

provided in **Table 1** and represent anticipated counts at the intersection.

Table 1: Trips Generated at each Proposed Intersection with Maitland Drive

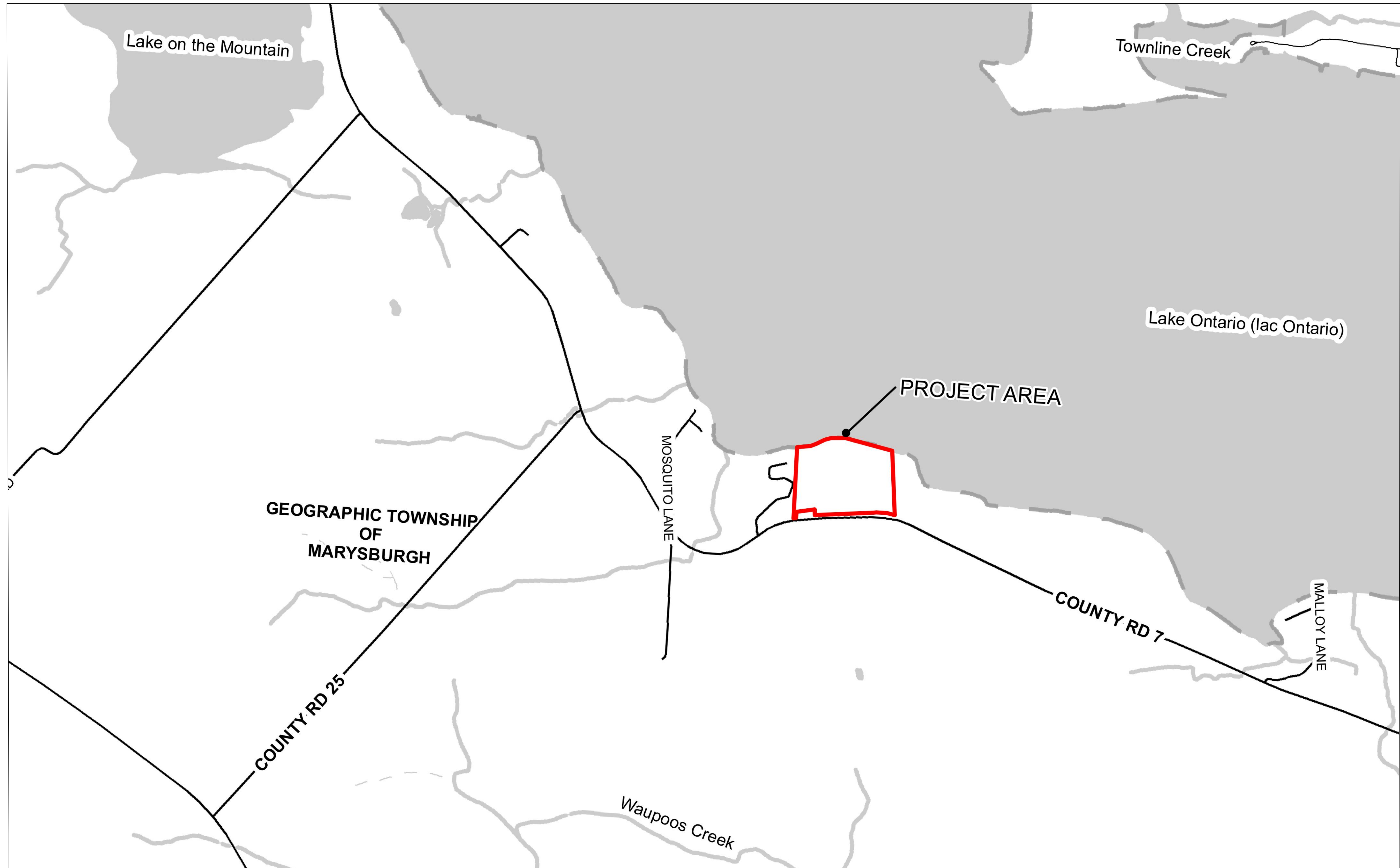
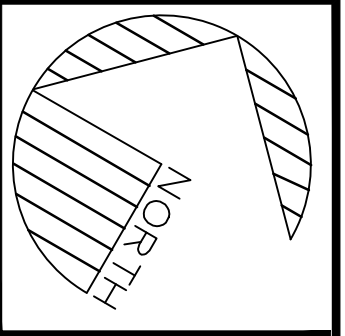
Land Use	Rate / Estimate	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached	Rate	8	0.19	0.56	0.75	0.64	0.37	1.01
	Estimate		1.52	4.48	6.00	5.12	2.96	8.08

Table 1 provides an estimate for peak hour traffic at County Road 7. The development is expected to generate 6 trips in the AM peak hour and 8 trips in the PM peak hour (both inbound and outbound trips). MTO design criteria indicate that right turn lanes should be considered when the turning volume is anticipated to exceed 60 vehicles per hour at an unsignalized intersection. Based on the projected traffic volumes, no right turn lane is required at the intersection with County Road 7.

