
Re: Lakecroft, 89 Sandy Lane, Cherry Valley

Subject: Property Entrance Brief – Sandy Lane / County Road 18

1 BACKGROUND

The Greer Galloway Group has been retained to complete a Traffic Impact Study Brief (TISB) for the development located at 4 County Road 18 / 89 Sandy Lane, Cherry Valley in Prince Edward County.

The Ministry of Transportation General Guidelines for the Preparation of Traffic Impact Studies acknowledges that where little to no impact on the surrounding road network is anticipated and the need for mitigation is not expected, a TIS Brief or Letter may be appropriate.

The approximately 5.9 hectare property was previously used as a campground and cottage rental business which accommodated over 40 trailer, tent, and cottage accommodations as well as 2 single family home style buildings, associated parking and complimentary buildings.

The proposed development will:

- Remove all trailers.
- Maintain the existing building fronting County Road 18 known as the 'motel' which will include 5 suites and 9 bedrooms; the existing building down towards the waterfront known as the 'cabin' which includes 3 bedrooms; and various complimentary buildings.
- Add an event building with 100 person capacity; 9 glamping tent / deck accommodations; required gravel parking and emergency access facilities.

The proposed changes are not likely to have a significant impact on the surrounding road network relative to the previous occupancy and mitigation is not expected to be required. Therefore, a Traffic Impact Study Brief is provided.

Proposed developments (or redevelopment in this case) will typically increase traffic on the connected public road system. Associated impacts can be evaluated by quantitative means through a traffic impact assessment such as this and are based on road / intersection capacities, vehicle delay, lines of sight, and other measurable means.

Other qualitative impacts are not as easily assessed, are highly subject to opinion and beyond the scope of this report.

The existing municipal road network does not have pedestrian infrastructure in the vicinity of the development lands. Accordingly, pedestrian traffic infrastructure to or from the municipal road system will not be provided or commented on.

The existing municipal road network does not have cycling infrastructure in the vicinity of the development lands. It is however recognised that cycling in the County is common and will continue through existing shared use vehicle lanes only. Accordingly, cycling infrastructure to or from the municipal road system will not be provided, or commented on.

Having reviewed the available documents and visited the site, the following is provided in as part of development application process and is intended to provide comment on the impact of the proposed site redevelopment on the connected municipal road system, in particular, the intersection of Sandy Lane and County Road 18.

2 EXISTING ROAD NETWORK

2.1 County Road 18

County Road 18 is a semi-urban two-lane road travelling east to west between County Road 10 and County Road 12, following the south shore of East Lake.

Traffic activity is a mixture of local, tourist and agricultural traffic typical to the Prince Edward County region. The posted legal speed limit is 50 km/h.

The urban section of County Road 18 in Cherry Valley and along the property frontage is paved; has continuous mountable concrete curb and gutter; narrow sidewalk on the south side; paved shoulder on the north side; with primarily residential properties along its length.

The image below shows the existing development frontage, gravel entrance to lands to the north, motel building and associated entrance.



Figure 1: County Road 18 looking east towards County Road 10
(Google 2023)

Note: In the aerial appended aerial image there is C.B.Fennell Ready Mix business and aggregate extraction land use. This property will have local heavy vehicle traffic.

2.2 Sandy Lane

Sandy Lane is a privately owned gravel laneway with a width that typically varies between 4-5m, extending from County Road 18 to the north roughly 400m where it ends at a lower lying waterfront area (where the previous campsites and trailers were located).



Figure 2: Sandy Lane looking north.
(Site Photo 2022)

3 PREVIOUS PROPERTY OCCUPANCY

The property previously known as Cherry Lane Campground operated as a trailer park / campground which included a mixture of cottage buildings, semi-permanent recreational vehicle / trailer and tenting facilities.

