0	0	34	0	88	14	0	0	102	0	1	0	0	0	1	11	1	1	0	0	13	150
7:30 AM	2	57	2	0	0	61	0	101	12	0	0	113	1	0	0	0	0	1	10	0	7	0	0	17	192
7:45 AM	1	55	0	0	0	56	0	95	9	0	0	104	0	0	0	0	0	0	14	0	0	0	0	14	174
Hourly Total	10	174	3	0	0	187	1	349	52	0	0	402	1	2	0	0	0	3	41	2	13	0	0	56	648
8:00 AM	2	61	2	0	0	65	0	96	12	0	0	108	0	1	0	0	0	1	11	0	2	0	0	13	187
8:15 AM	3	55	0	0	0	58	0	101	12	0	0	113	0	0	0	0	0	0	6	0	2	0	0	8	179
8:30 AM	2	77	0	0	0	79	0	95	10	0	0	105	0	0	0	0	0	0	4	1	1	0	0	6	190
8:45 AM	2	79	0	0	0	81	1	74	9	0	0	84	1	0	1	0	0	2	8	2	0	0	0	10	177
Hourly Total	9	272	2	0	0	283	1	366	43	0	0	410	1	1	1	0	0	3	29	3	5	0	0	37	733
9:00 AM	3	60	1	0	0	64	1	74	9	0	0	84	0	0	0	0	0	0	9	0	0	0	0	9	157
9:15 AM	3	72	1	0	0	76	1	95	9	0	0	105	0	0	0	0	0	0	10	0	0	0	0	10	191
9:30 AM	0	63	1	0	0	64	0	85	13	0	0	98	1	0	1	0	0	2	11	1	3	0	0	15	179
9:45 AM	2	72	2	0	0	76	0	84	11	0	0	95	0	0	1	0	0	1	11	0	3	0	0	14	186
Hourly Total	8	267	5	0	0	280	2	338	42	0	0	382	1	0	2	0	0	3	41	1	6	0	0	48	713
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	3	78	1	0	0	82	0	88	13	0	0	101	0	0	0	0	0	0	7	0	1	0	0	8	191
11:45 AM	2	93	0	0	0	95	0	93	6	0	0	99	1	0	0	0	0	1	6	0	2	0	0	8	203
Hourly Total	5	171	1	0	0	177	0	181	19	0	0	200	1	0	0	0	0	1	13	0	3	0	0	16	394
12:00 PM	1	89	0	0	0	90	0	74	10	0	0	84	0	1	0	0	0	1	5	0	2	0	0	7	182
12:15 PM	1	78	0	0	0	79	0	99	8	0	0	107	0	1	0	0	0	1	6	1	1	0	0	8	195
12:30 PM	3	88	0	0	0	91	0	77	6	0	0	83	0	0	0	0	0	0	5	1	1	0	0	7	181
12:45 PM	3	90	0	0	0	93	0	99	8	1	0	108	0	0	0	0	0	0	5	0	0	0	0	5	206
Hourly Total	8	345	0	0	0	353	0	349	32	1	0	382	0	2	0	0	0	2	21	2	4	0	0	27	764
1:00 PM	2	89	0	0	0	91	0	107	7	0	0	114	1	0	0	0	0	1	2	0	2	0	0	4	210
1:15 PM	4	85	0	0	0	89	0	97	22	0	0	119	0	0	0	0	0	0	7	1	2	0	0	10	218
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	6	174	0	0	0	180	0	204	29	0	0	233	1	0	0	0	0	1	9	1	4	0	0	14	428
3:30 PM	3	108	2	0	0	113	0	65	10	0	0	75	0	0	0	0	0	0	8	0	5	0	0	13	201
3:45 PM	3	98	0	0	0	101	0	86	18	0	0	104	0	1	1	0	0	2	17	1	2	0	0	20	227
Hourly Total	6	206	2	0	0	214	0	151	28	0	0	179	0	1	1	0	0	2	25	1	7	0	0	33	428
4:00 PM	5	111	0	0	0	116	0	80	17	0	0	97	0	0	2	0	0	2	16	0	1	0	0	17	232
4:15 PM	2	84	0	0	0	86	0	102	14	0	0	116	1	1	1	0	0	3	16	0	4	0	0	20	225
4:30 PM	2	132	0	0	0	134	1	79	21	0	0	101	0	2	0	0	0	2	9	2	3	0	0	14	251
4:45 PM	3	110	2	0	0	115	0	96	12	0	0	108	0	0	0	0	0	0	7	3	12	0	0	22	245
Hourly Total	12	437	2	0	0	451	1	357	64	0	0	422	1	3	3	0	0	7	48	5	20	0	0	73	953
5:00 PM	2	151	0	0	0	153	0	85	19	0	0	104	0	0	0	0	0	0	23	2	8	0	0	33	290
5:15 PM	3	114	0	0	0	117	0	89	7	0	0	96	0	0	0	0	0	0	26	4	7	1	0	38	251
5:30 PM	2	116	3	0	0	121	0	61	13	0	0	74	0	0	1	0	0	1	10	2	3	0	0	15	211