The need for a left turn lane at the proposed intersections was also reviewed. **Figure 4** shows the MTO's Left Turn Warrant Chart for 80 km/h design speed. The anticipated number of trips generated at each intersection at peak hours from the development has been plotted on the MTO chart. The chart shows that, no matter the amount of vehicle per hour on County Road 7 to pass by the site would not warrant a left turn lane. As such, a left turn lane is not proposed at the intersection.

Sight Line Analysis

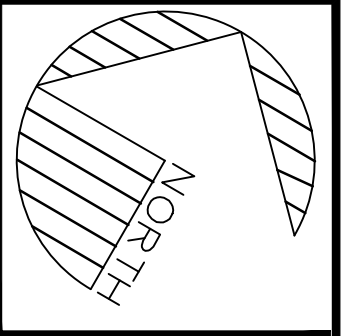
Based on MTO geometric design standards, the minimum stopping distance for design speeds of 80 km/h is 135 meters. This requirement provides sufficient distance for an approaching vehicle to observe a stationary hazard in the road (such as a vehicle stopped at an intersection waiting to complete a turn) and bring their vehicle to a complete stop prior to the hazard. The available sight lines along County Road 7 for the intersection as determined at the site accesses are more than 175m to the west and more than 300m to the east. Thus, all sight lines are in excess of the minimum 135 meters. As such, adequate sight lines are provided in both directions to ensure safe operations for vehicles turning to County Road 7 from the site access.