The following is a summary of the previous advertised occupancies:

- Waterfront Cottage #1 (2 Bedroom, 6 Guests)
- Waterfront Cottage #2 (2 Bedroom, 5 Guests)
- Waterfront Cottage #3 (2 Bedroom, 5 Guests)
- Waterfront Trailer #1 (2 Bedroom, 5 Guests)
- Lakeview Trailer #1 (2 Bedroom, 5 Guests)
- Lakeview Trailer #2 – (2 Bedroom, 5 Guests)
- Lakeview Trailer #3 – (2 Bedroom, 5 Guests)
- 29 Trailer Sites
- Red Roof Cottage (4 Bedroom, 10 Guests)
- Blue House (Fronting County Road 18)
- Tenting Area (8 sites)

This totals 46 accommodations of various styles.

The following images illustrate the previous occupancy and focus on semi-permanent seasonal campers.

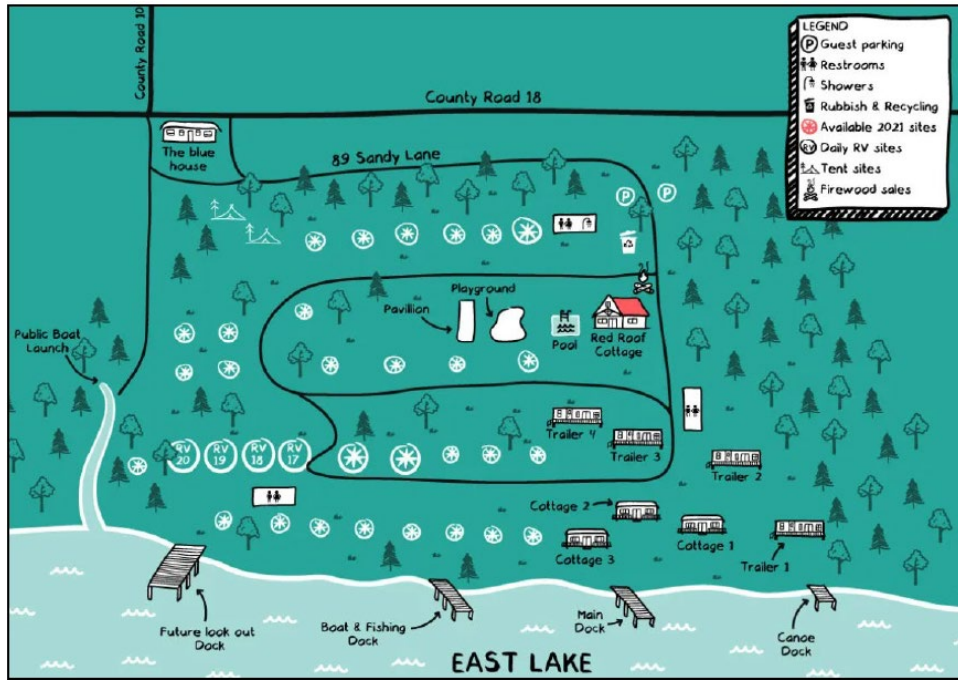


Figure 3: Cherry Lane Campground and Cottages Advertising



Figure 4: Cherry Lane Campground and Cottages Aerial
(Google 2018)

4 PROPOSED DEVELOPMENT

The image below provides an approximation of the property boundary, shows how Sandy Lane meanders from County Road 18 around a wetland to the event and camping area adjacent to East Lake.



Figure 5: After campsites were removed and initial redevelopment started.
(Google 2023)

The property is being redeveloped to include a smaller number of glamping sites and an increased focus on event activities (see www.lakecroft.ca).

The property is separated by a wetland area into northern and southern sections connected by Sandy Lane.

The northern area includes property access and a 'motel' building fronting County Road 18 with 5 suites (9 bedrooms); 4 parking spaces; storage building; and proposed primary parking area with 59 spaces.

The southern area includes the 'cabin' building with 3 bedrooms; 2 parking spaces; various existing complimentary buildings; proposed event building and 3 parking spaces, 9 glamping sites and emergency vehicle access.

