

Newcastle North Village Secondary Plan

Transportation Report

May 1, 2020









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1. Introduction and Purpose

The Municipality of Clarington has initiated a Secondary Plan for the North Village development. The North Village Secondary Plan (NVSP) Area borders Concession Road 3 to the north, Highway 35/115 to the west, Arthur Street to the east and a planned low-density residential neighbourhood to the south. The Secondary Plan touches on several key priorities: sustainability and climate change, urban design, affordable housing, and community engagement. This report outlines the current state of transportation planning for the project and Study Area. Initially, a background review was completed identifying key planning and policy documents and summarizing the findings for both the lower (Clarington) and upper tier (Durham) municipalities. A review of existing and future links is identified in accordance with relevant policy documents, as well as particular consideration of active transportation opportunities. The second part of the report identifies potential considerations and opportunities to ensure the development of a future robust and well-rounded transportation network to serve the community, as well as potential constraints within the Broader Study Area that should be considered in developing the overall transportation network plan. **Figure 1** presents the Study Area which includes the NVSP Area, Context Area, and Approved Area.

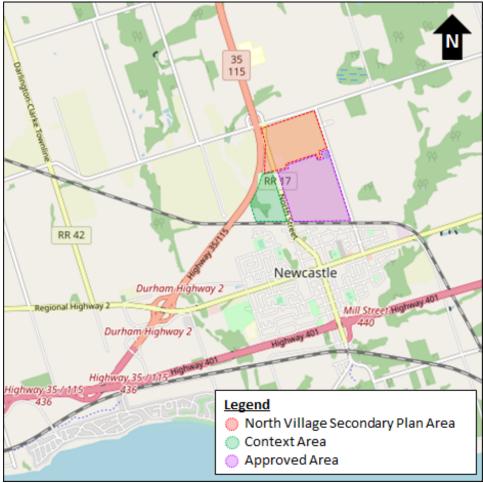


Figure 1: North Village Secondary Plan Study Area

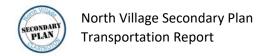


2. Integrated Environmental Assessment Process

The Secondary Plan study also includes an Integrated Environmental Assessment (EA) process in order to document the need and justification for transportation network elements within the Secondary Plan area. The integrated EA approach is a cost-effective method of meeting the requirements of both the Planning Act and Class EA processes and meets the "integrated approach" as set out in Section A.2.9 and Appendix 8 of the Municipal Class Environmental Assessment (MCEA) document prepared by the Municipal Engineers Association (October 2000, as amended in 2007, 2011 and 2015) which addresses combined Planning Act and Environmental Assessment Act requirements.

For this Secondary Plan, the outcomes of the planning process can be applied towards the EA process to reduce duplication of the efforts. The key to this integration is to identify when and how the EA process is addressed to ensure both the Planning and EA criteria are met, and preparation of a supplementary document of this approach in a Monitoring Report. The steps of the integration include:

- ➤ Data Collection and Background Document Review: Previous and ongoing land use planning and technical environmental documents will be collected and reviewed as evidence of inventory and assessment efforts. These documents and their review will be referenced in the Monitoring Report.
- ➤ Identification of Opportunities and Constraints (Phase 1 EA): Based on review of the background documents along with public comments received from the Project Kick-off Public Information Centre (PIC), problems and opportunities associated with the development of North Village lands will be used to create the Problem and Opportunity Statement.
- ➤ Identification of Alternative Solutions to Problem or Opportunity (Phase 2 EA): Alternative methods to address the project need (as identified in Phase 1 EA) will documented, such as do nothing, limit development, improve transit, build new roads, etc. This will also consider the NVSP's goals to promote a sustainable natural environment through the protection of the identified natural heritage system within an urban setting. In addition, it is the intent of this plan to promote the community planning and design features along with practical road layouts for the Secondary Plan.
- ➤ **Notifications:** All project notices and communications will demonstrate clear indication of the integrated approach procedure in regard to the NVSP. Content is incorporated into the combined Planning Notices.
- Consultation Events & Meetings: Consultation is a key component for both the Planning and EA process.
- **Consultation Documentation:** Work will be synchronized with the Municipality of Clarington to provide documentation supporting the Planning process in accordance with A.2.9.4 of the MCEA.
- ➤ Monitoring Report: Work will be coordinated with the Municipality of Clarington to incorporate the commitments made (including Monitoring) into the appropriate planning documents which will serve as the basis of approvals for the associated infrastructure.



3. Existing Conditions

3.1. Existing Roads

Newcastle is a community in the Municipality of Clarington, Ontario located along Highway 401 and east of Highway 35/115. The Study Area is under the municipal jurisdiction of Clarington and the regional jurisdiction of Durham. Some of the pertinent road network elements within the Study Area are displayed in **Figure 2.** This includes the following major roadways:

- Highway 35/115 is a north-south provincial highway under the jurisdiction of the Ministry of Transportation Ontario (MTO). Highway 35/115 is a four-lane controlled access highway extending from Highway 401 to the Highway 35/115 split, with Highway 115 continuing as a controlled access freeway north of the split to its terminal at Highway 7 / Television Road. The highway operates with a posted speed of 90km/h.
- Concession Road 3 is an east-west municipal road under the jurisdiction of the Municipality of Clarington within the defined Study Area. Concession Road 3 is a Type B and C Arterial Road, east and west of Regional Road 17, respectively. Concession Road 3 continues as a local road west of Highway 35/115 to Darlington Clarke Townline, and east of Arthur Street to Morgans Road. The posted speed is 70km/h and 60km/h, east and west of Highway 35/115, respectively. No active transportation is currently present.
- North Street / Manvers Road / Mill Street (Regional Road 17) is a north-south regional road under the jurisdiction of Durham Region, and is classified as a Type B Arterial Road within the defined Study Area. Regional Road 17 extends from Highway 401 to Concession Road 3 with a posted speed of 60 km/h and 50km/h north and south of Grady Drive, respectively. Sidewalk provisions are present south of Grady Drive.
- King Avenue (Durham Regional Highway 2) is an east-west regional road under the jurisdiction of Durham Region, and is classified as a Type A Arterial Road within the defined Study Area. Durham Regional Highway 2 is a major connection between Bowmanville to the west and Newtonville to the east, also acting as a transit spine. King Avenue has a posted speed of 50 km/h within Newcastle with sidewalks on both sides present between Rudell Road and Arthur Street.
- Arthur Street is a north-south municipal road under the jurisdiction of the Municipality of Clarington. Arthur Street is classified as a Type C Arterial Road with a posted speed of 70 km/h and 50 km/h, generally north and south of the CP Rail crossing, respectively. Sidewalk provisions and cycling lanes are present south of Andrew Street.
- **Grady Drive / Monroe Street West** is an east-west collector road under the jurisdiction of the Municipality of Clarington with a posted speed limit of 50km/h.

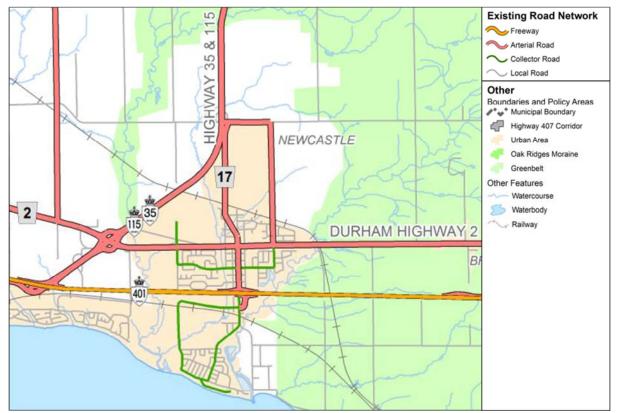


Figure 2: Existing Road Network



3.2. Existing Transit

Currently, within the vicinity of the NVSP Area there are three Durham Region Transit (DRT) bus routes and one GO Transit bus route. These existing routes are displayed in **Figure 3**.

- **DRT Route 506** Weekday service connecting the Bowmanville Park and Ride and Orono via Newcastle, with two westbound trips and two eastbound trips daily. DRT 2020 Budget and Service Plan will see Route 506 replaced with On-Demand 7-day service as of September 2020.
- **GO Bus Route 90** 7-day operation with frequent peak period weekday service and hourly off-peak and weekend service. Route connects Union Station and Newcastle primarily via Highway 401 and Highway 2.
- An additional DRT route will be introduced on Highway 2 between Oshawa GO Station, Oshawa Centre Terminal, and Bowmanville. The service will operate with 30 to 60-minute headways.



Figure 3: Existing Transit Routes

Figure 4 outlines the location of the nearest transit locations to the North Village Secondary Plan area. The closest transit stop is located at Grady Drive and Regional Road 17 approximately 1 kilometer south of the subject site.



Figure 4: Existing Transit Stop Locations

3.3. Existing Active Transportation

Figure 5 illustrates the existing circulation network, including active transportation facilities and trail network, within the Newcastle Urban Area the NVSP Study Area identified in red. Marked edge line signed cycling routes are shown on Edward Street and sections of Brookhouse Drive and Arthur Street.

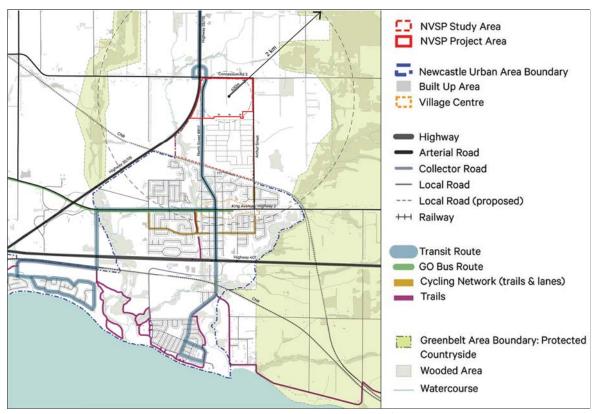


Figure 5: Existing Active Transportation Facilities

3.4. Existing Schools

The North Village Secondary Plan Area is located in Ward 4 of the Municipality of Clarington currently with no existing elementary, middle, or high schools within the NVSP Area. The NVSP is within two major school boards districts, which include the Kawartha Pine Ridge District School Board (KPRDSB) and the Peterborough, Victoria, Northumberland and Clarington Catholic District School Board (PVNCCDSB). Presently, the following schools encompass and serve the Study Area.

Table 1: Existing Relevant Neighborhood Schools

School District	School Name	Grades	Population	Address
KPRDSB	Newcastle Public School	JK to 6	605	50 Glass Court
KPRDSB	The Pines Senior Public School	7 & 8	196	3421 Highway 35/115
KPRBSD	Clarke High School	9 to 12	284	3425 Highway 35/115
PVNCCDSB	St. Francis of Assisi Catholic Elementary School	JK to 8	N/A	1774 Rudell Road
PVNCCDSB	St. Stephen Secondary School	9 to 12	N/A	300 Scugog Street, Bowmanville



3.5. Notable Other Future Developments

Newcastle is experiencing growth in population through other area residential developments. The following developments are proposed or underway within the Newcastle area, and are displayed below within **Figure 6** to **Figure 8**.

- Foster North Development is currently partially built and will consist of approximately 500 low density residential units and multiple parks/open spaces. The development has also forecasted a collector road connection to Grady Drive.
- Foster Northwest Development will consist of approximately 700 residential units of mixed density, a secondary or elementary school and multiple parks/open spaces.
- A residential neighborhood is approved directly south of the NVSP Project Area and will consist of approximately 800 mixed density residential units including single family detached homes and townhouses. The development will also consist of multiple parks and an elementary school.
- A development is proposed at 355 North Street, just south of the CP Rail crossing. The proposed development consists of 29 townhouse units accessed by a private lane that will be part of a common elements plan of a condominium to be applied for at a later date.

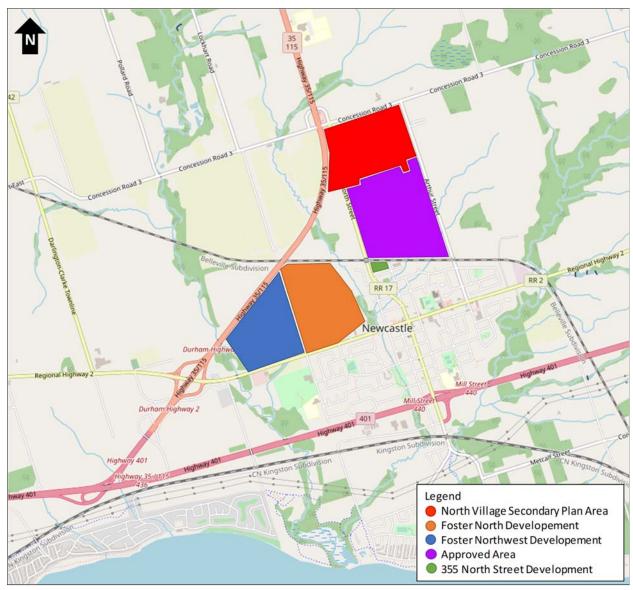


Figure 6: Future Developments

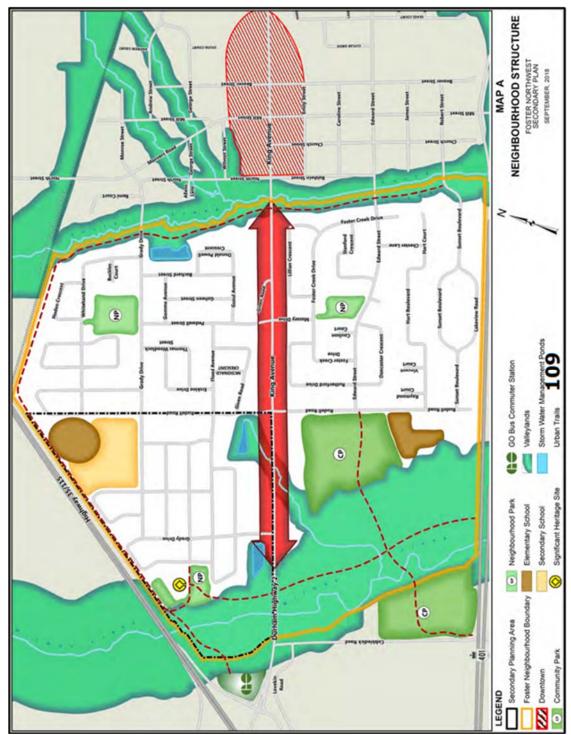


Figure 7: Foster North & Foster Northwest Developments



Figure 8: Approved Development South of the North Village Secondary Plan Area

3.6. Existing At-Grade and Grade-Separated Crossings

Directly south of the Study Area, the CP Rail line spans east-west with multiple at-grade and grade-separated roadway crossings. In addition, a grade separation exists at the Highway 35/115 & Concession Road 3 interchange. **Figure 9** below summarizes these locations. **Figure 10** to **Figure 12** contain displaying photos of each and depict if they are at-grade or grade-separated.