CRESSY BAYSIDE ESTATES
PRINCE EDWARD COUNTY

FIGURE 1
SITE LOCATION

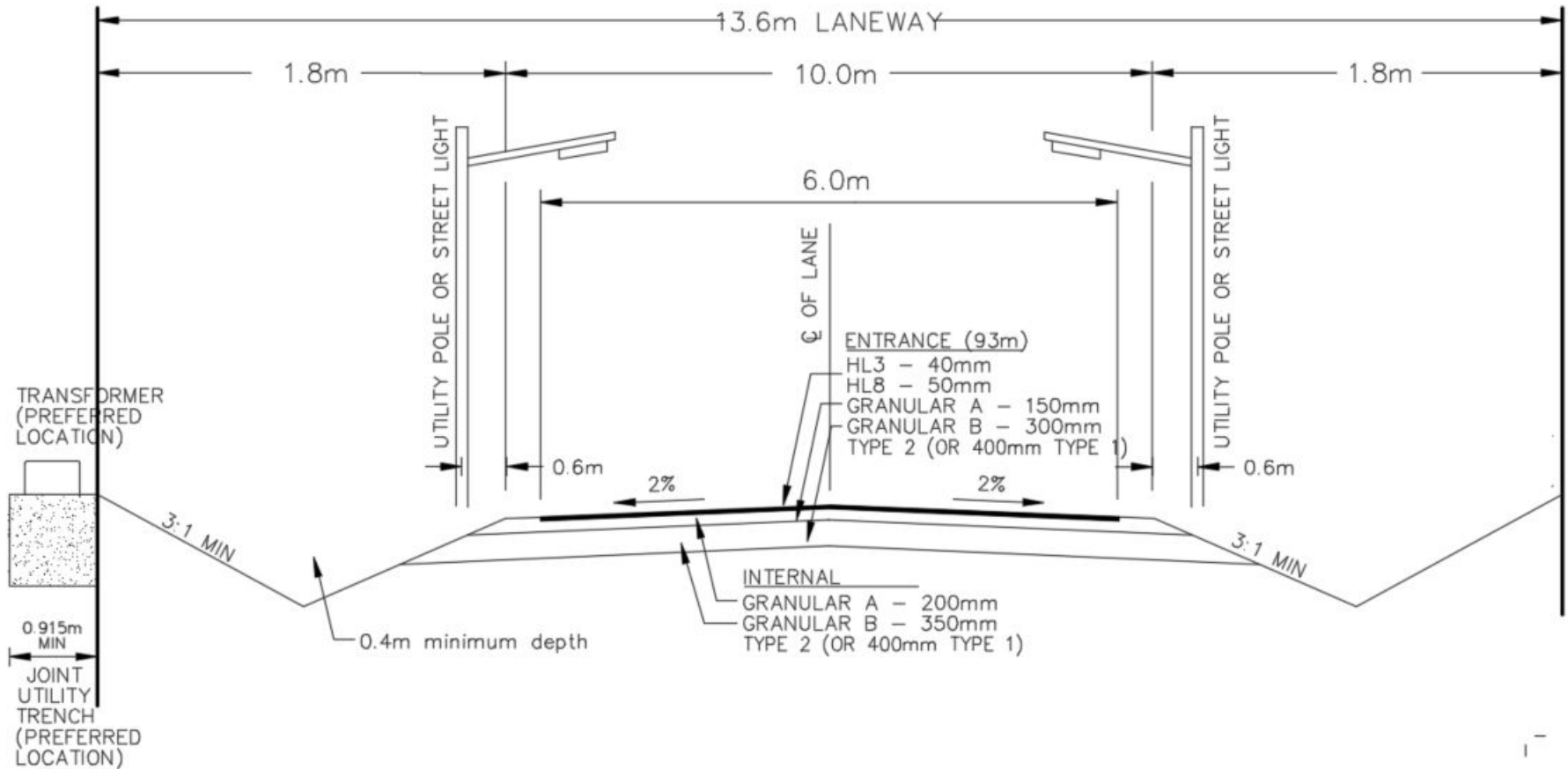




1041 COUNTY ROAD 7
RESIDENTIAL DEVELOPMENT
PRINCE EDWARD COUNTY

FIGURE 2
CONCEPT PLAN





TYPICAL LANE CROSS SECTION

N.T.S.

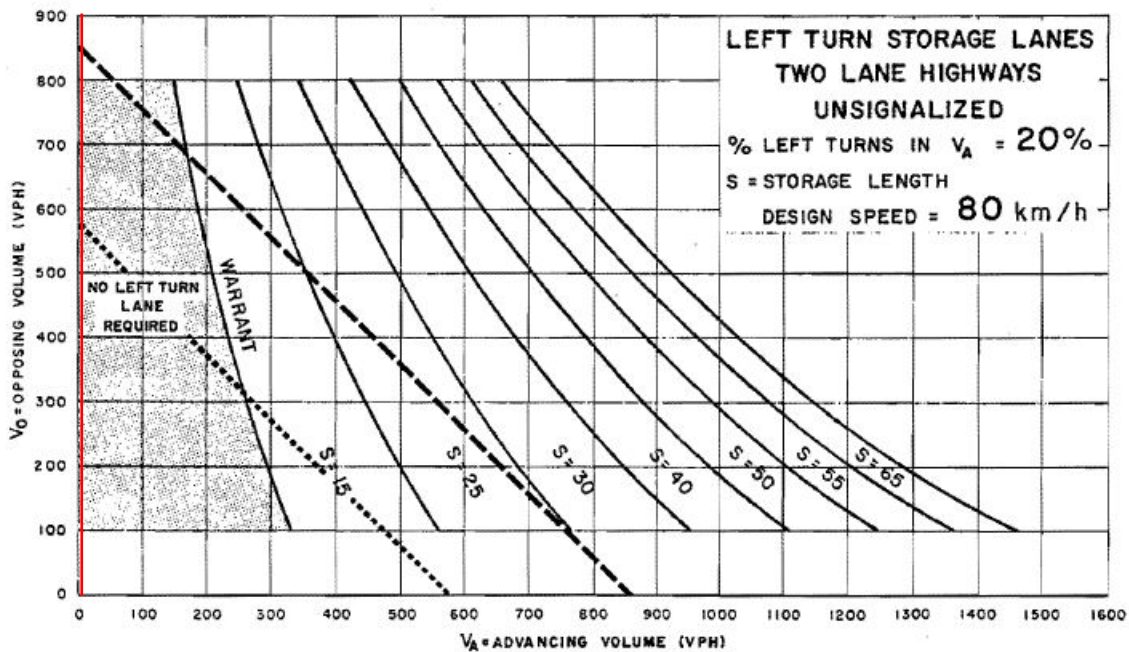


Figure EA-15