5 TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition was used to estimate development traffic. This ITE document summarizes the results of traffic studies performed over several decades. It provides models to estimate trip generation (the number of additional vehicles that will be entering and/or leaving a property as a result of new development) based on various common land uses.

Where the ITE Trip Generation Manual does not have a land use that reflects the development, other means of trip generation estimation must be employed – whether it be based on parking provided, other local similar sites, or otherwise.

5.1 Previous Occupancy, Cherry Lane Campground

While the property was described as a campground, the images available suggested campers used trailers with decks and other longer term features. This suggests more of a recreational home land use than a campground / recreational vehicle park land use. Trip generation estimates will be based on the following:

Land Use #416 – Campground / Recreational Vehicle Park is described as “a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including restrooms with showers and recreational facilities, such as a swimming pool, convenience store, and laundromat.”

Average Trip Generation:

- Weekday AM Peak Hour, 0.25 trips per site.
- **Weekday PM Peak Hour, 0.41 trips per site.***
- Weekend – Not Available.

Land Use #260 – Recreational Homes is described as “a home located within a resort that contains local services and complete recreational facilities. These dwellings are often second homes used by the owner periodically or rented on a seasonal basis.

Average Trip Generation:

- Weekday AM Peak Hour, 0.30 trips per home.
- Weekday PM Peak Hour, 0.32 trips per home.
- **Friday Peak Hour, 1.18 trips per home.***
- Saturday Peak Hour, 0.39 trips per home.
- Sunday Peak Hour, 0.54 trips per home.

The previous development included small cottages (3), short term trailer rentals (4), longer term trailer sites (29); larger accommodations (2); and tenting area (assumed to include 8 sites) for a total of 46 accommodations each with varying spaces and amenities.

The 46 accommodations (camp site / home) will be split equally between the two land uses noted for

peak hour trip generation estimates (*).

Land Use #416 – Campground / Recreational Vehicle Park

- Total = 23 Sites
- Peak Hour Trip Generation Rate = 0.41 trip / site.
- Total Estimated Peak Hour Trip Generation = 10 trips
- 57% Entering = 6 trips; 43% Exiting = 4 trips

Land Use #260 – Recreational Homes

- Total = 23 Sites (Homes)
- Peak Hour Trip Generation Rate = 1.18 trip / site.
- Total Estimated Peak Hour Trip Generation = 27 trips
- 57% Entering = 15 trips; 43% Exiting = 12 trips

Based on the stated assumptions, the following previous trip generation will be assumed:

- Total Trips = 37 trips
- Entering = 21 trips
- Exiting = 16 trips

These projected traffic conditions (37 trips during a peak hour) appear reasonable for the previous site as we understand it.

5.2 Proposed Development, Lakecroft

Unlike the previous occupancy which included long term seasonal site rental. The proposed development will only offer shorter duration rentals more consistent with campsite usage.

Acknowledging the ‘motel’ description on one of the proposed buildings we will consider this land use as well.

Land Use #320 – Motel Accommodations is described as a place of lodging that provides sleeping accommodations and provides little or no meeting space and few supporting facilities. Exterior corridors accessing rooms (immediately adjacent to a parking lot) is common for a motel.

Average Trip Generation:

- Weekday AM Peak Hour, 0.40 trips per room.
- **Weekday PM Peak Hour, 0.41 trips per room.**
- Weekday – Not Available.

The highest peak hour for the motel land use is similar to that of the campground / recreational vehicle park.

Land Use #416 – Campground / Recreational Vehicle Park is described as “a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including restrooms with showers and recreational facilities, such as a swimming pool, convenience store, and laundromat.”

Average Trip Generation:

- Weekday AM Peak Hour, 0.25 trips per site.
- **Weekday PM Peak Hour, 0.41 trips per site.***
- Weekend – Not Available.

The development includes 9 glamping sites, the motel with 5 suites (9 bedrooms) and the cabin (3 bedrooms).