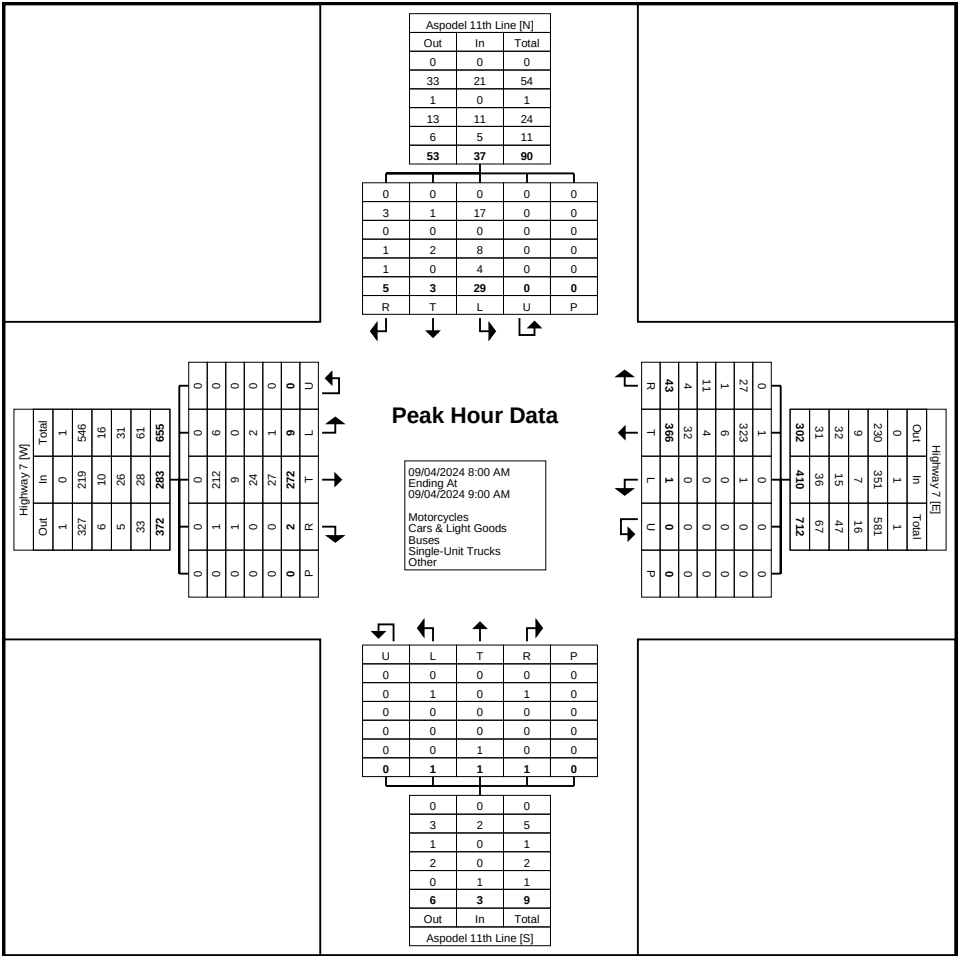
5:45 PM	1	107	1	0	0	109	0	64	9	0	0	73	0	0	1	0	0	1	13	2	2	0	0	17	200
Hourly Total	8	488	4	0	0	500	0	299	48	0	0	347	0	0	2	0	0	2	72	10	20	1	0	103	952
6:00 PM	0	85	1	0	0	86	0	73	3	0	0	76	0	0	0	0	1	0	10	0	0	0	0	10	172
6:15 PM	0	84	2	0	0	86	0	45	11	0	0	56	0	0	1	0	0	1	10	1	0	0	0	11	154
Grand Total	72	2703	22	0	0	2797	5	2712	371	1	0	3089	6	9	10	0	1	25	319	26	82	1	0	428	6339
Approach %	2.6	96.6	0.8	0.0	-	-	0.2	87.8	12.0	0.0	-	-	24.0	36.0	40.0	0.0	-	-	74.5	6.1	19.2	0.2	-	-	-
Total %	1.1	42.6	0.3	0.0	-	44.1	0.1	42.8	5.9	0.0	-	48.7	0.1	0.1	0.2	0.0	-	0.4	5.0	0.4	1.3	0.0	-	6.8	-
Motorcycles	0	3	0	0	-	3	0	11	9	0	-	20	0	0	0	0	-	0	5	0	0	0	-	5	28
% Motorcycles	0.0	0.1	0.0	-	-	0.1	0.0	0.4	2.4	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	1.6	0.0	0.0	0.0	-	1.2	0.4
Cars & Light Goods	39	2410	19	0	-	2468	4	2367	245	1	-	2617	6	5	7	0	-	18	229	16	60	1	-	306	5409
% Cars & Light Goods	54.2	89.2	86.4	-	-	88.2	80.0	87.3	66.0	100.0	-	84.7	100.0	55.6	70.0	-	-	72.0	71.8	61.5	73.2	100.0	-	71.5	85.3
Buses	0	29	2	0	-	31	1	20	4	0	-	25	0	0	1	0	-	1	2	0	0	0	-	2	59
% Buses	0.0	1.1	9.1	-	-	1.1	20.0	0.7	1.1	0.0	-	0.8	0.0	0.0	10.0	-	-	4.0	0.6	0.0	0.0	0.0	-	0.5	0.9
Single-Unit Trucks	16	96	1	0	-	113	0	96	76	0	-	172	0	2	2	0	-	4	66	7	6	0	-	79	368
% Single-Unit Trucks	22.2	3.6	4.5	-	-	4.0	0.0	3.5	20.5	0.0	-	5.6	0.0	22.2	20.0	-	-	16.0	20.7	26.9	7.3	0.0	-	18.5	5.8
Articulated Trucks	17	165	0	0	-	182	0	216	35	0	-	251	0	2	0	0	-	2	17	2	16	0	-	35	470
% Articulated Trucks	23.6	6.1	0.0	-	-	6.5	0.0	8.0	9.4	0.0	-	8.1	0.0	22.2	0.0	-	-	8.0	5.3	7.7	19.5	0.0	-	8.2	7.4
Bicycles on Road	0	0	0	0	-	0	0	2	2	0	-	4	0	0	0	0	-	0	0	1	0	0	-	1	5
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.5	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	3.8	0.0	0.0	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