Figure 9: At-Grade and Grade-Separated Crossings within Study Area



Figure 10: North Street & CP Rail Grade-Separated Crossing



Figure 11: Arthur Street & CP Rail At-Grade Crossing



Figure 12: Concession Road 4 & Highway 34/115 Grade-Separated Crossing

3.7. Existing Traffic Operations

Existing Traffic Data

Traffic data for the Study Area intersections was collected by Accu-Traffic Inc. on behalf of AECOM Canada Ltd. The data was collected on January 9^{th} , 2020 for five area intersections during AM (7:00AM – 10:00AM) and PM (4:00PM – 7:00PM) peak periods. The respective AM and PM Peak Hours are summarized in **Table 2**. Turning movement count data can be found in **Appendix A**.

Table 2: Turning Movement Survey Dates and Peak Hours

Intersection	AM Survey Date	AM Peak Hour	PM Survey Date	PM Peak Hour
Concession Road 3 & Highway 35/115 West Interchange	January 9 th , 2020 at 6:00 AM – 9:00 AM	7:15 AM – 8:15 AM	January 9 th , 2020 at 4:00 PM – 7:00 PM	4:15 PM – 5:15 PM
Concession Road 3 & Highway 35/115 East Interchange	January 9 th , 2020 at 6:00 AM – 9:00 AM	7:15 AM – 8:15 AM	January 9 th , 2020 at 4:00 PM – 7:00 PM	4:15 PM – 5:15 PM
Concession Road 3 & Arthur Street	January 9 th , 2020 at 6:00 AM – 9:00 AM	7:45 AM – 8:45 AM	January 9 th , 2020 at 4:00 PM – 7:00 PM	4:15 PM – 5:15 PM
North Street / Manvers Road & Grady Drive / Monroe Street W	January 9 th , 2020 at 6:00 AM – 9:00 AM	7:30 AM – 8:30 AM	January 9 th , 2020 at 4:00 PM – 7:00 PM	4:15 PM – 5:15 PM
Arthur Street & Andrew Street	January 9 th , 2020 at 6:00 AM – 9:00 AM	7:45 AM – 8:45 AM	January 9 th , 2020 at 4:00 PM – 7:00 PM	4:15 PM – 5:15 PM

Traffic Operations Analysis Methodology

Traffic operations were analyzed using Synchro version 9 software. The Highway Capacity Manual (HCM 2000) methodology for signalized intersections was utilized. The Synchro parameters such as peak hour factor, heavy vehicle percentage, and pedestrian volumes for each intersection approach were input based on the available TMC data, with Synchro defaults utilized in instances where the data was unavailable. The intersection level of service (LOS) describes the driver experience during the use of a transportation facility. The LOS criteria for signalized and unsignalized intersections are summarized in **Table 3**.

Table 3: Description of Level of Service

LOS	Description	Signalized Average Delay	Stop Controlled Average Delay
A	Very seldom does a vehicle wait longer than one red light. The approach appears open, turns are easily made, and drivers have freedom of operation.	≤ 10 sec	0 ≤ 10 sec
В	An occasional green light is fully used and many greens approach full use. Many drivers begin to feel somewhat restricted within groups of vehicles approaching the intersection.	≤ 20 sec	10 ≤ 15 sec
С	Intersection operation is stable but often has fully used greens. Drivers feel more restricted and occasionally may wait for more than one red light. Queues may develop behind turning vehicles.	≤ 35 sec	15 ≤ 25 sec
D	Drivers experience increasing restrictions and instability of traffic flow. There are substantial delays to vehicles during short peaks within the peak hour, but there is enough time with loser demand to permit occasional clearing of queues and prevent excessive backups.	≤ 55 sec	25 ≤ 35 sec
E	The capacity of the road is reached. There are long queues of vehicles waiting upstream of the intersection and delays to vehicles may extend to several signal cycles.	≤ 80 sec	35 ≤ 50 sec
F	Vehicle demand exceeds the available capacity and delays extending through the peak hour are experienced.	>80 sec	>50 sec

The volume-to-capacity (v/c) ratio represents how saturated a road or intersection movement and is based on the actual volume using a movement divided by the maximum volume which could be accommodated by that movement. A v/c ratio between 0.00 and 0.49 means that less than half of the capacity is being used by vehicles; generally, this indicates good operating conditions. As the v/c ratio approaches 1.00, traffic conditions worsen until capacity is reached, at which operations are deemed 'very poor'. Vehicles using an intersection operating near or at capacity will typically see high average delays and/or excessive queueing.

A v/c ratio can theoretically exceed 1.00, indicating oversaturated conditions and extended traffic delays. The critical movements for signalized intersections identified in the capacity analysis summary tables are those having a LOS of "E" or "F" and/or a v/c ratio of 0.85 or greater. Since the analysis is based on actual volumes, a v/c ratio typically should not exceed 1.00. Higher than 1.00 v/c ratios indicate that the counted traffic volumes exceeded the capacity calculated by the analysis procedure/ software. Individual movements at intersections with calculated v/c ratios greater than 1.00 are operating essentially at capacity and can be expected to experience significant recurring queues and congestion during peak period.

Existing Traffic Conditions

The existing traffic conditions were analyzed based on the existing lane configurations and traffic control presented in **Figure 13** and on the basis of the traffic volumes presented below in **Figure 14** and **Figure 15** for AM and PM peak hours, respectively. The traffic figures illustrate the observed turning movement volumes as well as the total sum volume on each intersection leg. It should be noted that the presented traffic volumes represent raw data, as volume balancing was not performed prior to undertaking the existing conditions assessment due to the broad geospatial spacing of the intersections (and intermediate entrances and/or intersections). Link volumes at adjacent intersections are shown to balance well, with the exception of the south leg of Concession Road 3 & Regional Road 17 and the north leg of North Street / Regional Road 17 & Grady Drive / Monroe Street West. The volume imbalance is



likely attributed to pass-by volumes between Highway 35/115 and the McDonald's Restaurant on the southwest corner of the intersection at Concession Road 3. Although operations at Concession Road 3 & Regional Road 17 reflect the volumes to and from this high traffic oriented fast-food establishment, it was noted that the observed intersection operations are good.

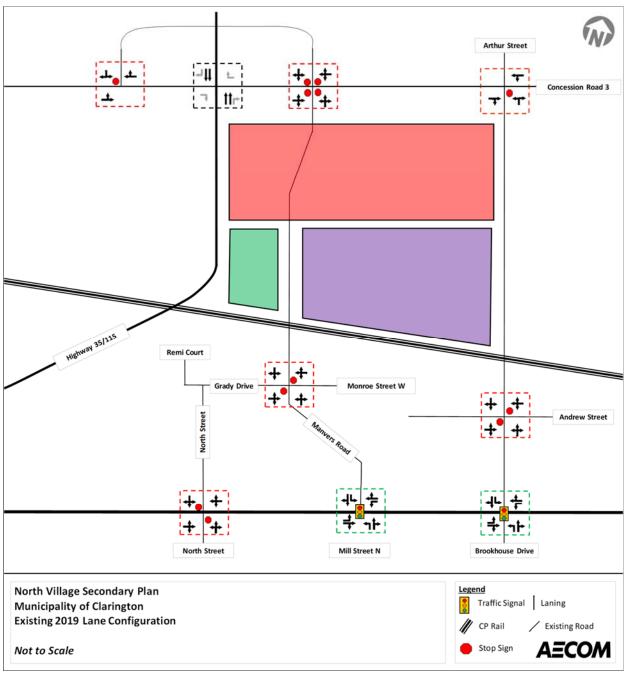


Figure 13: Existing Lane Configurations and Traffic Control

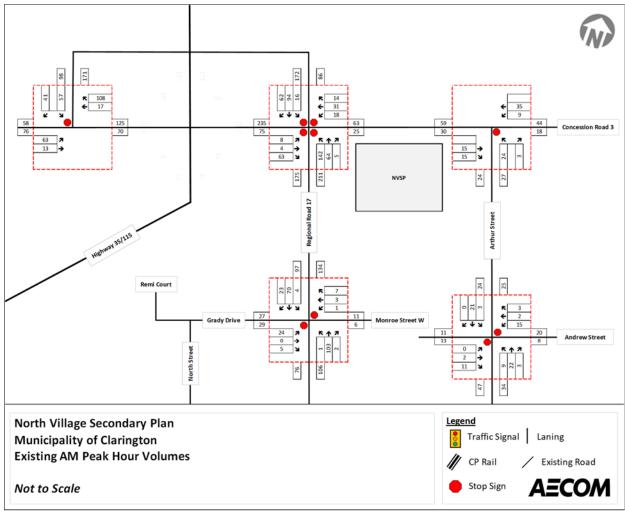


Figure 14: Existing AM Peak Hour Traffic Volumes

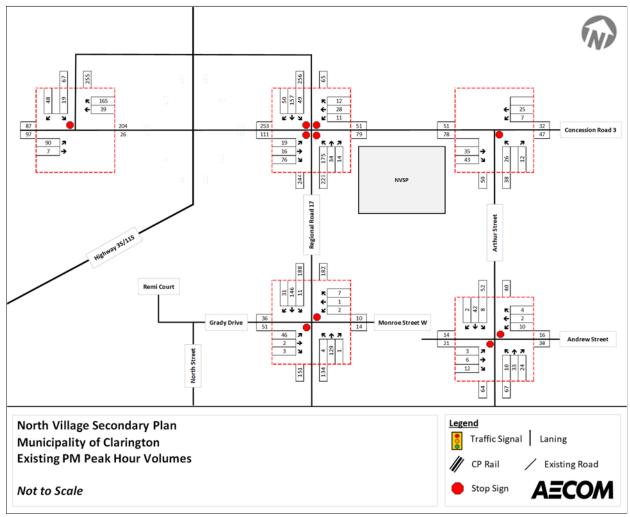


Figure 15: Existing PM Peak Hour Traffic Volumes



Summary and Conclusion

The results of the intersection analysis under existing traffic conditions are summarized in **Table 4** and **Table 5**. The current traffic operations maintain excellent overall Levels of Service (LOS) with no critical movements or major queueing issues.

Table 4: AM Peak Hour Intersections Level of Service Summary

AM Peak Hour Intersection Results	·	V/C Ratio	Delay (s)	95 th Percentile Queue (m)	LOS
Concession Road 3 & Highway 35/115 West Interchange	EB	0.05	6	1	Α
	WB	0.08	0	0	Α
	SB	0.14	10	10	В
Concession Road 3 &	EB	0.11*	8	0*	Α
Highway 35/115 East	WB	0.11*	9	0*	Α
Interchange	NB	0.32*	10	1*	Α
(* HCM 2010 TWSC used to analyze)	SB	0.23*	9	1*	Α
Concession Road 3 &	EB	0.02	0	0	Α
Arthur Street	WB	0.01	2	0	Α
Artiful Street	NB	0.04	9	1	Α
North Street / Manvers	EB	0.04	10	1	В
	WB	0.01	10	0	Α
Road & Grady Drive / Monroe Street W	NB	0.00	0	0	Α
Monroe Street W	SB	0.00	0	0	Α
	EB	0.02	9	0	Α
Arthur Street & Andrew	WB	0.03	9	1	Α
Street	NB	0.01	2	0	Α
	SB	0.00	1	0	Α

Table 5: PM Peak Hour Intersections Level of Service Summary

PM Peak Hour Intersection Results	·	V/C Ratio	Delay (s)	95 th Percentile Queue (m)	LOS
Concession Road 3 &	EB	0.07	7	2	Α
Highway 35/115 West Interchange	WB	0.13	0	0	Α
	SB	0.09	10	2	Α
Concession Road 3 &	EB	0.15*	9	1*	Α
Highway 35/115 East	WB	0.076*	9	0*	Α
Interchange	NB	0.31*	10	0*	Α
(* HCM 2010 TWSC used to analyze)	SB	0.34*	10	2*	Α
Concession Road 2.9	EB	0.05	0	0	Α
Concession Road 3 & Arthur Street	WB	0.01	2	0	Α
	NB	0.05	9	1	Α
North Chart / Name on	EB	0.10	12	2	В
North Street / Manvers Road & Grady Drive / Monroe Street W	WB	0.01	10	0	Α
	NB	0.00	0	0	Α
Wolffoe Street W	SB	0.01	0	0	Α
	EB	0.03	9	1	Α
Arthur Street & Andrew	WB	0.02	9	0	Α
Street	NB	0.01	1	0	Α
	SB	0.01	1	0	Α

As previously mentioned, Highway 35/115 is a controlled access highway that runs north-south to the west of the NVSP Area with connections to Highway 407 and Highway 401 for Newcastle residents. Based on the historical MTO provincial highway traffic data presented in Figure 166, existing Average Annual Daily Traffic (AADT) volumes can be estimated at approximately 24,000 vehicles per day south of Concession Road 3 and just over 31,000 vehicles per day north of Concession Road 3. Steady growth in traffic was observed along this section of Highway 35/115 over the last five recorded years. However, with the recent completion of the Highway 407 Extension connecting to Highway 35/115 to the north, traffic growth on the corridor may change as Highway 407 alters traffic patterns in the area.