- Total = 21 Sites / Rooms
- Peak Hour Trip Generation Rate = 0.41 trip / site or room.
- Total Estimated Peak Hour Trip Generation = 9 trips
- 57% Entering = 5 trips; 43% Exiting = 4 trips

In addition to the motel and tenting accommodations that will be represented by the above, the special event space trip generation will be estimated based on the maximum occupancy and parking spaces provided.

Based on the proposed site plan zoning table (right) there are 46 spaces allocated to the event space.

For the purpose of a conservative estimate and to recognize many guests to an event such as a wedding are likely to arrive at a similar time we will presume all parking spaces will be filled during the peak hour.

We will also presume that all trips are entering to assess the most critical entrance movement, entering left turn.

PARKING	REQUIRED
Accommodation classed as Motel, Hotel (Buildings 1, 5, Tents 8-13 & 16-18) : 1 per bedroom plus 1 per 9m ² of Public Use GFA	21 (9+3+[9x1])
Event Space & Kitchen (Buildings 14 & 15) : 1 per 9m ² GFA	46 ([73.2+339.3] / 9)
Accessory Buildings (2, 3, 4, 6, & 7) : As required by use	1 (Office #3: 25.1 / 33)
Total Parking	68

- Total = 46 Parking Spaces
- Peak Hour Trip Generation Rate = 1.0 trip / space
- Total Estimated Peak Hour Trip Generation = 46 trips
- 100% Entering = 46 trips; 0% Exiting = 0 trips

Based on the above trip generation assumptions and an assumed 50% eastbound and 50% westbound directional distribution, the following results:

- Total Trips = 55
 - o Entering Trips = 51; Westbound RT = 26; Eastbound LT = 26
 - o Exiting Trips = 4; Southbound RT = 2; Southbound LT = 2

Trip Generation				
	SB-RT	SB-TH	SB-LT	
	2	0	2	
EB-LT 26				WB-RT 26
EB-TH 0		Total 55		WB-TH 0
EB-RT 0				WB-LT 0
	NB-LT 0	NB-TH 0	NB-RT 0	

The proposed site redevelopment will have the potential to increase peak hour site generated traffic from 37 trips to 55 trips.

6 BACKGROUND TRAFFIC VOLUMES

Background traffic on County Road 18 was assessed using traffic counts from Prince Edward County, and from a brief manual count conducted by Greer Galloway.

6.1 Manual Traffic Count – Friday, September 2nd, 2022

A brief manual 15-minute traffic count on County Road 18 at the property entrance, at the beginning of the Labour Day long weekend on Friday, September 2, 2022, from 10:40am to 10:55am. The count resulted in 26 westbound vehicles and 30 eastbound vehicles. Multiplying by four results in **104** vehicles per hour travelling westbound, and **120** vehicles per hour travelling eastbound, totaling **224** vehicles. Since this result is specific to a particularly high traffic day on a long weekend and greater than the traffic projection based on County traffic records, the manual count will be used to model County Road 18 background traffic at Sandy Lane.

6.2 Prince Edward County Traffic Counts

The following 24h traffic counts were provided by the County.

COUNTY ROADS	DESCRIPTION	TRAFFIC VOLUME (24h)	POSTED SPEED	Date of Counts
COUNTY ROAD 18	200 metres East of County Rd 12 (Before 11)	2043	60	August 1, 2012
		2966	60	July 31, 2017
COUNTY ROAD 18	100 metres East of Outlet Rd	1370	60	August 1, 2012
		1752	60	July 31, 2017
COUNTY ROAD 18	50 metres North of Kings Rd	1546	80	August 2, 2012
		1870	80	July 17, 2018
KINGS ROAD	850 metres North of Brummel Rd	199	70	July 15, 2014

Of the 3 traffic counts available on County Road 18 “50m North of Kings Road” while 3.5km west of the property entrance is the closest and there are no major intersections between the count location and the property entrance that would be likely to significantly impact the traffic volumes at the entrance and remain applicable.