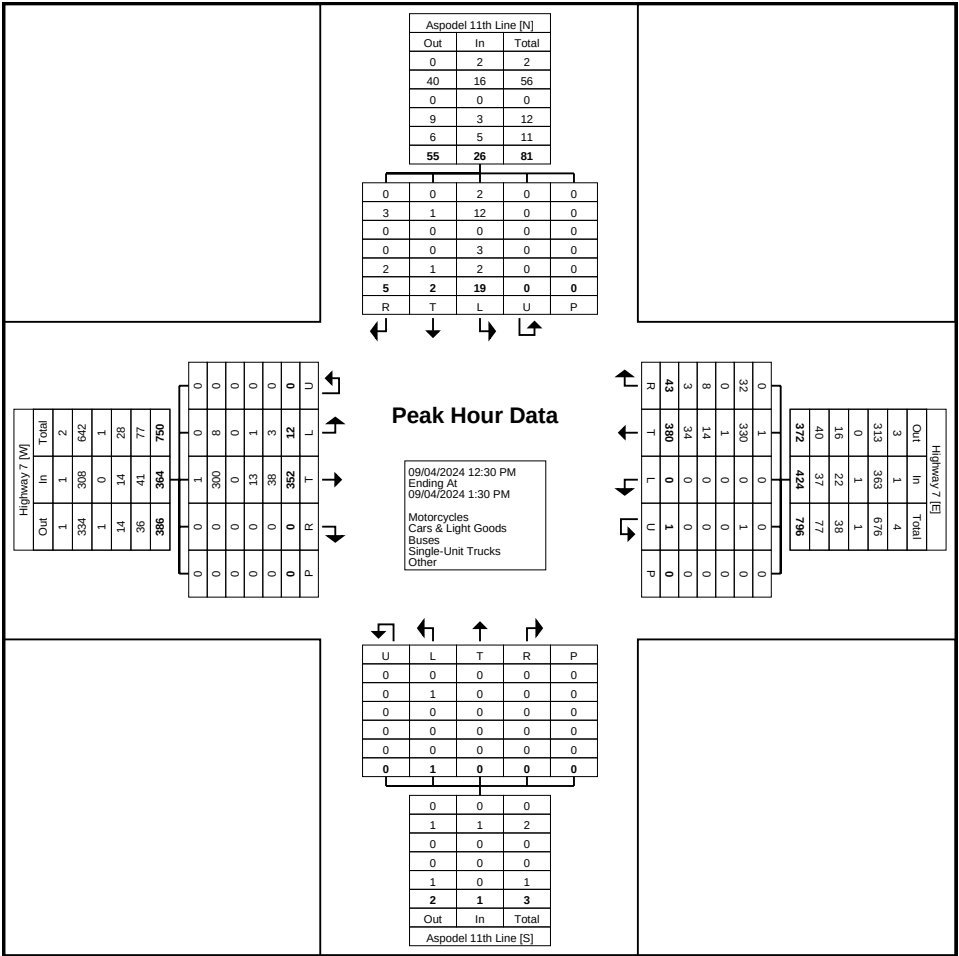
[illegible]



Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (12:30 PM)