MTO classifies the traffic patterns on Highway 35/115 south of Concession Road 3 as Commuter Tourist Recreation (CTR). A review of MTO seasonal variation graphs for CTR traffic patterns indicates variation factors as low as 0.8 in January and as high as 1.3 in July. Thus, traffic on the highway could be as much as 60% higher during the summer months in comparison to the winter months.

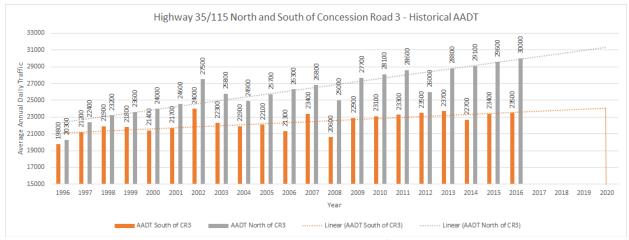


Figure 16: Historical and Forecast AADT on Highway 35/115 at Concession Road 3

4. Policy Direction

4.1. Municipality of Clarington

Official Plan

The Municipality of Clarington Official Plan (OP) provides a discussion on a number of transportation-related items in Section 19, Connected Transportation Systems. The goal of the Official Plan relating to connected transportation systems is to facilitate the movement of people and goods by means of an integrated, accessible, safe, and efficient transportation system, providing a full and practical range of mobility options. Particular to the Study Area, the OP notes how public transportation will be the responsibility of the Province and Region of Durham. Relating to active transportation, the Municipality will be responsible for updating and implementing all plans. Finally, the Municipality will encourage the future growth of Clarington, which can be accommodated through key freeway and arterial roadways, particularly the new Highway 418 directly west of the NVSP Area, and also having Regional Highway 2 as a main commercial goods corridor.

Figure 177 is an extract from the Official Plan illustrating the existing and planned road network in the vicinity of the NVSP Area.

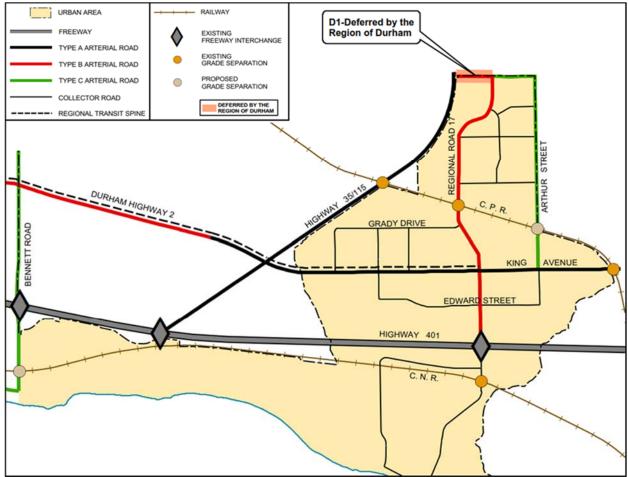


Figure 17: Clarington Official Plan - Map J4 - Transportation Network

Transportation Master Plan

The Clarington Transportation Master Plan identifies several municipal and other road/highway additions. **Figure 18** is an extract from Clarington's Transportation Master Plan (TMP) illustrating the existing and conceptual road network in the vicinity of the NVSP Study Area.



Figure 18: Clarington Transportation Master Plan - Future Recommended Improvements

Active Transportation

Future active transportation policy is a combination of both regional and municipal initiatives. As the majority of infrastructure within the Study Area is without active transportation facilities, the following major works displayed in **Figure 1919** are planned active transportation initiatives for the area:

- Primary cycling spine along North Street / Manvers Road / Mill Street (Regional Road 17) between Concession Road 3 and Edward Street;
- Primary cycling spine along King Avenue between Rudell Road and Arthur Street;
- Cycling lanes or shared route along Arthur Street between King Avenue East and Concession Road
 3; and
- Cycling lanes or shared route along Concession Road 3 west of Arthur Street.



Figure 19: Clarington Transportation Master Plan - Future Recommended Active Transportation

Transit

The Clarington TMP emphasizes transit as a major alternative mode of transportation and shares planned improvements meant to promote the use of transit within the region. **Figure 20** illustrates the high-level future improvements to transit in the area, including local and intra-regional DRT service, as well as GO Transit service.

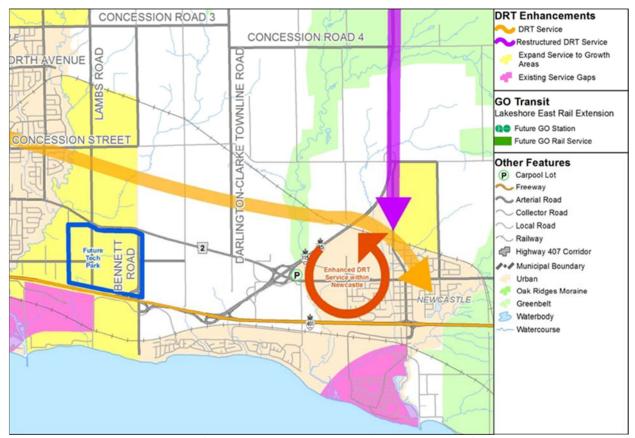


Figure 20: Clarington Transportation Master Plan - Future Transit Plan

Clarington Budget 2020

The Municipality of Clarington documents the annual financial plan as a broad overview of the operations, financial position, and capital and operating budgets of the Municipality. More specifically, the capital budget is a five-year forecast that focuses on infrastructure needs, timing and financing of future projects. Noted notable projects in the capital budget in the vicinity of the NVSP study area include:

- Rudell Road reconstruction (Grady Drive to Highway 35/115) the road will be built to an urban standard. The project is being advanced at this time to coordinate with the timing of development;
- Regional Road 17 (Mill Street to CPR) construction of a sidewalk on the east side of Regional Rd 17 (Manvers Road) to service existing and future development and improve safety. This sidewalk will serve as a connection to future development in north Newcastle;
- Streetlighting along Regional Road 17 (North of CPR to Concession Road 3);
- Grady Drive (Foster Creek); and
- Arthur Street reconstruction (CPR level crossing north 1.13km).

It is noted that the above projects may change as the municipality reviews and updates the annual capital budget.

4.2. Region of Durham

A number of documents were reviewed outlining the Region of Durham's policies and transportation-related growth, specifically the Official Plan (OP) and Transportation Master Plan (TMP) dated May 2017 and December 2017, respectively. The Region does not have a detailed Active Transportation or Transit Plan; however, both areas are outlined in detail within the TMP. The Region of Durham identifies seven directions as goals for the future transportation network within Durham:

- **Direction #1:** Strengthen the relationship between land use and transportation.
- Direction #2: Elevate the role of integrated public transit including Rapid Transit.
- **Direction #3:** Make walking and cycling more practical and attractive.
- **Direction #4:** Optimize road infrastructure and operation.
- **Direction #5:** Promote sustainable travel choices.
- **Direction #6:** Invest strategically in the transportation system.
- **Direction #7:** Improve goods movement to support economic development.

Official Plan

The Region of Durham Official Plan identifies a number of goals to guide its regional transportation system into the future. Most importantly, the OP identifies that safe and reliable mobility choices should be made available for all residents with respect to the natural, social, and cultural environments. The Region also notes the importance of the Provincial freeway system and the completion of the Highway 418 connection. **Figure 21** below is an extract from the Durham Official Plan illustrating the existing and planned transportation network in the vicinity of the NVSP Area.

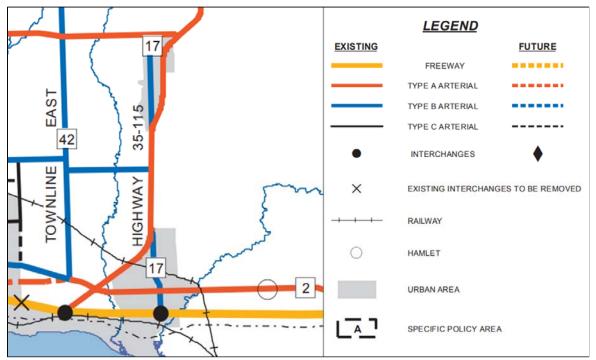


Figure 21: Durham Official Plan - Schedule C - Road Network

Transportation Master Plan

The Durham Region TMP identifies one significant network improvement by 2031. Regional Road 17 is the focus of two regional initiatives along the portion of roadway from the CP Rail crossing north to Concession Road 3. This portion of Regional Road 17 will be realigned to connect to Concession Road 3 further east and widened to three lanes.

The realignment has been a topic of discussion with MTO due to concerns over the planned intersection spacing on Concession Road 3 between Regional Road 17 and Highway 35/115. MTO's current position is to request intersection spacing of 800 metres between highway and municipal intersections. However, a discussion dated April 10, 2008 saw MTO's approval of a 360-metre spacing for Regional Road 17, accepting the currently proposed intersection location.

Figure 22 and **Figure 23** are extracts from the Durham Transportation Master Plan illustrating the existing and planned transportation network for 2031 and beyond 2031, respectively, in the vicinity of the NVSP Study Area.



Figure 22: Durham Transportation Master Plan - Future Proposed Road Network 2031

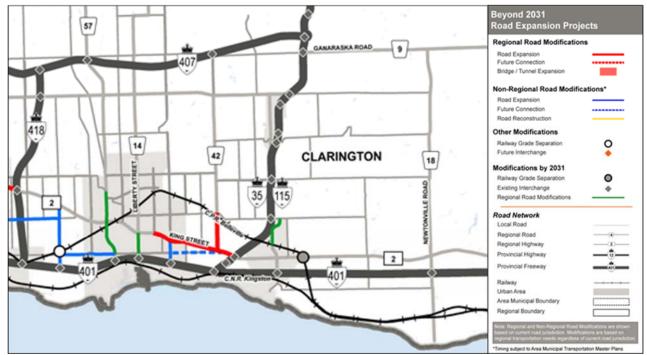


Figure 23: Durham Transportation Master Plan - Future Proposed Road Network Beyond 2031

Active Transportation

Active transportation modes are recognized in both the Durham Region Official Plan and Transportation Master Plan as providing significant benefits above and beyond the immediate relief to congestion. These benefits include health, air quality, better spaces and increased public safety amongst others. The TMP identifies a desire for active transportation to see an increase in mode share over the years and recognizes that measures will be required that support objective number three: **Direction #3**: Make walking and cycling more practical and attractive. The TMP identifies the following actions as important in supporting Direction 3:

- Integrate the Primary Cycling Network (PCN) of the 2012 Regional Cycling Plan (RCP), the Regional Trail Network and the Greenbelt Cycling Route into the TMP.
- Prioritize continuous routes within the PCN by identifying Short-Term Cycling Routes (Maps 3a and 3b) to be implemented within 10 years.
- Consider stand-alone infill projects to complete critical links in the Short-Term Cycling Routes in the Region's annual Regional Road Program Capital Budget and Nine-Year Forecast process.
- Support planning and design for walking and cycling through the development review process and implementation of design and policy documents.
- Provide enhanced active transportation promotion and improved route mapping.

Outlined below in **Figure 24** is an extract from Durham's Transportation Master Plan illustrating the existing and planned active transportation network in the vicinity of the NVSP Study Area.



Figure 24: Durham Transportation Master Plan - Active Transportation Network



Transit

Promoting transit as an alternative travel mode via Durham Region Transit (DRT) is one of the key goals for the Region. A number of documents guide transit growth throughout the Region; the TMP, 2010 Long Term Transit Strategy (LTTS) and the DRT Five Year Service Strategy. As identified in the Durham TMP, Highway 2 is a key corridor considered for high-frequency bus service. Dedicated lanes are already provided to western municipalities within the Region. **Figure 25** below displays the Durham TMP future proposed transit.



Figure 25: Durham Transportation Master Plan - Future Proposed Transit Network

4.3. Province of Ontario

Ministry of Transportation (MTO)

The MTO has minimal improvements planned to their infrastructure that would affect the NVSP Area or the immediate area. The Highway 407 Phase 2B construction has been completed and provides a link to Highway 35/115. This recent improvement is north of the Study Area; however, the improvement may have minor impacts to traffic volumes on Highway 35/115 in the vicinity of the subject site. The only other short-term improvement as per the Southern Highways Program is the 2.95 km resurfacing of Highway 35/115 from the Main Street (Durham Road 17) junction near Orono to Newcastle within the 2019-2021 time period. **Figure 26** presents the network of MTO highway network in the vicinity of the NVSP Study Area.