Based on the County traffic records traffic growth is estimated to be 3.2% at this location between 2012 and 2018.

To compare the manual count, we project the 2018 traffic count to 2022. This results in 2,118 vehicles, total two-way traffic, over a 24-hour period. Following the Ontario Good Roads Association procedure relating to shorter duration counts to AADT (appended), approximately 30% (636 vehicles) of that daily volume can be assumed to occur between 2pm and 6pm, a common high traffic period of time. Further dividing this by 4 provides an afternoon peak hour estimate of 159 vehicles.

The manual traffic count shows higher 2022 traffic counts and will be used for modelling intersection conditions.

6.3 Adjusted Background Traffic Volumes

Taking the 2022 manual count and an annual growth rate of 3.2% (which is greater than a common assumed value of 2.0% to allow for additional growth that may occur in the County) we can forecast

current 2025 volumes of:

	Background Traffic				
	2022	2023	2024	2025	
Westbound	104	107	111	114	46%
Eastbound	120	124	128	132	54%
Total	224	231	239	246	

Background: Property Entrance - 2025				
	SB-RT	SB-TH	SB-LT	
	0	0	0	
EB-LT 0				WB-RT 0
EB-TH 132		Total 246		WB-TH 114
EB-RT 0				WB-LT 0
	NB-LT	NB-TH	NB-RT	
	0	0	0	

7 INTERSECTION LEVEL OF SERVICE

Un-signalized intersection capacity analysis techniques based on the Highway Capacity Manual (using HCS7 Un-signalized Intersections software) are utilized to determine the level of service (LOS), volume / capacity ratio, queuing and other operational characteristics at the subject intersection.

The LOS of an intersection is determined by the average total delay for specific turning movements - in particular, the left turn movements to and from the minor road.

Level of Service	Average Total Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	> 50

Unsignalized Intersections, Two-Way Stop Controlled
(Highway Capacity Manual)

LOS's A to C are acceptable:

- LOS A, Little or no traffic delay occurs. Approaches appear open, turning movements are easily made and drivers have freedom of operation.
- LOS B, Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of

freedom of operation.

- LOS C, Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement.

LOS's D/E are typically acceptable where opportunities to improve are limited:

- LOS D – Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.
- LOS E – Very long traffic delays occur. Operations approach capacity.

LOS of F is not acceptable:

- LOS F, Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.

7.1 Entrance Model Results

Taking the 2025 background traffic and trip generation values discussed previously, the following total traffic is estimated for current conditions:

Total Traffic				
	SB-RT	SB-TH	SB-LT	
	2	0	2	
EB-LT 26				WB-RT 26
EB-TH 132		Total 301		WB-TH 114
EB-RT 0				WB-LT 0
	NB-LT	NB-TH	NB-RT	
	0	0	0	

Model summary sheet(s) are appended.

Results suggest no volume related concerns associated with the development entrance are likely to occur. Vehicle turning movement delays are short and well under capacity – critical movements include: eastbound left turn LOS A and v/c ratio of 0.02; southbound LOS B and v/c ratio 0.01.

We note that traffic volumes are sufficiently low and entrance level of service good enough that it is unlikely that variations in the assumptions made herein are likely to impact the conclusions made.

8 LINE OF SIGHT

We are not aware of any existing concerns or history of accidents associated with this subject intersection.

The Sandy Lane intersection / entrance already exists and is adjacent to an all-way stop controlled

intersection which will slow traffic and provide gaps for merging or crossing development traffic.

County Road 18 is straight providing ample visibility both to the west and through the County Road 10 intersection.

Note: Development signage, landscaping and other visual obstructions should be located such that lines of sight are maintained.

9 PROPERTY ACCESS

Currently the property can be accessed via several entrance points which are described below.

1. The adjacent Lions Memorial Park boat launch road runs along the east property line from the County Road 18 / County Road 10 intersection. There is a gravel entrance to the property off this privately owned lane.