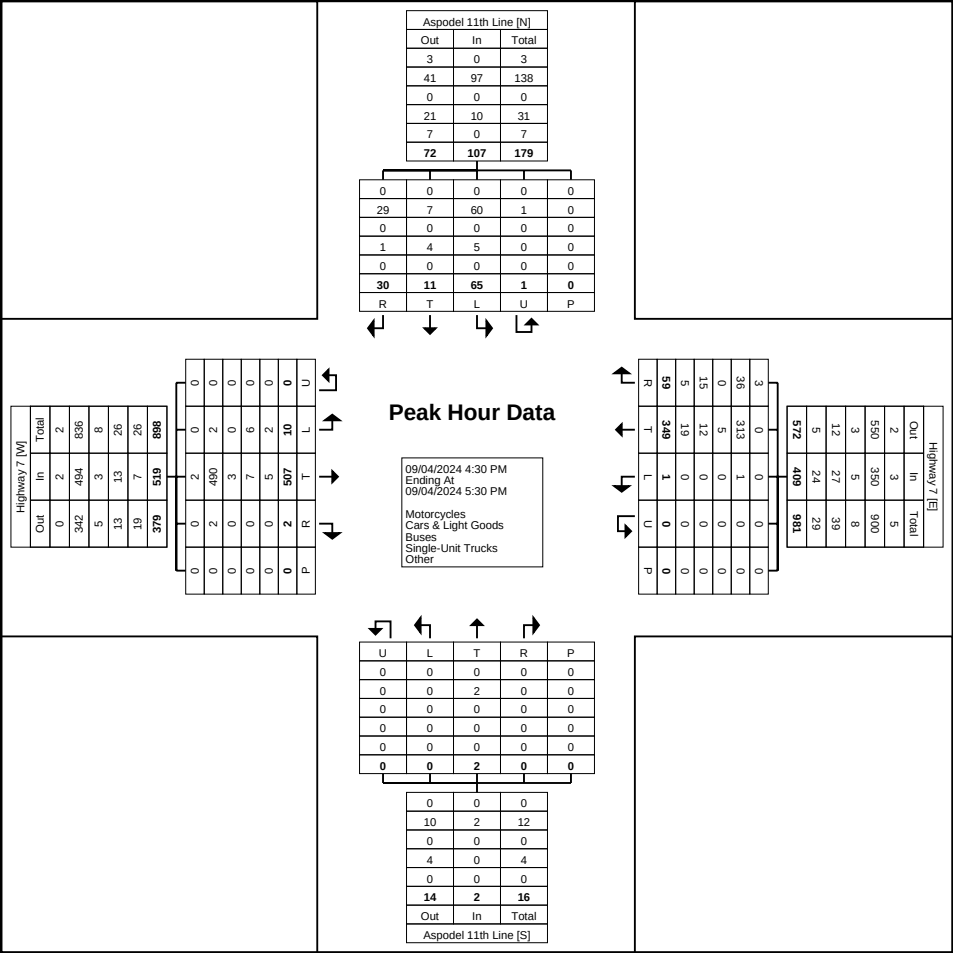
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Turning Movement Peak Hour Data Plot (12:30 PM)

Turning Movement Peak Hour Data (4:30 PM)

[illegible]