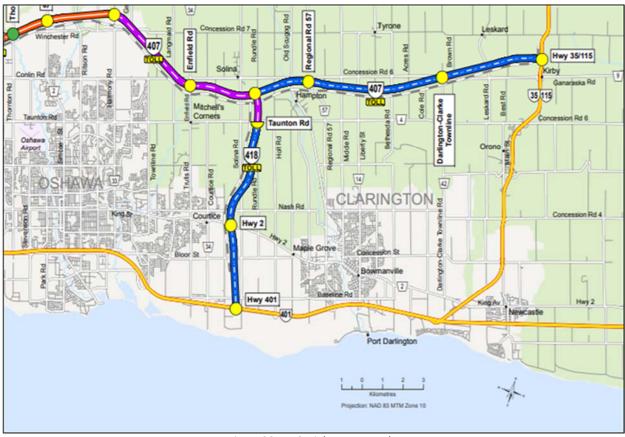


Figure 26: MTO Highway Network

Active Transportation

The MTO has developed its Province-wide Cycling Network alongside the Province's Cycling Strategy. There are a number of provincial facilities within the Municipality; however, they are located to the south of Highway 401 and to the north along Concession Road 6 and are situated well outside of the NVSP Area.



Metrolinx

As part of the Metrolinx 2041 Regional Transportation Plan (RTP), there is a proposed GO Lakeshore East Rail Extension. This also includes several GO stations:

- Thornton Road, Oshawa
- Ritson Road, Oshawa
- Courtice Road, Courtice
- Bowmanville Avenue, Bowmanville

Although Newcastle is not subject to a new proposed GO Station, GO Transit will be more relevant to Newcastle commuters, and will integrate with enhanced Durham Region Transit service to connect Newcastle and Bowmanville. **Figure 27** illustrates the proposed GO stations along the Lakeshore East GO Line extension as proposed in the February 20, 2020 Initial Business Case Update: Bowmanville Rail Service Extension by Metrolinx.



Figure 27: Metrolinx Future GO Train Stations



5. Opportunities and Constraints

5.1. Opportunities

The planning for the transportation network within the NVSP Area should provide for a robust, connected and flexible network that serves the mobility and accessibility of all road users (motorists, transit, cyclists, and pedestrians). Key planning opportunities and considerations in developing a transportation network to serve the NVSP Area include:

- Build upon the previously contemplated and planned road network elements identified in both Clarington's and Durham's Official Plans and Transportation Master Plans.
- Promote spine road capacity improvements along the existing grid system arterial road network.
- Promote Arterial connections to existing and planned freeway infrastructure.
- Extend Collector roads from existing adjacent planned/developed areas into the NVSP Project Area to create continuous Collector roads that integrate and connect communities.
- Plan Collector road alignments to respect the topography of the NVSP Area and capitalize on view and window corridors adjacent to natural heritage lands or features, where appropriate.
- Create a Collector road network that creates appropriate block sizes that allow for high transit coverage with most residences/jobs within a reasonable walking distance.
- Layout communities to promote walking and cycling in lieu of vehicular movements.
- Plan cycling facilities that reflect the utilitarian versus recreational nature of different cyclists, as well as the variability in cycling skills.
- With development of the North Village Secondary Plan Area, the opportunity exists to realign Regional Road 17 as the existing spacing between Regional Road 17 and Highway 35/115 is only approximately 75m. It is noted that MTO's desirable intersection spacing is 800 metres, and minimum is typically 400 metres. However, the Ministry and Clarington through previous discussions had agreed on a 300-metre spacing distance.
- An opportunity exists to reinforce Arthur Street as a future north-south corridor from Highway 2 to Concession Road 3 for automobile traffic, transit and active transportation.
- A potential trail proceeding north from Newcastle is identified within **Figure 24**. To accommodate a Northern Trail Route without the addition of grade-separated crossing of Highway 35/115, an alignment along RR 17 can be considered.
- An opportunity for an active transportation connection between NVSP and Newcastle Carpool lot and cycling spine.
- With the anticipated Grady Drive bridge connection to the west of the Study Area, an opportunity
 will exist to revisit operations at the North Street / Manvers Road & Grady Drive / Monroe Street
 West intersection and identify the need for auxiliary lanes and signalization.



5.2. Constraints

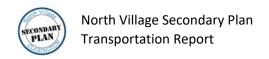
The planning for the NVSP Area should also acknowledge and consider a variety of area constraints that impact the planning of the area transportation network. Key considerations in the NVSP overall area include:

- Noise attenuation measures for Highway 35/115 traffic could pose a constraint on residential and
 other noise sensitive land uses adjacent to the highway, potentially requiring the provision of a
 berm or berm/barrier combination, or other noise mitigation measures. If only a noise barrier is
 required, it could still constrain the flexibility to orient lots and provide outdoor amenity areas
 that comply with Ministry of Environment, Conservation, and Parks guidelines (NPC-300).
- Maintain acceptable intersection spacing along arterial and collector roads.
- Avoid or minimize intrusion into wetlands, woodlots, and areas of significant natural interest.
- Avoid cultural and built heritage resources, where possible.



6. Summary

The review of the existing transportation conditions within the North Village Secondary Plan Broader Study Area reveals a well operating network with significant potential. The existing road and active transportation networks provide an effective system of connections on which additional growth could be accommodated through new connections and improvements. Many opportunities and considerations were identified to facilitate the growth expected with the region and allow North Village to fit into the Broader Study Area.



Appendix A – Turning Movement Counts



Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 7:15:00 To: 9:00:00 To: 8:15:00 Weather conditions: Municipality: Clarington Site #: 2000800001 Intersection: Concession Rd 3 & HWY 115 West Person counted: TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: Concession Rd 3 runs W/E North Leg Total: 259 Heavys 3 0 3 Heavys 13 East Leg Total: 185 0 0 125 North Entering: 88 Trucks 0 Trucks 1 East Entering: North Peds: Cars 38 47 85 Cars 157 East Peds: X Totals 171 Peds Cross: Totals 41 47 Peds Cross: HWY 115 West Totals Trucks Heavys Totals Heavys Trucks Cars 1 54 58 108 0 17 Concession Rd 3 114 9 Heavys Trucks Cars Totals Concession Rd 3 0 59 63 12 13 Cars Trucks Heavys Totals 71 59 0 1 60 X Peds Cross: West Peds: West Entering: 76 West Leg Total: 134



Accu-Traffic Inc. **Specified Period One Hour Peak Afternoon Peak Diagram** From: 16:00:00 From: 16:15:00 To: 19:00:00 To: 17:15:00 Weather conditions: Municipality: Clarington Site #: 2000800001 Intersection: Concession Rd 3 & HWY 115 West **Person counted:** TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: Concession Rd 3 runs W/E North Leg Total: 322 Heavys 2 0 2 Heavys 3 East Leg Total: 230 0 Trucks 0 0 Trucks 0 East Entering: 204 North Entering: 67 North Peds: Cars 46 19 65 Cars 252 East Peds: X Totals 255 Peds Cross: Totals 48 19 Peds Cross: HWY 115 West Totals Trucks Heavys Totals Heavys Trucks Cars Cars 0 85 87 162 0 3 165 0 39 Concession Rd 3 201 3 Heavys Trucks Cars Totals Concession Rd 3 0 90 90 0 0 7 Trucks Heavys Totals Cars 97 26 0 0 26 X Peds Cross: West Peds: West Entering: West Leg Total: 184



Total Count Diagram

Municipality: Clarington

Site #: 2000800001

Intersection: Concession Rd 3 & HWY 115 West

TFR File #: 1

Count date: 9-Jan-20

Weather conditions:

Person counted: Person prepared:

Person checked:

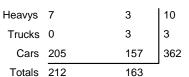
** Non-Signalized Intersection **

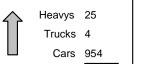
North Leg Total: 1358

North Entering: 375

North Peds: 0

Peds Cross: ▶





Totals 983

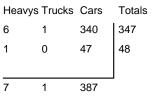
Major Road: Concession Rd 3 runs W/E

East Leg Total: 962
East Entering: 751
East Peds: 0
Peds Cross: X





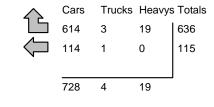








HWY 115 West



Concession Rd 3



Peds Cross: X
West Peds: 0
West Entering: 395
West Leg Total: 722



Accu-Traffic Inc. Traffic Count Summary

North Approach Totals	Intersection: (Concess	sion Rd :	3 & HW\	/ 115 W	es Count C	Date: 9-Jan-20		Munic	cipality: Cla	arington				
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Signorm Sign															
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16:00:00															
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Hour Ending															
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9:00:00	108	5	0	0	73	8	3	0	0	0	0	0	1 1	0	0	0	4	1	0	0
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19:15:00	157	0	0	0	205	0	3	0	0	0	0	0	3	0	0	0	7	0	0	0
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Count	vate:	9-Jan-2	:U	Site #:	200080	0001														
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Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Ri	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
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9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count	Date:	9-Jan-2	U ;	oite #:	200080	0001														
		Passen	ger Cars -	West Ap	proach			Tru	cks - Wes	t Approa	ch			He	avys - W	est Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Rig	ght	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	10	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	15	5	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	20	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	32	12	12	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:15:00	37	5	18	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30:00	50	13	20	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
7:45:00	61	11	24	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00:00	75	14	29	5	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0
8:15:00	96	21	30	1	0	0	0	0	0	0	0	0	5	1	1	1	0	0	0	0
8:30:00	108	12	30	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
8:45:00	120	12	31	1	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
9:00:00	133	13	31	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
9:15:00	133	0	31	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
16:00:00	133	0	31	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
16:15:00	150	17	32	1	0	0	1	11	0	0	0	0	6	11	1	0	0	0	0	0
16:30:00	169	19	34	2	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
16:45:00	189	20	37	3	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
17:00:00	216	27	38	1	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
17:15:00	240	24	39	11	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
17:30:00	261	21	40	11	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
17:45:00	279	18	40	0	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
18:00:00	295	16	43	3	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
18:15:00	305	10	43	0	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
18:30:00	318	13	44	1	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
18:45:00	331	13	45	1	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
19:00:00	340	9	47	2	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
19:15:00	340	0	47	0	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0
19:15:15	340	0	47	0	0	0	1	0	0	0	0	0	6	0	1	0	0	0	0	0



Morning Peak Diagra	am	Specif From: To:		:00	-	ne Hour I om: 7:15 o: 8:15	5:00
Municipality: Clarington Site #: 2000800002 Intersection: HWY 115 East & Conc TFR File #: 1 Count date: 9-Jan-20		Weath Person Person	n cou	pared:	:		
** Non-Signalized Intersection **		Major	Road	!: HWY 1	15 Eas	st runs N/S	
	_ '	2	ו ר	leavys 3 Trucks 0 Cars 83 Totals 86	_	East Leg To East Enterin East Peds: Peds Cross	g: 63 0
Heavys Trucks Cars Totals 14 2 219 235 Concession Rd 3			t	ů (P	Cars 13 28 17 58	Trucks He 0 1 1 2 0 1 1 4	avys Tota 14 31 18
Heavys Trucks Cars Totals 0 0 8 8 0 0 4 4	W	E S		Co	ncessio	n Rd 3	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	North St	√ ′	Û		Cars 23	Trucks He	avys Tota 25
Peds Cross: X Cars 171 West Peds: 0 Trucks 0 West Entering: 75 Heavys 4	Ca Truck Heavy	ks 0	62 0 2	5 205 0 0 6		Peds Cross South Peds South Enter	. 0
West Leg Total: 310 Totals 175	Toto	ls 142	64	5		South Leg T	otal: 386



Afternoon Peak Diagran			Period		e Hour Pe	
	Fro		:00:00	Fro		
	To:	19	:00:00	To:	17:15	:00
Municipality: Clarington Site #: 2000800002 Intersection: HWY 115 East & Concession TFR File #: 1	Rd 3 Per	son co	conditions ounted: epared:	3:		
Count date: 9-Jan-20	Per	son cl	necked:			
** Non-Signalized Intersection **	Мај	or Roa	ad: HWY 1	15 East	runs N/S	
			Heavys 2 Trucks 1 Cars 62 Totals 65	_	East Leg Total East Entering: East Peds: Peds Cross:	
Heavys Trucks Cars Totals 2 0 251 253	HWY 115	East	Ĉ Ç	Cars 11 27 11	Trucks Heav 0 1 0 1 0 0	ys Tota 12 28 11
Concession Rd 3	w	F	\	49	0 2	
Heavys Trucks Cars Totals 0 0 19 19 19 0 1 15 16	S		Co	oncession	Rd 3	
0 0 76 76 76	North St	介		Cars 76	Trucks Heav	ys Tota 79
Peds Cross: X Cars 242	Cars 174	32	14 220		Peds Cross:	\bowtie
West Peds: 0 Trucks 0	Trucks 0	1	0 1	,	South Peds:	0
West Entering: 111 Heavys 2	Heavys 1	1	0 2	;	South Entering	j: 223
West Leg Total: 364 Totals 244	Totals 175	34	14	1 :	South Leg Tota	al: 467



Total Count Diagram

Municipality: Clarington

Site #: 2000800002

Intersection: HWY 115 East & Concession Rd 3

TFR File #: 1

Count date: 9-Jan-20

Weather conditions:

Person counted: Person prepared:

Person checked:

** Non-Signalized Intersection **

 North Leg Total: 1353
 Heavys 9 13

 North Entering: 980
 Trucks 1 3

 North Peds: 0
 Cars 229 595

 Peds Cross: ►
 Totals 239 611

Major Road: HWY 115 East runs N/S

Heavys 9 East Leg To

Cars <u>360</u>
Totals <u>373</u>

Trucks 4

East Leg Total: 490
East Entering: 253
East Peds: 0
Peds Cross: X

Heavys Trucks Cars Totals 27 4 1109 1140

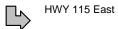




6

123

130



28

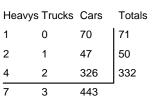
5

947



Cars	Trucks	Heavys	Totals
63	3	4	70
117	1	4	122
58	0	3	61
238	4	11	

Concession Rd 3

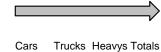






North St





Peds Cross: X
West Peds: 0
West Entering: 453

West Leg Total: 1593

Cars 979
Trucks 5

Heavys 20
Totals 1004



Cars 763 227 55 1045
Trucks 2 1 0 3
Heavys 14 4 2
Totals 779 232 57

225 2 10 237

Peds Cross: ►

South Peds: 0

South Entering: 1068

South Leg Total: 2072



Accu-Traffic Inc. Traffic Count Summary

Municipality: Clarington Intersection: HWY 115 East & Concession Rd 3 Count Date: 9-Jan-20 North Approach Totals **South Approach Totals** North/South Includes Cars, Trucks, & Heavys Includes Cars, Trucks, & Heavys Total Hour Hour Total Total Grand Grand **Ending** Peds **Ending** Peds Approaches Thru Right Thru Right Total Total 6:00:00 6:00:00 7:00:00 7:00:00 8:00:00 8:00:00 9:00:00 9:00:00 16:00:00 16:00:00 17:00:00 17:00:00 18:00:00 18:00:00 19:00:00 19:00:00 S Totals: Totals: **East Approach Totals West Approach Totals** East/West Includes Cars, Trucks, & Heavys Includes Cars, Trucks, & Heavys Total Hour Hour Total Total Grand **Ending** Peds **Ending** Peds Approaches Left Thru Right Left Thru Right Total Total 6:00:00 6:00:00 7:00:00 7:00:00 8:00:00 8:00:00 9:00:00 9:00:00 16:00:00 16:00:00 17:00:00 17:00:00 18:00:00 18:00:00 19:00:00 19:00:00 Totals: W Totals: **Calculated Values for Traffic Crossing Major Street** Hours Ending: 8:00 17:00 6:00 7:00 9:00 16:00 18:00 19:00 Crossing Values:



Count	Date:	9-Jan-2	U ;	Site #:	200080	0002														
		Passeng	er Cars -	North A	pproach			True	cks - Nort	h Approa	ach			He	avys - No	rth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	8	8	2	2	0	0	0	0	0	0	0	0	1	11	0	0	0	0
6:30:00	2	1	16	8	7	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45:00	3	1	28	12	11	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:00:00	4	1	44	16	17	6	0	0	0	0	0	0	0	0	3	2	0	0	0	0
7:15:00	5	1	60	16	20	3	0	0	0	0	0	0	0	0	4	11	0	0	0	0
7:30:00	7	2	79	19	28	8	0	0	0	0	0	0	0	0	5	11	0	0	0	0
7:45:00	11	4	102	23	38	10	0	0	0	0	0	0	1	1	5	0	0	0	0	0
8:00:00	17	6	126	24	53	15	0	0	0	0	0	0	2	1	6	1	3	3	0	0
8:15:00	19	2	151	25	73	20	0	0	0	0	1	1	2	0	7	1	8	5	0	0
8:30:00	23	4	164	13	86	13	0	0	1	1	1	0	2	0	8	1	8	0	0	0
8:45:00	28	5	192	28	95	9	0	0	3	2	1	0	2	0	8	0	8	0	0	0
9:00:00	32	4	220	28	105	10	0	0	3	0	1	0	2	0	8	0	8	0	0	0
9:15:00	32	0	220	0	105	0	0	0	3	0	1	0	2	0	8	0	8	0	0	0
16:00:00	32 39	7	220 241	0 21	105 115	0 10	0	0	3	0	1	0	2	0	8 10	0	8	0 1	0	0
16:15:00 16:30:00	49	10	286	45	125	10	1	0	3	0	1	0	3 4	1	10	0	9	0	0	0
16:45:00	60	11	327	45	136	11	1	0	3	0	1	0	5	1	12	2	9	0	0	0
17:00:00	73	13	363	36	151	15	1	0	3	0	1	0	5	0	12	0	9	0	0	0
17:00:00	86	13	396	33	165	14	1	0	3	0	1	0	5	0	12	0	9	0	0	0
17:30:00	93	7	430	34	176	11	1	0	3	0	1	0	5	0	12	0	9	0	0	0
17:45:00	98	5	462	32	194	18	1	0	3	0	1	0	5	0	12	0	9	0	0	0
18:00:00	105	7	484	22	208	14	1	0	3	0	1	0	6	1	13	1	9	0	0	0
18:15:00	106	1	519	35	211	3	1	0	3	0	1	0	6	0	13	0	9	0	0	0
18:30:00	110	4	549	30	220	9	1	0	3	0	1	0	6	0	13	0	9	0	0	0
18:45:00	117	7	570	21	226	6	1	0	3	0	1	0	6	0	13	0	9	0	0	0
19:00:00	123	6	595	25	229	3	1	0	3	0	1	0	6	0	13	0	9	0	0	0
19:15:00	123	0	595	0	229	0	1	0	3	0	1	0	6	0	13	0	9	0	0	0
19:15:15	123	0	595	0	229	0	1	0	3	0	1	0	6	0	13	0	9	0	0	0



		Passen	ger Cars ·	- East Ap	proach			Tru	cks - East	t Approa	ch			He	eavys - Ea	ast Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ght	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	4	4	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:30:00	3	1	4	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:45:00	6	3	6	2	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00:00	8	2	6	0	7	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0
7:15:00	9	1	10	4	10	3	0	0	0	0	2	1	0	0	1	0	0	0	0	0
7:30:00	11	2	14	4	10	0	0	0	1	1	2	0	1	1	1	0	0	0	0	0
7:45:00	14	3	19	5	16	6	0	0	1	0	2	0	1	0	1	0	1	1	0	0
8:00:00	20	6	26	7	20	4	0	0	1	0	2	0	1	0	1	0	1	0	0	0
8:15:00	26	6	38	12	23	3	0	0	1	0	2	0	1	0	3	2	1	0	0	0
8:30:00	28	2	44	6	27	4	0	0	1	0	2	0	2	1	3	0	1	0	0	0
8:45:00	29	1	47	3	31	4	0	0	1	0	3	1	2	0	3	0	1	0	0	0
9:00:00	31	2	47	0	36	5	0	0	1	0	3	0	3	1	3	0	2	1	0	0
9:15:00	31	0	47	0	36	0	0	0	1	0	3	0	3	0	3	0	2	0	0	0
16:00:00	31	0	47	0	36	0	0	0	1	0	3	0	3	0	3	0	2	0	0	0
16:15:00	32	1	57	10	38	2	0	0	1	0	3	0	3	0	3	0	3	1	0	0
16:30:00	35	3	65	8	39	1	0	0	1	0	3	0	3	0	3	0	3	0	0	0
16:45:00	39	4	69	4	44	5	0	0	1	0	3	0	3	0	3	0	3	0	0	0
17:00:00	40	1	74	5	47	3	0	0	1	0	3	0	3	0	4	1	3	0	0	0
17:15:00	43	3	84	10	49	2	0	0	1	0	3	0	3	0	4	0	4	1	0	0
17:30:00	44	1	87	3	50	1	0	0	1	0	3	0	3	0	4	0	4	0	0	0
17:45:00	46	2	97	10	53	3	0	0	1	0	3	0	3	0	4	0	4	0	0	0
18:00:00	47	1	105	8	55	2	0	0	1	0	3	0	3	0	4	0	4	0	0	0
18:15:00	52	5	112	7	55	0	0	0	1	0	3	0	3	0	4	0	4	0	0	0
18:30:00	54	2	113	1	57	2	0	0	1	0	3	0	3	0	4	0	4	0	0	0
18:45:00	55	1	114	1	61	4	0	0	1	0	3	0	3	0	4	0	4	0	0	0
19:00:00	58	3	117	3	63	2	0	0	1	0	3	0	3	0	4	0	4	0	0	0
19:15:00	58	0	117	0	63	0	0	0	1	0	3	0	3	0	4	0	4	0	0	0
19:15:15	58	0	117	0	63	0	0	0	1	0	3	0	3	0	4	0	4	0	0	0



		Passeng	er Cars -	South A	pproach			Truc	ks - Sout	h Approa	ach			He	avys - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Riç	jht	Le	ft	Th	ru	Riç	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	11	11	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	23	12	13	8	1	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0
6:45:00	39	16	22	9	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
7:00:00	60	21	30	8	1	0	0	0	0	0	0	0	3	11	0	0	0	0	0	0
7:15:00	80	20	42	12	3	2	1	1	0	0	0	0	6	3	0	0	0	0	0	0
7:30:00	105	25	56	14	4	1	1	0	0	0	0	0	7	11	0	0	0	0	0	0
7:45:00	143	38	70	14	4	0	1	0	0	0	0	0	7	0	1	1	0	0	0	0
8:00:00	179	36	89	19	6	2	1	0	0	0	0	0	7	0	1	0	0	0	0	0
8:15:00	218	39	104	15	8	2	1	0	0	0	0	0	10	3	2	1	0	0	0	0
8:30:00	250	32	107	3	11	3	1	0	0	0	0	0	10	0	2	0	1	1	0	0
8:45:00	266	16	118	11	12	1	2	1	0	0	0	0	12	2	2	0	1	0	0	0
9:00:00	304	38	124	6	15	3	2	0	0	0	0	0	13	1	2	0	1	0	0	0
9:15:00	304	0	124	0	15	0	2	0	0	0	0	0	13	0	2	0	1	0	0	0
16:00:00	304	0	124	0	15	0	2	0	0	0	0	0	13	0	2	0	1	0	0	0
16:15:00	351	47	134	10	16	1	2	0	0	0	0	0	13	0	2	0	2	1	0	0
16:30:00	402	51	141	7	18	2	2	0	0	0	0	0	13	0	2	0	2	0	0	0
16:45:00	442	40	150	9	22	4	2	0	0	0	0	0	14	1	3	1	2	0	0	0
17:00:00	484	42	158	8	26	4	2	0	1	1	0	0	14	0	3	0	2	0	0	0
17:15:00	525	41	166	8	30	4	2	0	1	0	0	0	14	0	3	0	2	0	0	0
17:30:00	569	44	177	11	36	6	2	0	1	0	0	0	14	0	3	0	2	0	0	0
17:45:00	603	34	182	5	40	4	2	0	1	0	0	0	14	0	3	0	2	0	0	0
18:00:00	648	45	197	15	44	4	2	0	1	0	0	0	14	0	3	0	2	0	0	0
18:15:00	690	42	206	9	48	4	2	0	1	0	0	0	14	0	4	1	2	0	0	0
18:30:00	723	33	214	8	49	1	2	0	1	0	0	0	14	0	4	0	2	0	0	0
18:45:00	751	28	220	6	51	2	2	0	1	0	0	0	14	0	4	0	2	0	0	0
19:00:00	763	12	227	7	55	4	2	0	1	0	0	0	14	0	4	0	2	0	0	0
19:15:00	763	0	227	0	55	0	2	0	1	0	0	0	14	0	4	0	2	0	0	0
19:15:15	763	0	227	0	55	0	2	0	1	0	0	0	14	0	4	0	2	0	0	0



Count	Date:	9-Jan-2	.U	oite #:	200080	0002	<u> </u>												<u> </u>	
		Passen	ger Cars	· West Ap	proach			Tru	cks - Wes	t Approa	ch			He	avys - W	est Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	11	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	1	1	1	15	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:45:00	5	3	1	0	23	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00:00	5	0	1	0	30	7	0	0	0	0	2	11	0	0	0	0	0	0	0	0
7:15:00	5	0	1	0	41	11	0	0	0	0	2	0	0	0	1	11	3	3	0	0
7:30:00	8	3	3	2	56	15	0	0	0	0	2	0	0	0	1	0	3	0	0	0
7:45:00	11	3	3	0	73	17	0	0	0	0	2	0	0	0	1	0	3	0	0	0
8:00:00	12	1	3	0	90	17	0	0	0	0	2	0	0	0	1	0	3	0	0	0
8:15:00	13	1	5	2	104	14	0	0	0	0	2	0	0	0	1	0	3	0	0	0
8:30:00	14	1	5	0	111	7	0	0	0	0	2	0	0	0	1	0	3	0	0	0
8:45:00	19	5	7	2	118	7	0	0	0	0	2	0	0	0	1	0	4	11	0	0
9:00:00	20	1	8	1	131	13	0	0	0	0	2	0	0	0	1	0	4	0	0	0
9:15:00	20	0	8	0	131	0	0	0	0	0	2	0	0	0	1	0	4	0	0	0
16:00:00	20 30	0 10	8 12	0	131 142	0 11	0	0	0	0	2	0	0	0	1	0	4	0	0	0
16:15:00 16:30:00	36	6	16	4	160	18	0	0	1	1	2	0	1	0	1	0	4	0	0	0
16:45:00	41	5	19	3	178	18	0	0	1	0	2	0	1	0	1	0	4	0	0	0
17:00:00	45	4	23	3 4	195	17	0	0	1	0	2	0	 	0	1	0	4	0	0	0
17:15:00	49	4	27	4	218	23	0	0	1	0	2	0	1	0	1	0	4	0	0	0
17:30:00	55	6	32	5	239	21	0	0	1	0	2	0	1	0	1	0	4	0	0	0
17:45:00	61	6	35	3	251	12	0	0	1	0	2	0	1	0	1	0	4	0	0	0
18:00:00	64	3	38	3	273	22	0	0	1	0	2	0	1	0	1	0	4	0	0	0
18:15:00	64	0	39	1	295	22	0	0	i	0	2	0	1	0	1	0	4	0	0	0
18:30:00	67	3	43	4	311	16	0	0	1	0	2	0	1	0	2	1	4	0	0	0
18:45:00	69	2	44	1	316	5	0	0	1	0	2	0	1	0	2	0	4	0	0	0
19:00:00	70	1	47	3	326	10	0	0	1	0	2	0	1	0	2	0	4	0	0	0
19:15:00	70	0	47	0	326	0	0	0	1	0	2	0	1	0	2	0	4	0	0	0
19:15:15	70	0	47	0	326	0	0	0	1	0	2	0	1	0	2	0	4	0	0	0