This property entrance will be closed as part of the proposed work.

2. There is a single lane driveway on the west side of the motel building off County Road 18.

This access will be improved to provide 2-lane access and will serve as the primary access to Sandy Lane and lands north of the motel building.

3. The motel building is accessed directly from County Road 18. The west entrance goes to a 3-space parking area. The east entrance goes to a 2-space parking area and pull-through to the boat launch road.

The motel parking area will be reconstructed as part of the proposed work.

The proposed property access will be completed separated from the Lions Memorial Park lane and include access to the motel building with a separate lane west of the motel building connecting to lands to the north.



Figure 6: Existing property access points.
(Google 2023)



Figure 7: Existing property access points - #1 and #3B.
(Google 2023)



Figure 8: Existing property access points - #2 and #3A.
(Google 2023)

The Prince Edward County Rural Commercial and Industrial Entrance is appended and notes the following:

- Commercial Two-Way Entrance
- Entrance Width = 7.2-12m
- Entrance Radius = 4.5-12m
- (If required) Minimum Culvert Cover = 300mm
- Maximum 6% Grade (10% Farm Entrance)
- Minimum Side Slope 2H:1V
- Pave to Property Line
- Structure: Minimum 150mm Granular A; 50mm HL4.

Improvements to the existing access (#2) will meet the County standard requirements to the extent local conditions permit, and are generally described as follows:

- Commercial Two-Way Entrance
- Entrance Width = 7.2m (narrowing to 6m, 10m back from curb)
- Entrance Radius = 4.5m
- No culvert required.
- Maximum 6% Grade
- Maintain existing asphalt boulevard.
- Structure: Minimum 150mm Granular A.

Existing grades prevent the merging of the motel driveway with this entrance, however the proposed modifications will provide an improvement over the previous layout.

10 SITE EMERGENCY VEHICLE ACCESS

The Ontario Building Code (OBC) provides the following in relation to property emergency vehicle access:

OBC 3.2.5.4 Access Routes

- Must be provided for emergency vehicle access for a building that is more than 3 storeys in building height or more than 600 m² in building area.

Where applicable, this access shall be to the principal entrance and other points of access used for firefighting.

OBC 3.2.5.5 Location of Access Routes

- Access routes shall be located so that the principal entrance and every access opening required for firefighting are located not less than 3 m and not more than 15 m from the closest portion of the access route required for fire department use, measured horizontally from the face of the building.

OBC 3.2.5.6 Access Route Design

- Have a clear width not less than 6m, unless it can be shown that lesser widths are satisfactory.
- Have a centreline radius not less than 12m.
- Have an overhead clearance not less than 5m.
- Have a change of gradient not more than 1 in 12.5 (8%).
- Be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions.
- Have turnaround facilities for any dead-end portion of the access route more than 90m long.
- Be connected to a public thoroughfare.

Also noted is Prince Edward County By-Law 3121-2012 Municipal Emergency Services to Private Roadways which is generally consistent with the OBC but does provide additional direction on the turnaround requiring a 27m diameter turnaround.

These requirements should be considered as part of the site plan design drawings and are noted here for reference.

11 PEDESTRIAN TRAFFIC

On County Road 18 there is a sidewalk on the south side of the municipal road that continues roughly 350m to the west.

From the development pedestrians will have access to the stop controlled municipal intersection where County Road 18 can be crossed and access to sidewalk is available.

No pedestrian specific infrastructure, connections to, or modification of existing municipal pedestrian works are required because of the proposed development.

12 CYCLING TRAFFIC

The existing municipal road network does not have cycling infrastructure in the vicinity of the development

lands. It is recognized that cycling in the County does occur and will continue by sharing the existing vehicle lanes. Accordingly, cycling specific infrastructure to or from the municipal road system will not be provided.

Existing municipal cycling infrastructure conditions are not affected by the proposed development.