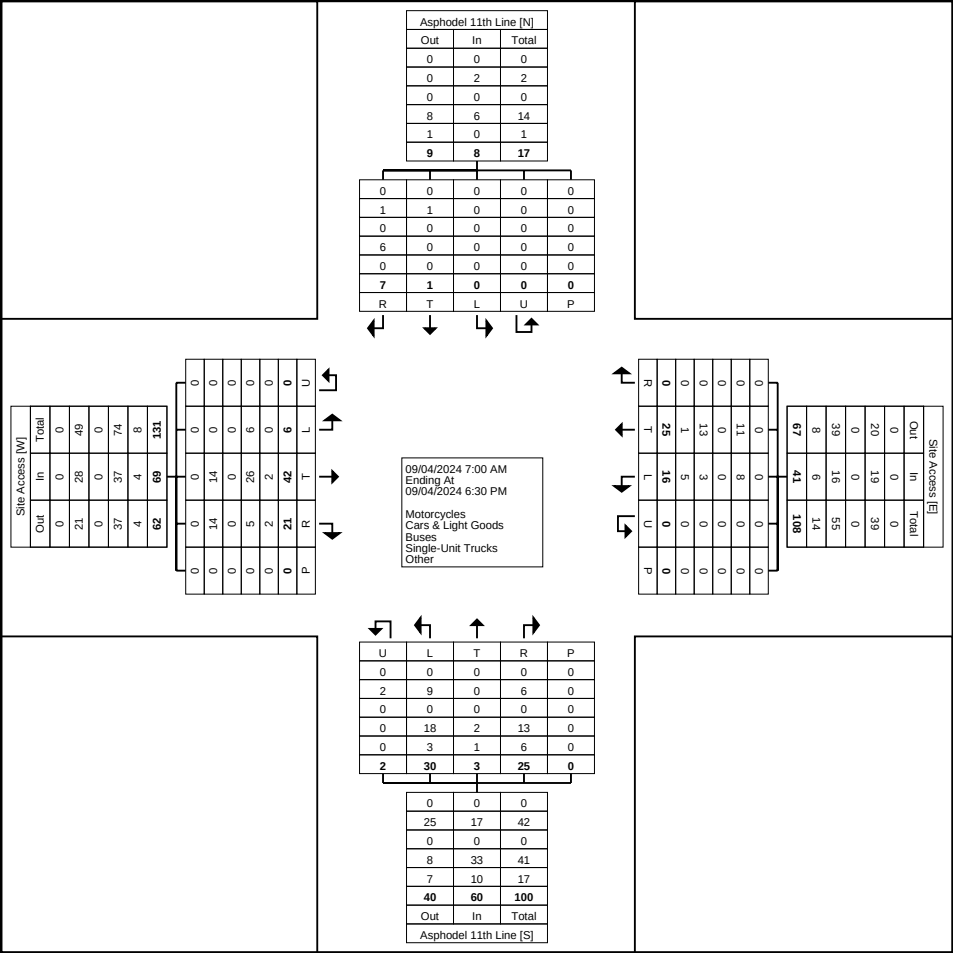


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Site Access Eastbound						Site Access Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
7:15 AM	0	5	0	0	0	5	0	1	0	0	0	1	3	0	2	0	0	5	0	0	1	0	0	1	12
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4
7:45 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
Hourly Total	0	8	2	0	0	10	1	2	0	0	0	3	3	0	7	1	0	11	0	0	1	0	0	1	25
8:00 AM	0	1	1	0	0	2	0	1	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	6
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	4
8:30 AM	0	4	0	0	0	4	0	1	0	0	0	1	2	0	1	0	0	3	0	0	0	0	0	0	8
8:45 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	1	5	2	0	0	8	0	3	0	0	0	3	7	1	3	0	0	11	0	0	0	0	0	0	22
9:00 AM	0	1	0	0	0	1	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
9:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	2	1	1	0	0	4	0	0	0	0	0	0	6
9:30 AM	0	1	2	0	0	3	2	1	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	8
9:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	5	2	0	0	7	2	4	0	0	0	6	3	1	3	0	0	7	0	0	0	0	0	0	20
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
11:45 AM	0	2	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	4
Hourly Total	0	2	0	0	0	2	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
12:00 PM	0	3	1	0	0	4	1	2	0	0	0	3	2	0	3	0	0	5	0	0	0	0	0	0	12
12:15 PM	0	4	0	0	0	4	1	2	0	0	0	3	2	0	3	0	0	5	0	0	0	0	0	0	12
12:30 PM	0	2	1	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	9	2	0	0	11	2	6	0	0	0	8	6	0	6	0	0	12	0	0	0	0	0	0	31
1:00 PM	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
1:15 PM	0	1	0	0	0	1	1	1	0	0	0	2	1	0	3	0	0	4	0	0	0	0	0	0	7
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	2	1	0	0	3	1	1	0	0	0	2	2	0	3	0	0	5	0	0	0	0	0	0	10
3:30 PM	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
3:45 PM	2	1	3	0	0	6	0	0	0	0	0	0	3	1	1	0	0	5	0	0	0	0	0	0	11
Hourly Total	2	2	3	0	0	7	1	1	0	0	0	2	3	1	1	0	0	5	0	0	1	0	0	1	15
4:00 PM	0	1	1	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	5
4:15 PM	0	4	1	0	0	5	1	2	0	0	0	3	2	0	0	0	0	2	0	0	1	0	0	1	11
4:30 PM	1	1	1	0	0	3	2	1	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	7
4:45 PM	0	1	3	0	0	4	4	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	10
Hourly Total	1	7	6	0	0	14	7	5	0	0	0	12	3	0	1	0	0	4	0	0	3	0	0	3	33
5:00 PM	1	1	2	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	6
5:15 PM	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	5
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	3

[illegible]