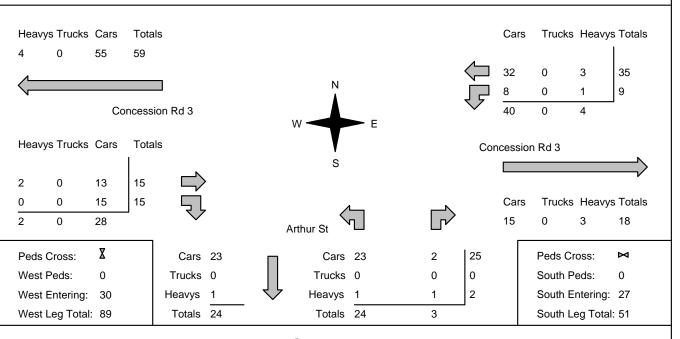
Morning	Peak Diagram	Specific From: To:	ed Period 6:00:00 9:00:00	One Ho From: To:	our Peak 7:45:00 8:45:00
Municipality: Site #:	Clarington 2000800003	Weathe	er conditions:		
Intersection: TFR File #: Count date:	Concession Rd 3 & Arthur St 1 9-Jan-20	Person	counted: prepared: checked:		

** Non-Signalized Intersection **

East Leg Total: 62 East Entering: 44

Major Road: Concession Rd 3 runs W/E

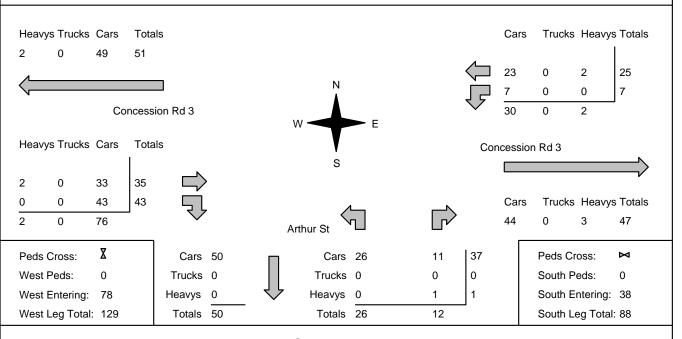
East Peds: 0
Peds Cross: X





Afterno	on Peak Diagram	Specified Period From: 16:00:00 To: 19:00:00	One Hour Peak From: 16:15:00 To: 17:15:00
Municipality: Site #: Intersection: TFR File #: Count date:	Clarington 2000800003 Concession Rd 3 & Arthur St 1 9-Jan-20	Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signal	ized Intersection **	Major Road: Concess	ion Rd 3 runs W/E

East Leg Total: 79
East Entering: 32
East Peds: 0
Peds Cross: X





Total Count Diagram

Municipality: Clarington

Site #: 2000800003

Intersection: Concession Rd 3 & Arthur St

TFR File #: 1

Count date: 9-Jan-20

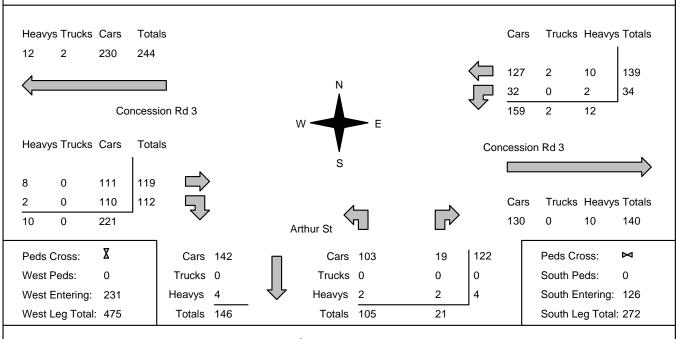
Weather conditions:

Person counted:

Person prepared: Person checked:

** Non-Signalized Intersection ** Major Road: Concession Rd 3 runs W/E

East Leg Total: 313
East Entering: 173
East Peds: 0
Peds Cross: X





Accu-Traffic Inc. Traffic Count Summary

						ount o						
Intersection:	Conces	sion Rd :	3 & Arth	ur St	Count I	Date: 9-Jan-20	Munio	cipality: Cla	arington			
			ach Tot			North/South				oach To		
Hour	Includ	es Cars, T	rucks, & F		Total	Total	Hour	Includ	es Cars, T	rucks, & F	leavys	Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	ő	Ö	Ö	Ö	Ö	4	7:00:00	4	Ö	Ö	4	Ö
8:00:00	Ö	Ö	Ö	Ö	Ö	24	8:00:00	23	Ö	1	24	Ö
9:00:00	Ō	Ō	Ō	Ō	Ō	20	9:00:00	18	Ō	2	20	0
16:00:00	0	0	0	0	0	О	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	38	17:00:00	25	0	13	38	0
18:00:00	0	0	0	0	0	25	18:00:00	22	0	3	25	0
19:00:00	0	0	0	0	0	15	19:00:00	13	0	2	15	0
Totals:	0 Eas	0 t Appro a es Cars, T	0 ach Tota rucks, & F	leavys	0 Total	126 East/West Total	S Totals:	105 Wes	0 es Cars, T	21 ach Tot	leavys	0 Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	Ö	17	Ö	17	Ö	23	7:00:00	Ö	5	1	6	Ö
8:00:00	2	28	0	30	O	53	8:00:00	0	13	10	23	0
9:00:00	11	30	0	41	0	69	9:00:00	0	12	16	28	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	8	22	0	30	0	101	17:00:00	0	33	38	71	0
18:00:00	7	26	0	33	0	98	18:00:00	0	35	30	65	0
19:00:00	6	16	0	22	0	60	19:00:00	0	21	17	38	0
						1	1 1		ı	I	l l	
Totals:	34	139	0 Calo	173	0 Values f	404 or Traffic Cr	W Totals:	0 aior Stre	119 eet	112	231	0
Totals:		139 6:00				404 or Traffic Cr			•	112 19:00	231	0



		Passen	ger Cars -	North A	pproach			Truc	cks - Nort	h Approa	ach			He	avys - No	rth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	jht	Le	eft	Th	ru	Riç	ght	Le	ft	Th	ru	Riç	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	ő	0	0	0
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



		Passen	ger Cars	- East Ap	proach			<u>Tru</u>	cks - Eas	t Approa	ch			He	eavys - Ea	ast Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	jht	Le	ft	Th	ru	Riç	ght	Le	ft	Th	ru	Riç	ght	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	16	3	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0
7:15:00	0	0	21	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30:00	0	0	23	2	0	0	0	0	1	1	0	0	0	0	3	2	0	0	0	0
7:45:00	0	0	28	5	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
8:00:00	1	1	40	12	0	0	0	0	1	0	0	0	1	1	4	1	0	0	0	0
8:15:00	3	2	52	12	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
8:30:00	5	2	55	3	0	0	0	0	11	0	0	0	1	0	6	2	0	0	0	0
8:45:00	8	3	60	5	0	0	0	0	1	0	0	0	1	0	6	0	0	0	0	0
9:00:00	11	3	66	6	0	0	0	0	2	1	0	0	2	11	7	11	0	0	0	0
9:15:00	11	0	66	0	0	0	0	0	2	0	0	0	2	0	7	0	0	0	0	0
16:00:00	11	0	66	0	0	0	0	0	2	0	0	0	2	0	7	0	0	0	0	0
16:15:00	13	2	70	4	0	0	0	0	2	0	0	0	2	0	8	1	0	0	0	0
16:30:00	15	2	76	6	0	0	0	0	2	0	0	0	2	0	8	0	0	0	0	0
16:45:00	17	2	84	8	0	0	0	0	2	0	0	0	2	0	8	0	0	0	0	0
17:00:00	19	2	86	2	0	0	0	0	2	0	0	0	2	0	9	1	0	0	0	0
17:15:00	20	1	93	7	0	0	0	0	2	0	0	0	2	0	10	1	0	0	0	0
17:30:00	21	1	96	3	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
17:45:00	24	3	105	9	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
18:00:00	26	2	111	6	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
18:15:00	27	11	117	6	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
18:30:00	29	2	117	0	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
18:45:00	30	1	121	4	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
19:00:00	32	2	127	6	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
19:15:00	32	0	127	0	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0
19:15:15	32	0	127	0	0	0	0	0	2	0	0	0	2	0	10	0	0	0	0	0



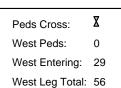
		Passeng	jer Cars -	South A	pproach			Truc	ks - Sout	h Appro	ach			He	avys - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	jht	Le	eft	Th	ru	Riç	ght	Le	ft	Th	ru	Ri	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:15:00	37	10	0	0	1	11	0	0	0	0	0	0	1	1	0	0	1	0	0	0
8:30:00	39	2	0	0	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
8:45:00	43	4	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
9:00:00	43	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0
9:15:00	43	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:00:00	43	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	11	0	0	0
16:15:00	50	7	0	0	5	3	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:30:00	56	6	0	0	7	2	0	0	0	0	0	0	2	0	0	0	2	1	0	0
16:45:00	64	8	0	0	13	6	0	0	0	0	0	0	2	0	0	0	2	0	0	0
17:00:00	68	4	0	0	14	11	0	0	0	0	0	0	2	0	0	0	2	0	0	0
17:15:00	76	8	0	0	16	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0
17:30:00	78	2	0	0	17	1	0	0	0	0	0	0	2	0	0	0	2	0	0	0
17:45:00	83	5	0	0	17	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:00:00	90	7	0	0	17	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:15:00	93	3	0	0	17	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:30:00	96	3	0	0	19	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:45:00	98	2	0	0	19	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
19:00:00	103	5	0	0	19	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
19:15:00	103	0	0	0	19	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
19:15:15	103	0	0	0	19	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
																			1	



		Passen	ger Cars ·	- West A	proach			Tru	cks - Wes	t Approa	ach			Не	eavys - W	est Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	ght	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	5	0	2	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	8	3	5	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	10	2	7	2	0	0	0	0	0	0	0	0	1	0	1	1	0	0
8:00:00	0	0	16	6	10	3	0	0	0	0	0	0	0	0	2	1	1	0	0	0
8:15:00	0	0	20	4	12	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0
8:30:00	0	0	20	0	18	6	0	0	0	0	0	0	0	0	3	1	1	0	0	0
8:45:00	0	0	23	3	22	4	0	0	0	0	0	0	0	0	3	0	1	0	0	0
9:00:00	0	0	27	4	26	4	0	0	0	0	0	0	0	0	3	0	1	0	0	0
9:15:00	0	0	27	0	26	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0
16:00:00	0	0	27	0	26	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0
16:15:00	0	0	33	6	32	6	0	0	0	0	0	0	0	0	4	1	2	1	0	0
16:30:00	0	0	43	10	38	6	0	0	0	0	0	0	0	0	5	1	2	0	0	0
16:45:00	0	0	51	8	48	10	0	0	0	0	0	0	0	0	6	1	2	0	0	0
17:00:00	0	0	57	6	63	15	0	0	0	0	0	0	0	0	6	0	2	0	0	0
17:15:00	0	0	66	9	75	12	0	0	0	0	0	0	0	0	6	0	2	0	0	0
17:30:00	0	0	75	9	83	8	0	0	0	0	0	0	0	0	6	0	2	0	0	0
17:45:00	0	0	81	6	89	6	0	0	0	0	0	0	0	0	6	0	2	0	0	0
18:00:00	0	0	91	10	93	4	0	0	0	0	0	0	0	0	7	1	2	0	0	0
18:15:00	0	0	93	2	95	2	0	0	0	0	0	0	0	0	7	0	2	0	0	0
18:30:00	0	0	98	5	99	4	0	0	0	0	0	0	0	0	8	1	2	0	0	0
18:45:00	0	0	103	5	104	5	0	0	0	0	0	0	0	0	8	0	2	0	0	0
19:00:00	0	0	111	8	110	6	0	0	0	0	0	0	0	0	8	0	2	0	0	0
19:15:00	0	0	111	0	110	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0
19:15:15	0	0	111	0	110	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0



Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 7:30:00 To: 9:00:00 To: 8:30:00 Weather conditions: Municipality: Clarington Site #: 2000800004 Intersection: North St & Grady Dr Person counted: TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: North St runs N/S North Leg Total: 231 Heavys 2 0 4 Heavys 5 East Leg Total: 17 0 1 East Entering: North Entering: 97 Trucks 1 0 Trucks 0 North Peds: Cars 20 4 92 Cars 129 East Peds: X Peds Cross: Totals 23 4 Totals 134 Peds Cross: North St Heavys Trucks Cars Totals Cars Trucks Heavys Totals 1 23 27 0 3 0 1 0 Grady Dr Heavys Trucks Cars Totals Monroe St W 0 23 24 0 0 0 0 5 0 0 5 Cars Trucks Heavys Totals

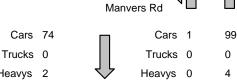


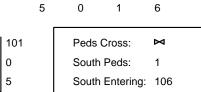
28



Heavys

Totals 76





South Leg Total: 182

Comments

Totals 1

1

0

1

2

103

0

5



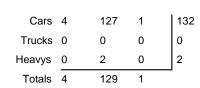
Accu-Traffic Inc. **Specified Period Afternoon Peak Diagram One Hour Peak** From: 16:00:00 From: 16:15:00 To: 19:00:00 To: 17:15:00 Weather conditions: Municipality: Clarington Site #: 2000800004 Intersection: North St & Grady Dr Person counted: TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: North St runs N/S North Leg Total: 370 Heavys 0 0 0 Heavys 2 East Leg Total: 24 0 East Entering: North Entering: 188 Trucks 0 Trucks 0 10 North Peds: Cars 31 145 11 187 Cars 180 East Peds: X Peds Cross: Totals 31 11 Totals 182 Peds Cross: North St Heavys Trucks Cars Totals Cars Trucks Heavys Totals 0 36 36 0 1 0 0 2 0 0 Grady Dr Heavys Trucks Cars Totals Monroe St W 0 46 46 0 0 2 2 3 0 0 3 Cars Trucks Heavys Totals 51 14 0 0 14