13 CONCLUSIONS

Based on the above observations; applicable standards; a lack of previous safety concerns brought to our attention; and our understanding of the proposed development, we believe that the proposed Sandy Lane entrance will be acceptable for the proposed development.

(Note: It is reasonable to anticipate some minor changes in the site plan as the approval process runs its course. Only changes that are felt to be significant and directly relevant to entrance traffic may warrant a revision to this document.)

If there are any questions or comments, please contact the undersigned.

Sincerely,

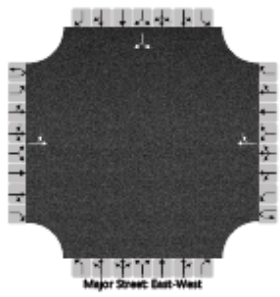
THE GREER GALLOWAY GROUP INC.
CONSULTING ENGINEERS

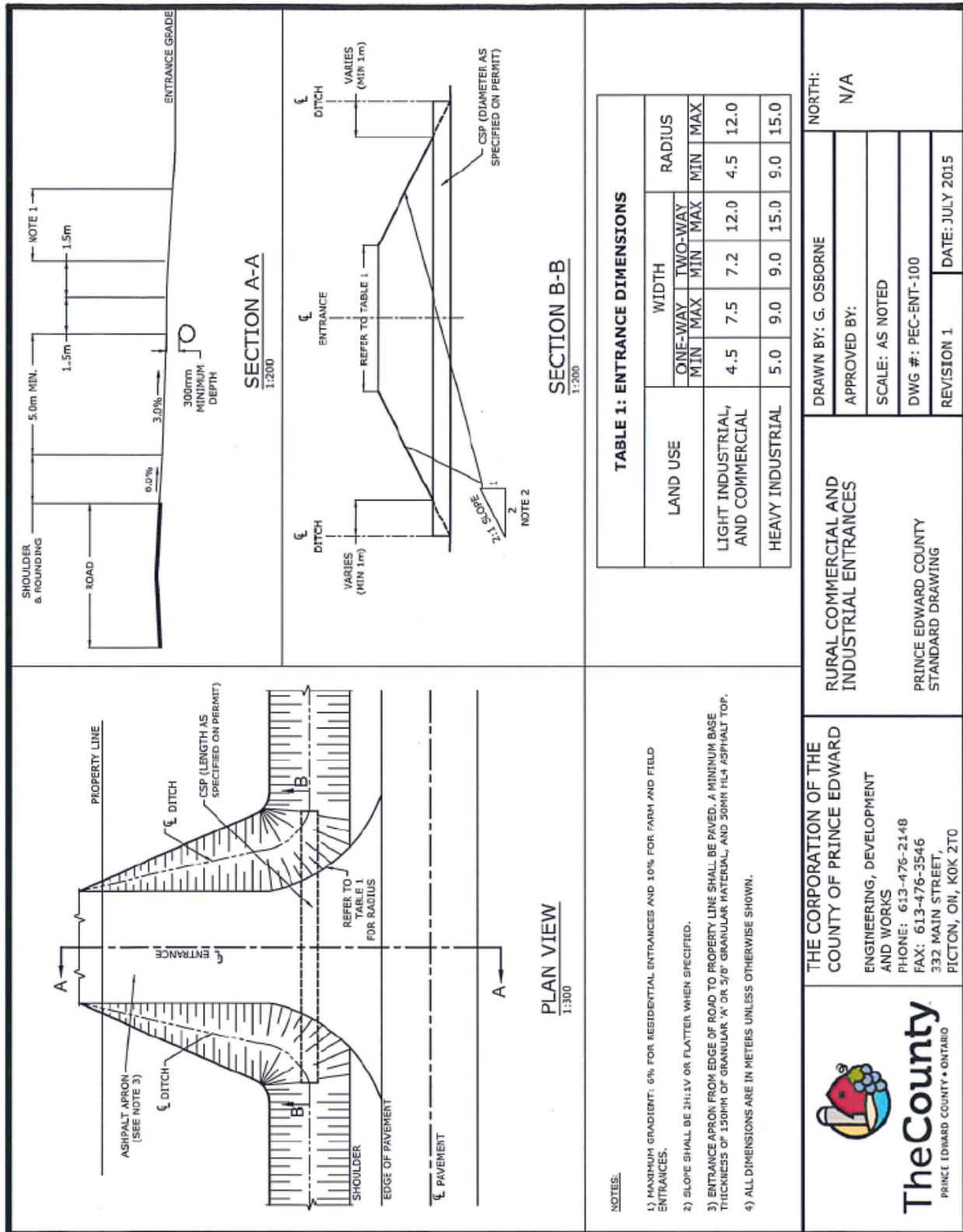


Matthew McIntosh, P. Eng.
Senior Civil Engineer / Project Manager

Attachments:

1. General Aerial Image
2. Arcadis Proposed Site Plan
3. Modelling Traffic Output
4. Prince Edward County Rural Commercial and Industrial Entrance Design
5. OGRA AADT Conversion

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	Jp2g							Intersection	Property Entrance								
Agency/Co.	-							Jurisdiction	Prince Edward County								
Date Performed	2/19/2025							East/West Street	County Road 18								
Analysis Year	2025							North/South Street	Entrance								
Time Analyzed	Peak Hour							Peak Hour Factor	0.92								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Sandy Lane / Lakecroft																
Lanes																	
 <p>Major Street: East-West</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12		
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0		
Configuration		LT					TR							LR			
Volume (veh/h)		26	132				114	26						2		2	
Percent Heavy Vehicles (%)		3												3		3	
Proportion Time Blocked																	
Percent Grade (%)														5			
Right Turn Channelized																	
Median Type Storage							Undivided										
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.13												7.43		6.73	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.23												3.53		3.33	
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		28													4		
Capacity, c (veh/h)		1422													705		
v/c Ratio		0.02													0.01		