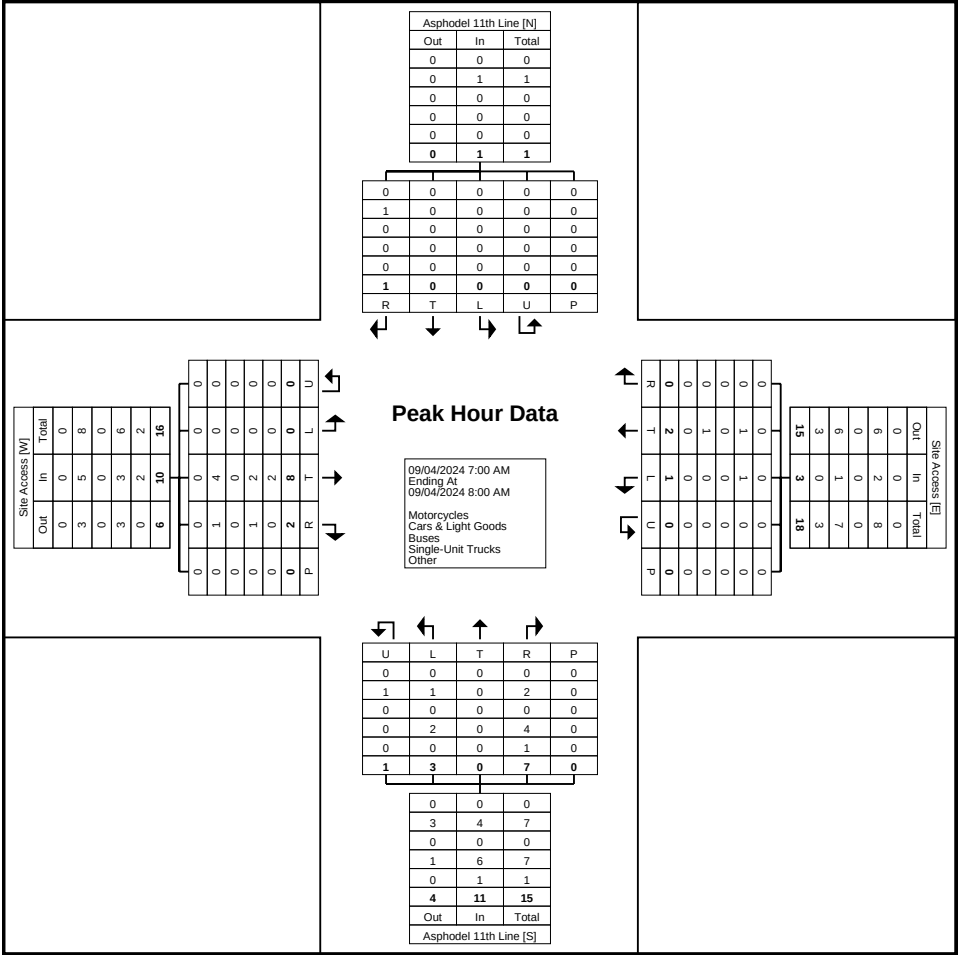


Turning Movement Data Plot

Count Name: Site Access
Site Code: 240129
Start Date: 09/04/2024
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

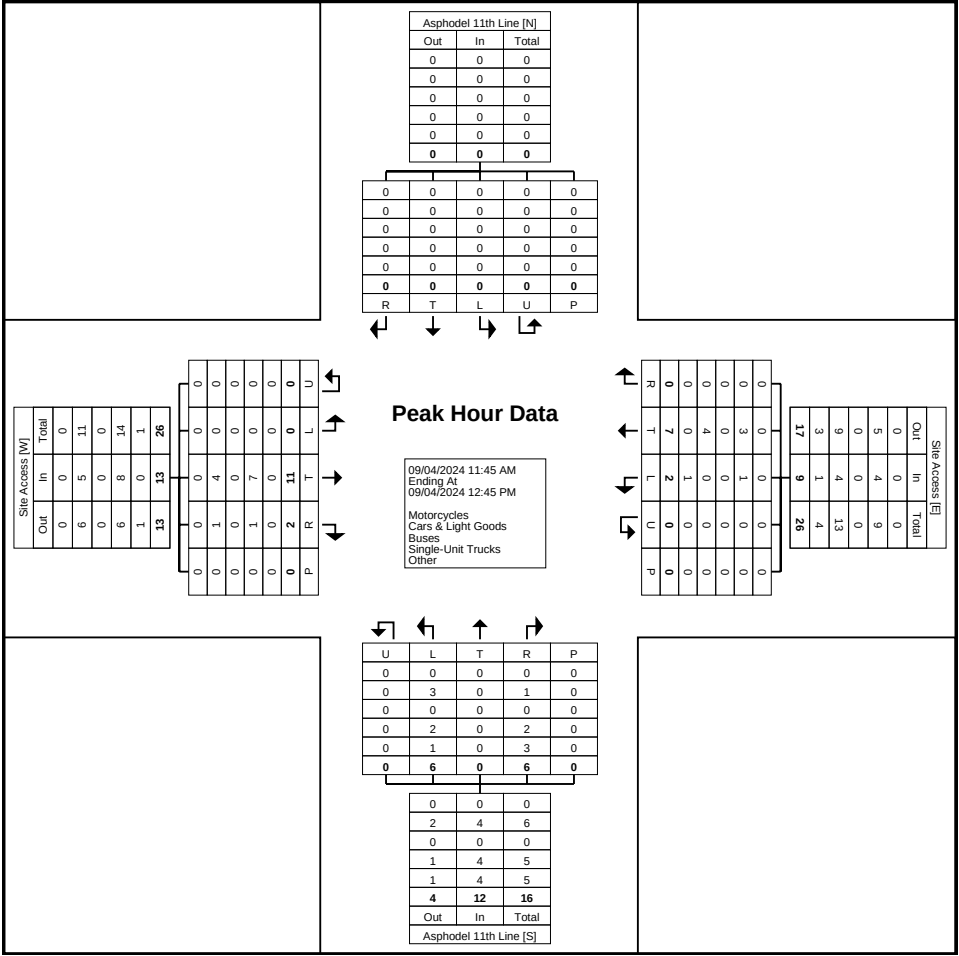
Start Time	Site Access Eastbound						Site Access Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
7:15 AM	0	5	0	0	0	5	0	1	0	0	0	1	3	0	2	0	0	5	0	0	1	0	0	1	12
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4
7:45 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
Total	0	8	2	0	0	10	1	2	0	0	0	3	3	0	7	1	0	11	0	0	1	0	0	1	25
Approach %	0.0	80.0	20.0	0.0	-	-	33.3	66.7	0.0	0.0	-	-	27.3	0.0	63.6	9.1	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	32.0	8.0	0.0	-	40.0	4.0	8.0	0.0	0.0	-	12.0	12.0	0.0	28.0	4.0	-	44.0	0.0	0.0	4.0	0.0	-	4.0	-
PHF	0.000	0.400	0.500	0.000	-	0.500	0.250	0.500	0.000	0.000	-	0.750	0.250	0.000	0.583	0.250	-	0.550	0.000	0.000	0.250	0.000	-	0.250	0.521
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Cars & Light Goods	0	4	1	0	-	5	1	1	0	0	-	2	1	0	2	1	-	4	0	0	1	0	-	1	12
% Cars & Light Goods	-	50.0	50.0	-	-	50.0	100.0	50.0	-	-	-	66.7	33.3	-	28.6	100.0	-	36.4	-	-	100.0	-	-	100.0	48.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	2	1	0	-	3	0	1	0	0	-	1	2	0	4	0	-	6	0	0	0	0	-	0	10
% Single-Unit Trucks	-	25.0	50.0	-	-	30.0	0.0	50.0	-	-	-	33.3	66.7	-	57.1	0.0	-	54.5	-	-	0.0	-	-	0.0	40.0
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	25.0	0.0	-	-	20.0	0.0	0.0	-	-	-	0.0	0.0	-	14.3	0.0	-	9.1	-	-	0.0	-	-	0.0	12.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:00 AM)