Manvers Rd



Peds Cross: ► South Peds: 0
South Entering: 134
South Leg Total: 285



Total Count Diagram

Municipality: Clarington

Site #: 2000800004

Intersection: North St & Grady Dr

TFR File #:

Count date: 9-Jan-20 Weather conditions:

Person counted:

Person prepared: Person checked:

** Non-Signalized Intersection **

North Leg Total: 1427 North Entering: 681 North Peds: Peds Cross:

Heavys 2 0 9 3 0 Trucks 1 Cars 126 32 669 Totals 129 32



Heavys 10 Trucks 2 Cars 734 Totals 746

Major Road: North St runs N/S

East Leg Total: 97 East Entering: 50 East Peds: 2 X Peds Cross:

Totals Heavys Trucks Cars 161 157







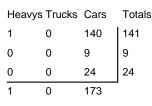
Manvers Rd

North St



Cars	Trucks	Heavys	Totals
34	0	0	34
9	0	1	10
6	0	0	6
	_		•

Grady Dr











X Peds Cross: 7 West Peds: West Entering:

West Leg Total: 335

Cars 541 Trucks 2 Heavys 7 Totals 550



Cars 22 5 587 560 0 2 Trucks 0 2 Heavys 0 9 1 10 Totals 22 571 6

Peds Cross: \bowtie South Peds: South Entering: 599 South Leg Total: 1149

47



Accu-Traffic Inc. Traffic Count Summary

				Hai		ount c						
Intersection:	North St	& Grad	y Dr		Count [Date: 9-Jan-20	Munio	ipality: Cla	arington			
			ach Tot			North/South				oach To		
Hour	Includ	es Cars, T	rucks, & H		Total	Total	Hour	Includ	es Cars, T	rucks, & F	leavys	Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	2	24	8	34	Ö	82	7:00:00	o	47	1	48	Ö
8:00:00	3	56	17	76	Ö	161	8:00:00	Ö	85	Ö	85	1
9:00:00	3	78	20	101	Ō	197	9:00:00	3	90	3	96	Ô
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	7	135	34	176	0	322	17:00:00	7	138	1	146	3
18:00:00	12	111	26	149	0	286	18:00:00	6	131	0	137	0
19:00:00	5	116	24	145	2	232	19:00:00	6	80	1	87	3
Totals:	32 Eas	520 t Appro s	129 ach Tota	681 a ls	2	1280 East/West	S Totals:	22 Wes	571 t Appro	6 ach Tot	599 als	7
Hour	Includ	es Cars, T	rucks, & H	leavys	Total	Total	Hour	Includ	es Cars, T	rucks, & F		Total
Ending	Left	Thru	Right	Grand Total	Peds	Approaches	Ending	Left	Thru	Right	Grand Total	Peds
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	1	3	4	0	10	7:00:00	4	0	2	6	0
8:00:00	1	1	9	11	0	32	8:00:00	14	0	7	21	0
9:00:00	2	5	6	13	0	33	9:00:00	15	1	4	20	4
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	1	0	6	7	0	55	17:00:00	42	2	4	48	3
18:00:00	1	2	4 6	7 8	0 2	57 37	18:00:00	41 25	4 2	5 2	50	0 0
19:00:00	1	,	0	0	2	37	19:00:00	25	2	2	29	U
Totals:	6	10	34 Calc	50	2 /alues f	224 or Traffic Cr	W Totals:	141	9	24	174	7
Hours F	n din a ·	6,00				or traffic Cr	_	-		10.00		
Hours E		6:00 :: 0	7:00 5	8:00 17	9:00 22		16:00 0	17:00 48	18:00 46	19:00 33		



		Passen	ger Cars -	North A	pproach			Truc	cks - Nort	h Approa	ach			He	avys - No	rth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	jht	Le	eft	Th	ru	Riç	ght	Le	ft	Th	ru	Ri	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	8	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	15	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	11	23	8	8	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15:00	3	1	32	9	12	4	0	0	1	0	0	0	0	0	1	11	0	0	0	0
7:30:00	3	0	40	8	13	1	0	0	1	0	0	0	0	0	2	1	0	0	0	0
7:45:00	4	1	59	19	16	3	0	0	1	0	0	0	0	0	3	1	0	0	0	0
8:00:00	5	1	76	17	24	8	0	0	1	0	0	0	0	0	3	0	1	1	0	0
8:15:00	7	2	96	20	27	3	0	0	1	0	0	0	0	0	4	1	1	0	0	0
8:30:00	7	0	108	12	33	6	0	0	1	0	1	1	0	0	4	0	2	11	0	0
8:45:00	8	11	129	21	37	4	0	0	1	0	1	0	0	0	4	0	2	0	0	0
9:00:00	8	0	152	23	42	5	0	0	1	0	1	0	0	0	5	11	2	0	0	0
9:15:00	8	0	152	0	42	0	0	0	1	0	1	0	0	0	5	0	2	0	0	0
16:00:00	8	0	152	0	42	0	0	0	1	0	1	0	0	0	5	0	2	0	0	0
16:15:00	10	2	174	22	47	5	0	0	1	0	1	0	0	0	7	2	2	0	0	0
16:30:00	13	3	219	45	54	7	0	0	1	0	1	0	0	0	7	0	2	0	0	0
16:45:00	14	1	248	29	69	15	0	0	2	1	1	0	0	0	7	0	2	0	0	0
17:00:00	15	1	284	36	76	7	0	0	2	0	1	0	0	0	7	0	2	0	0	0
17:15:00	21	6	319	35	78	2	0	0	2	0	1	0	0	0	7	0	2	0	0	0
17:30:00	24	3	343	24	90	12	0	0	2	0	1	0	0	0	7	0	2	0	0	0
17:45:00	25	11	376	33	95	5	0	0	2	0	1	0	0	0	7	0	2	0	0	0
18:00:00	27	2	395	19	102	7	0	0	2	0	1	0	0	0	7	0	2	0	0	0
18:15:00	30	3	433	38	112	10	0	0	2	0	1	0	0	0	7	0	2	0	0	0
18:30:00	31	11	464	31	120	8	0	0	2	0	1	0	0	0	7	0	2	0	2	2
18:45:00	31	0	488	24	122	2	0	0	2	0	1	0	0	0	7	0	2	0	2	0
19:00:00	32	1	511	23	126	4	0	0	2	0	1	0	0	0	7	0	2	0	2	0
19:15:00	32	0	511	0	126	0	0	0	2	0	1	0	0	0	7	0	2	0	2	0
19:15:15	32	0	511	0	126	0	0	0	2	0	1	0	0	0	7	0	2	0	2	0



		Passen	ger Cars	- East Ap	proach			Tru	cks - Eas	t Approa	ch			He	eavys - Ea	ast Appro	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Riç	ght	Le	ft	Th	ru	Ri	ght	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	2	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	11	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	2	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	0	2	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	0	4	2	12	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:30:00	2	11	4	0	13	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45:00	3	11	4	0	15	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00:00	3	0	6	2	18	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15:00	3	0	6	0	18	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00:00	3	0	6	0	18	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15:00	3	0	6	0	18	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:30:00	3	0	6	0	22	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:45:00	3	0	6	0	24	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00:00	4	1	6	0	24	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:15:00	5	1	7	1	25	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30:00	5	0	7	0	26	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:45:00	5	0	7	0	28	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:00:00	5	0	8	1	28	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:15:00	5	0	9	1	32	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:30:00	5	0	9	0	32	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:45:00	5	0	9	0	32	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
19:00:00	6	1	9	0	34	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0
19:15:00	6	0	9	0	34	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
19:15:15	6	0	9	0	34	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0



Count	Date:	9-Jan-2	:0	Site #:	200080	0004														
		Passeng	er Cars -	South A	pproach			Truc	ks - Sout	h Appro	ach			He	avys - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	30	14	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:00:00	0	0	46	16	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15:00	0	0	65	19	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30:00	0	0	77	12	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	107	30	1	0	0	0	0	0	0	0	0	0	2	1	0	0	1	1
8:00:00	0	0	129	22	1	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0
8:15:00	0	0	154	25	1	0	0	0	0	0	0	0	0	0	5	2	0	0	1	0
8:30:00	1	1	176	22	2	1	0	0	0	0	0	0	0	0	5	0	1	1	1	0
8:45:00	3	2	193	17	2	0	0	0	2	2	0	0	0	0	6	1	1	0	1	0
9:00:00	3	0	214	21	3	1	0	0	2	0	0	0	0	0	6	0	1	0	1	0
9:15:00	3	0	214	0	3	0	0	0	2	0	0	0	0	0	6	0	1	0	1	0
16:00:00 16:15:00	3 7	0	214 251	0 37	3	0	0	0	2	0	0	0	0	0	6 7	0 1	1	0	4	3
16:30:00	9	2	287	36	3	0	0	0	2	0	0	0	0	0	7	0	1	0	4	0
16:45:00	9	0	314	27	3	0	0	0	2	0	0	0	0	0	9	2	1	0	4	0
17:00:00	10	1	349	35	4	1	0	0	2	0	0	0	0	0	9	0	1	0	4	0
17:15:00	11	1	378	29	4	0	0	0	2	0	0	0	0	0	9	0	1	0	4	0
17:30:00	13	2	411	33	4	0	0	0	2	0	0	0	0	0	9	0	1	0	4	0
17:45:00	15	2	439	28	4	0	0	0	2	0	0	0	0	0	9	0	1	0	4	0
18:00:00	16	1	480	41	4	0	0	0	2	0	0	0	0	0	9	0	1	0	4	0
18:15:00	20	4	509	29	5	1	0	0	2	0	0	0	Ö	0	9	0	1	0	4	0
18:30:00	21	1	526	17	5	0	0	0	2	0	0	0	0	0	9	0	1	0	4	0
18:45:00	21	0	547	21	5	0	0	0	2	0	0	0	0	0	9	0	1	0	7	3
19:00:00	22	1	560	13	5	0	0	0	2	0	0	0	0	0	9	0	1	0	7	0
19:15:00	22	0	560	0	5	0	0	0	2	0	0	0	0	0	9	0	1	0	7	0
19:15:15	22	0	560	0	5	0	0	0	2	0	0	0	0	0	9	0	1	0	7	0
							1						1							



		Passen	ger Cars -	West Ap	proach			Tru	cks - Wes	t Approa	ch			Не	avys - W	est Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	ft	Th	ru	Riç	ght	Le	ft	Thru		Right		West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	3	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	4	11	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	11	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	11	5	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	18	7	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	26	8	0	0	12	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:30:00	29	3	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45:00	31	2	0	0	13	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00:00	32	1	1	1	13	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4
9:15:00	32	0	1	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
16:00:00	32	0	1	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
16:15:00	39	7	1	0	15	2	0	0	0	0	0	0	1	0	0	0	0	0	7	3
16:30:00	50	11	3	2	15	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
16:45:00	61	11	3	0	17	2	0	0	0	0	0	0	1	0	0	0	0	0	7	0
17:00:00	74	13	3	0	17	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
17:15:00	85	11	3	0	18	1	0	0	0	0	0	0	1	0	0	0	0	0	7	0
17:30:00	96	11	5	2	18	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
17:45:00	103	7	7	2	20	2	0	0	0	0	0	0	1	0	0	0	0	0	7	0
18:00:00	115	12	7	0	22	2	0	0	0	0	0	0	1	0	0	0	0	0	7	0
18:15:00	125	10	7	0	23	1	0	0	0	0	0	0	1	0	0	0	0	0	7	0
18:30:00	134	9	7	0	24	1	0	0	0	0	0	0	1	0	0	0	0	0	7	0
18:45:00	137	3	8	1	24	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
19:00:00	140	3	9	1	24	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
19:15:00	140	0	9	0	24	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
19:15:15	140	0	9	0	24	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0



Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 7:45:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Clarington 2000800005 Site #: Intersection: Arthur St & Andrew St Person counted: TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: Arthur St runs N/S North Leg Total: 49 Heavys 0 1 2 Heavys 2 East Leg Total: 28 0 East Entering: North Entering: 24 Trucks 0 0 0 Trucks 0 20 North Peds: 2 Cars 0 2 22 Cars 23 East Peds: Totals 25 X Peds Cross: Totals 0 21 3 Peds Cross: Arthur St Heavys Trucks Cars Totals Trucks Heavys Totals Cars 0 11 11 0 0 3 2 0 0 15 0 0 20 0 Andrew St Heavys Trucks Cars Totals Andrew St 0 0 0 1 2 1 0 10 11 1 Cars Trucks Heavys Totals 11 0 2 8 Arthur St X

Comments

Cars 9

Trucks 0

Heavys 0

Totals 9

20

0

3

0

0

3

32

0

2

Peds Cross:

South Peds:

South Entering: 34

South Leg Total: 81

M

Cars 45

Trucks 0

Totals 47

Heavys

Peds Cross:

West Peds:

West Entering:

West Leg Total: 24



Accu-Traffic Inc. **Specified Period Afternoon Peak Diagram One Hour Peak** From: 16:00:00 From: 16:15:00 To: 19:00:00 To: 17:15:00 Weather conditions: Municipality: Clarington 2000800005 Site #: Intersection: Arthur St & Andrew St Person counted: TFR File #: Person prepared: Count date: 9-Jan-20 Person checked: ** Non-Signalized Intersection ** Major Road: Arthur St runs N/S North Leg Total: 92 Heavys 0 0 0 Heavys 1 East Leg Total: 54 0 0 East Entering: North Entering: 52 Trucks 0 0 Trucks 0 16 North Peds: Cars 2 8 52 Cars 39 East Peds: X Peds Cross: Totals 2 8 Totals 40 Peds Cross: Arthur St Heavys Trucks Cars Totals Trucks Heavys Totals Cars 0 14 14 0 0 2 0 0 10 0 0 0 Andrew St Heavys Trucks Cars Totals Andrew St 0 3 0 0 6 6 0 0 12 12 Cars Trucks Heavys Totals 21 38 0 0 38 Arthur St X Peds Cross: Cars 64 Cars 10 Peds Cross: M 32 24 66 0 South Peds: West Peds: 0 Trucks 0 Trucks 0 0 0 0 West Entering: 21 Heavys 0 Heavys 0 0 South Entering: 67 1 West Leg Total: 35 Totals 64 Totals 10 South Leg Total: 131 24 **Comments**



Total Count Diagram

Municipality: Clarington

Site #: 2000800005

Intersection: Arthur St & Andrew St

TFR File #:

Count date: 9-Jan-20 Weather conditions:

Person counted:

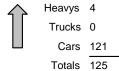
Person prepared: Person checked:

** Non-Signalized Intersection **

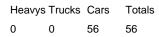
Major Road: Arthur St runs N/S

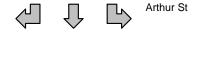
North Leg Total: 267 North Entering: 142 North Peds: Peds Cross:

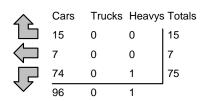
Heavys 0 1 3 0 0 Trucks 0 0 Cars 4 119 16 139 Totals 4 121 17

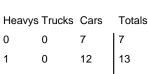


East Leg Total: 184 East Entering: 97 East Peds: 12 X Peds Cross:



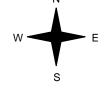








Andrew St





0

Cars

85

5 0 56 61 75

Peds Cross:

West Peds:

West Entering:

West Leg Total: 137

X

2

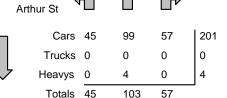


Cars 249

Trucks 0

Heavys 8

Totals 257



Peds Cross: M South Peds: South Entering: 205 South Leg Total: 462

2

Trucks Heavys Totals

87



Accu-Traffic Inc. Traffic Count Summary

Intersection:	Arthur S	t & Andr	ew St		Count I	Date: 9-Jan-20	Muni	icipality: Cl	arington			
			ach Tot	als						oach To	tals	
Hour			rucks, & H		Total	North/South Total	Hour	Includ	es Cars, T	rucks, & F	leavys	Total
Ending	Left			Grand	Peds	Approaches	Ending				Grand	Peds
6:00:00	0	Thru O	Right 0	Total 0	0	0	6:00:00	Left O	Thru O	Right 0	Total 0	0
7:00:00	Ö	2	Ö	2	1	9	7:00:00	2	2	3	7	o
8:00:00	3				8:00:00	9	13	3	25	1		
9:00:00			10	52	9:00:00	8	17	2	27	2		
16:00:00	0	0	0	0	0	0	16:00:00		0	0	0	0
17:00:00	6	39	1	<i>4</i> 6	4	107	17:00:00		33	20	61	0
18:00:00	5 2	26 22	2 0	33 24	3 1	91 51	18:00:00		24	21 8	58 27	2 1
19:00:00	2	22	0	24	1	51	19:00:00) 3	14	8	21	1
Totals:	17	121	4	142	20	347	S Totals:		103	57	205	6
Hour			rucks, & H		Total	East/West	Hour	Includ	es Cars. T	ach Tot	leavvs	Total
Ending	Left	Thru	Right	Grand	Peds	Total Approaches	Ending	Left	Thru	Right	Grand	Peds
6:00:00	0	0	0	Total 0	0	0	6:00:00	0	0	0	Total 0	0
7:00:00	15	1	1	17	1	26	7:00:00	Ö	Ö	9	9	Ö
8:00:00	14	2	6	22	Ö	41	8:00:00	3	Ō	16	19	1
9:00:00	13	2	2	17	8	28	9:00:00	0	2	9	11	0
16:00:00	0	0	0	0	0	0	16:00:00		0	0	0	0
17:00:00 18:00:00	10	2	3	15 15	0	37	17:00:00		6	13	22	0
19:00:00	13 10	0	2 1	15 11	2	25 21	18:00:00 19:00:00		3 2	6 8	10 10	0 1
19.00.00	10	U	1	11	1	21	19.00.00	U	2	0	10	1
Totals:	75	7	15 Calc	97 sulated \	12 Values f	178 or Traffic Cr	W Totals: ossing M		13 eet	61	81	2
Totals: Hours E		6:00					•		-	61 19:00	81	2



Count Date: 9-Jan-20 Site #: 2000800005 Passenger Cars - North Approach Trucks - North Approach Heavys - North Approach Pe														1						
		Passeng	er Cars -	North A	pproach			True	cks - Nort	h Approa	ach			He	avys - No	rth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	jht	Le	eft	Th	ru	Rig	ght	Le	eft	Thru		Right		North Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
7:15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30:00	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	2	11	10	3	0	0	0	0	0	0	0	0	1	1	1	1	0	0	2	0
8:15:00	2	0	13	3	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0
8:30:00	3	1	18	5	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0
8:45:00	3	0	27	9	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	2
9:00:00	3	0	33	6	1	1	0	0	0	0	0	0	1	0	1	0	0	0	12 12	8
9:15:00	3	0	33	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0		0
16:00:00 16:15:00	3	0	33 38	0	1	0	0	0	0	0	0	0	1 1	0	1 2	0 1	0	0	12 16	0
16:30:00	3 5	0 2	48	5 10	1	0	0	0	0	0	0	0	1	0	2	0	0	0	16	0
16:45:00	7	2	56	8	2	1	0	0	0	0	0	0	1	0	2	0	0	0	16	0
17:00:00	9	2	71	15	2	0	0	0	0	0	0	0	1	0	2	0	0	0	16	0
17:15:00	11	2	80	9	3	1	0	0	0	0	0	0	1	0	2	0	0	0	17	1
17:30:00	12	1	86	6	4	1	0	0	0	0	0	0	1	0	2	0	0	0	17	0
17:45:00	12	0	94	8	4	0	0	0	0	0	0	0	1	0	2	0	0	0	17	0
18:00:00	14	2	97	3	4	0	0	0	0	0	0	0	1	0	2	0	0	0	19	2
18:15:00	14	0	101	4	4	0	Ö	0	ő	0	0	0	1	0	2	0	ő	0	19	0
18:30:00	14	0	108	7	4	0	0	0	0	0	0	0	1	0	2	0	0	0	20	1
18:45:00	16	2	110	2	4	0	0	0	0	0	0	0	1	0	2	0	0	0	20	0
19:00:00	16	0	119	9	4	0	0	0	0	0	0	0	1	0	2	0	0	0	20	0
19:15:00	16	0	119	0	4	0	0	0	0	0	0	0	1	0	2	0	0	0	20	0
19:15:15	16	0	119	0	4	0	0	0	0	0	0	0	1	0	2	0	0	0	20	0



		Passen	ger Cars	- East Ap	proach			Tru	cks - Eas	t Approa	ch			Не	eavys - Ea	ast Appro	ach		Pedes	trians
Interval	Le	eft	Th	ru	Rig	jht	Le	eft	Th	ru	Rig	jht	Le	ft	Thru		Right		East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	11	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	15	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15:00	20	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30:00	22	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	23	11	3	1	6	5	0	0	0	0	0	0	1	1	0	0	0	0	1	0
8:00:00	28	5	3	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15:00	31	3	4	1	8	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:30:00	35	4	5	1	9	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:45:00	38	3	5	0	9	0	0	0	0	0	0	0	11	0	0	0	0	0	1	0
9:00:00	41	3	5	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	9	8
9:15:00	41	0	5	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
16:00:00	41	0	5	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
16:15:00	42	1	5	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
16:30:00	43	1	7	2	9	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
16:45:00	47	4	7	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	9	0
17:00:00	51	4	7	0	12	2	0	0	0	0	0	0	1	0	0	0	0	0	9	0
17:15:00	52	1	7	0	13	1	0	0	0	0	0	0	1	0	0	0	0	0	9	0
17:30:00	56	4	7	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
17:45:00	59	3	7	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
18:00:00	64	5	7	0	14	1	0	0	0	0	0	0	1	0	0	0	0	0	11	2
18:15:00	67	3	7	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
18:30:00	68	11	7	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	12	1
18:45:00	72	4	7	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
19:00:00	74	2	7	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0	12	0
19:15:00	74	0	7	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
19:15:15	74	0	7	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0



Count Date: 9-Jan-20 Site #: 2000800005 Passenger Cars - South Approach Trucks - South Approach Heavys - South Approach Ped																				
		Passeng	er Cars -	South A	pproach			Truc	cks - Sout	th Appro	ach			He	avys - So	uth Appr	oach		Pedes	trians
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Rig	ght	Le	eft	Thru		Right		South Cross	
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	2	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	3	2	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	5	0	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	3	8	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	11	3	14	6	6	2	0	0	0	0	0	0	0	0	1	1	0	0	1	1
8:15:00	12	1	22	8	6	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0
8:30:00	13	1	25	3	7	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:45:00	17	4	28	3	7	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:00:00	19	2	29	1	8	1	0	0	0	0	0	0	0	0	3	1	0	0	3	2
9:15:00	19	0	29	0	8	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
16:00:00	19	0	29	0	8	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
16:15:00	19	0	38	9	12 17	4	0	0	0	0	0	0	0	0	3	0	0	0	3	0
16:30:00	22	3	45 56	7		5	0	0	0	0	0	0	0	0	4	1	0	0	3	0
16:45:00 17:00:00	25 27	3	61	11	23 28	6 5	0	0	0	0	0	0	0	0	4	0	0	0	3	0
17:00:00	29	2	70	5 9	36	<u>5</u> 8	0	0	0	0	0	0	0	0	4	0	0	0	3	0
17:15:00	32	3	73	3	42	6	0	0	0	0	0	0	0	0	4	0	0	0	3	0
17:30:00	38	6	79	6	46	4	0	0	0	0	0	0	0	0	4	0	0	0	4	1
18:00:00	40	2	85	6	49	3	0	0	0	0	0	0	0	0	4	0	0	0	5	1
18:15:00	41	1	89	4	51	2	0	0	0	0	0	0	0	0	4	0	0	0	5	0
18:30:00	42	1	94	5	55	4	0	0	0	0	0	0	0	0	4	0	0	0	6	1
18:45:00	44	2	96	2	56	1	0	0	0	0	0	0	0	0	4	0	0	0	6	0
19:00:00	45	1	99	3	57	1	0	0	0	0	0	0	0	0	4	0	ő	0	6	0
19:15:00	45	0	99	0	57	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0
19:15:15	45	0	99	0	57	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0
					<u> </u>															
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		Passen	ger Cars -	West Ap	proach			Tru	cks - Wes	t Approa	ıch			Не	avys - W	est Appr	oach		Pedestrians		
Interval	Le	eft	Th	ru	Riç	ght	Le	eft	Th	ru	Riç	ght	Le	ft	Thru		Right		West Cross		
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00:00	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	1	11	0	0	
7:15:00	1	11	0	0	11	3	0	0	0	0	0	0	0	0	0	0	11	0	0	0	
7:30:00	3	2	0	0	13	2	0	0	0	0	0	0	0	0	0	0	2	11	0	0	
7:45:00	3	0	0	0	16	3	0	0	0	0	0	0	0	0	0	0	4	2	0	0	
8:00:00	3	0	0	0	21	5	0	0	0	0	0	0	0	0	0	0	4	0	1	1	
8:15:00	3	0	1	1	25	4	0	0	0	0	0	0	0	0	0	0	4	0	1	0	
8:30:00	3	0	1	0	25	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	
8:45:00	3	0	1	0	26	1	0	0	0	0	0	0	0	0	1	11	5	11	1	0	
9:00:00	3	0	1	0	29	3	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
9:15:00	3	0	1	0	29	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
16:00:00	3	0	1	0	29	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
16:15:00	4	11	2	1	32 34	3	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
16:30:00 16:45:00	5 6	1 1	5 7	3	39	<u>2</u> 5	0	0	0	0	0	0	0	0	1	0	5 5	0	1	0	
17:00:00	6	0	7		42	3	0	0	0		0		0	0	1	0	5	0	1		
17:00:00	7	1	8	0	44	2	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
17:15:00	7	0	8	0	46	2	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
17:30:00	7	0	10	2	48	2	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
18:00:00	7	0	10	0	48	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
18:15:00	7	0	11	1	49	1	0	0	0	0	0	0	0	0	1	0	5	0	1	0	
18:30:00	7	0	12	1	52	3	0	0	0	0	0	0	0	0	1	0	5	0	2	1	
18:45:00	7	0	12	0	55	3	0	0	0	0	0	0	0	0	1	0	5	0	2	0	
19:00:00	7	0	12	0	56	1	0	0	0	0	0	0	0	0	1	0	5	0	2	0	
19:15:00	7	0	12	0	56	0	0	0	0	0	0	0	0	0	1	0	5	0	2	0	
19:15:15	7	0	12	0	56	0	0	0	0	0	0	0	0	0	1	0	5	0	2	0	
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