95% Queue Length, Q ₉₅ (veh)		0.1													0.0		
Control Delay (s/veh)		7.6													10.1		
Level of Service (LOS)		A													B		
Approach Delay (s/veh)		1.4												10.1			
Approach LOS														B			



Minimum Maintenance Standards Regulation 239/02
Highway Classification
Average Annual Daily Traffic (AADT) Calculation

This document provides municipalities with a procedure using "*accepted traffic engineering methods*" for establishing AADT for their municipal highway system.

Using manual traffic counts this procedure provides accurate results that have been validated in other jurisdictions using automated traffic counting systems.

Manual traffic counts must be undertaken once per year. Optional times for performing manual traffic counts are in the spring or fall, in the months of May, June, October or November, thus avoiding summer vacation traffic and winter operations.

The manual traffic count must be performed mid week on Tuesday, Wednesday or Thursday to avoid weekend peaks.

The time of day for the traffic count is the afternoon, 2:00 p.m. to 6:00 p.m.

The result provides a traffic count that equals 30% of the AADT for the highway.

Simple mathematics will then give you the AADT that has been established using "*accepted traffic engineering methods*."

For "dead end" roads or cul-de-sacs, in lieu of a 4 hour traffic count, you can simply count the number of houses on the road and multiply by 6/rural, or 10/urban, for the trips each house generates.

Tips

- 1) In a residential neighborhood, it is possible to estimate the AADT for lower volume roads after the AADT is known for the collector roads.
- 2) The Consultants advise that their approach is to take traffic counts at intersections; therefore establishing counts on all four roads. They use inexperienced labour, usually seniors or students. These people are hired for the task, given training on the day of and before the traffic counting begins, transported to the site(s), picked-up and returned to the marshalling point.

www.oqra.org

OGRA – Advocacy & Policy – Minimum Maintenance Standards for Municipal Highway
AADT for Highway Classification
AADT Calculation using accepted Traffic Engineering Methods
October 24, 2002