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Site Access Eastbound						Site Access Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:45 AM	0	2	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	4
12:00 PM	0	3	1	0	0	4	1	2	0	0	0	3	2	0	3	0	0	5	0	0	0	0	0	0	12
12:15 PM	0	4	0	0	0	4	1	2	0	0	0	3	2	0	3	0	0	5	0	0	0	0	0	0	12
12:30 PM	0	2	1	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	6
Total	0	11	2	0	0	13	2	7	0	0	0	9	6	0	6	0	0	12	0	0	0	0	0	0	34
Approach %	0.0	84.6	15.4	0.0	-	-	22.2	77.8	0.0	0.0	-	-	50.0	0.0	50.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	32.4	5.9	0.0	-	38.2	5.9	20.6	0.0	0.0	-	26.5	17.6	0.0	17.6	0.0	-	35.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.688	0.500	0.000	-	0.813	0.500	0.875	0.000	0.000	-	0.750	0.750	0.000	0.500	0.000	-	0.600	0.000	0.000	0.000	0.000	-	0.000	0.708
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Cars & Light Goods	0	4	1	0	-	5	1	3	0	0	-	4	3	0	1	0	-	4	0	0	0	0	-	0	13
% Cars & Light Goods	-	36.4	50.0	-	-	38.5	50.0	42.9	-	-	-	44.4	50.0	-	16.7	-	-	33.3	-	-	-	-	-	-	38.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Single-Unit Trucks	0	7	1	0	-	8	0	4	0	0	-	4	2	0	2	0	-	4	0	0	0	0	-	0	16
% Single-Unit Trucks	-	63.6	50.0	-	-	61.5	0.0	57.1	-	-	-	44.4	33.3	-	33.3	-	-	33.3	-	-	-	-	-	-	47.1
Articulated Trucks	0	0	0	0	-	0	1	0	0	0	-	1	1	0	3	0	-	4	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.0	-	-	0.0	50.0	0.0	-	-	-	11.1	16.7	-	50.0	-	-	33.3	-	-	-	-	-	-	14.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

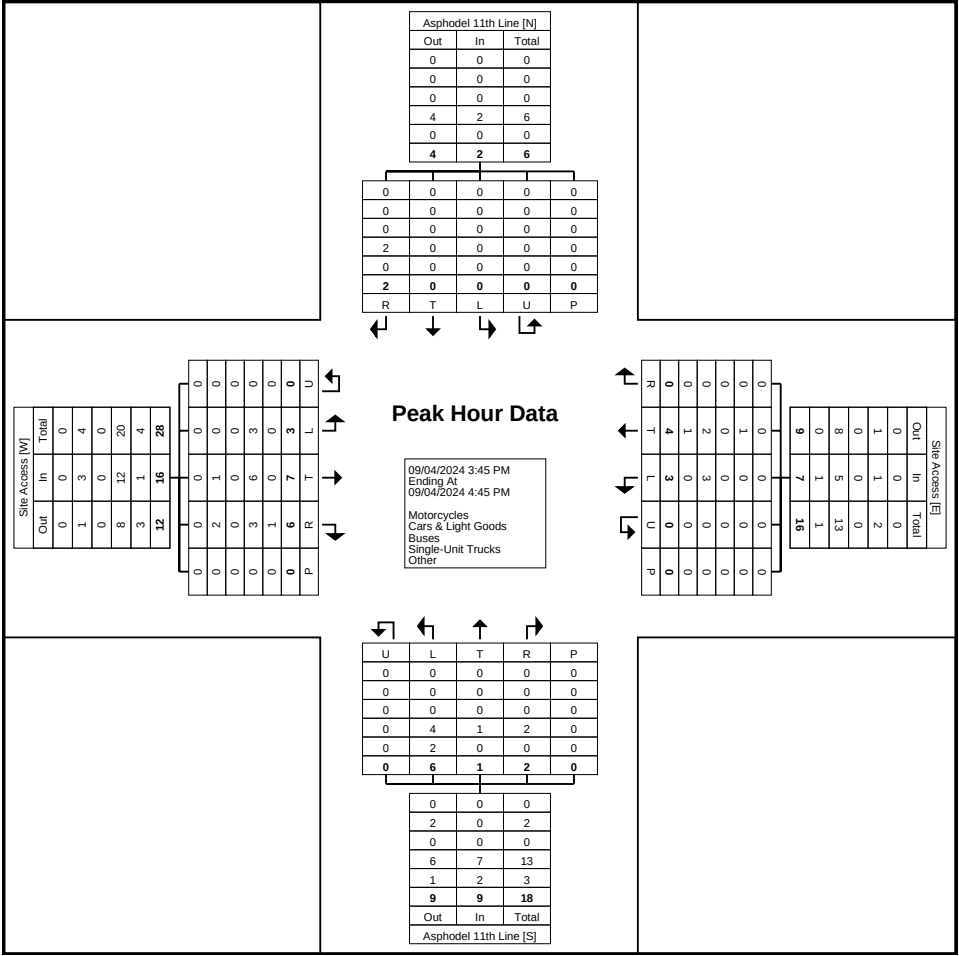


Turning Movement Peak Hour Data Plot (11:45 AM)

Count Name: Site Access
Site Code: 240129
Start Date: 09/04/2024
Page No: 8

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Site Access Eastbound						Site Access Westbound						Asphodel 11th Line Northbound						Asphodel 11th Line Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
3:45 PM	2	1	3	0	0	6	0	0	0	0	0	0	3	1	1	0	0	0	5	0	0	0	0	0	0	11
4:00 PM	0	1	1	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0	1	5	
4:15 PM	0	4	1	0	0	5	1	2	0	0	0	3	2	0	0	0	0	2	2	0	1	0	0	1	11	
4:30 PM	1	1	1	0	0	3	2	1	0	0	0	3	0	0	1	0	0	1	1	0	0	0	0	0	7	
Total	3	7	6	0	0	16	3	4	0	0	0	7	6	1	2	0	0	9	0	0	2	0	0	2	34	
Approach %	18.8	43.8	37.5	0.0	-	-	42.9	57.1	0.0	0.0	-	-	66.7	11.1	22.2	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-	
Total %	8.8	20.6	17.6	0.0	-	47.1	8.8	11.8	0.0	0.0	-	20.6	17.6	2.9	5.9	0.0	-	26.5	0.0	0.0	5.9	0.0	-	5.9	-	
PHF	0.375	0.438	0.500	0.000	-	0.667	0.375	0.500	0.000	0.000	-	0.583	0.500	0.250	0.500	0.000	-	0.450	0.000	0.000	0.500	0.000	-	0.500	0.773	
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	
Cars & Light Goods	0	1	2	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4	
% Cars & Light Goods	0.0	14.3	33.3	-	-	18.8	0.0	25.0	-	-	-	14.3	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	11.8	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	
Single-Unit Trucks	3	6	3	0	-	12	3	2	0	0	-	5	4	1	2	0	-	7	0	0	2	0	-	2	26	
% Single-Unit Trucks	100.0	85.7	50.0	-	-	75.0	100.0	50.0	-	-	-	71.4	66.7	100.0	100.0	-	-	77.8	-	-	100.0	-	-	100.0	76.5	
Articulated Trucks	0	0	1	0	-	1	0	1	0	0	-	1	2	0	0	0	-	2	0	0	0	0	-	0	4	
% Articulated Trucks	0.0	0.0	16.7	-	-	6.3	0.0	25.0	-	-	-	14.3	33.3	0.0	0.0	-	-	22.2	-	-	0.0	-	-	0.0	11.8	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Turning Movement Peak Hour Data Plot (3:45 PM)