



GREER GALLOWAY

a division of Jp2g Consultants Inc.

Folkard Lane / Cosmopolitan Homes Traffic Impact Study

Revised: September 31st, 2025

Submitted by:

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Project Number: 25-5035A

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1 INTRODUCTION

The Greer Galloway Group has been retained to complete a traffic impact study (TIS) as part of the development application process for the Folkard Lane / Cosmopolitan Homes residential development.

The development will be located on the east side of Prince Edward County, County Road #49 (CR49). CR49 is commonly known as Highway 49, though it is no longer part of the provincial highway network. The subject lands are immediately north of the Town of Picton.

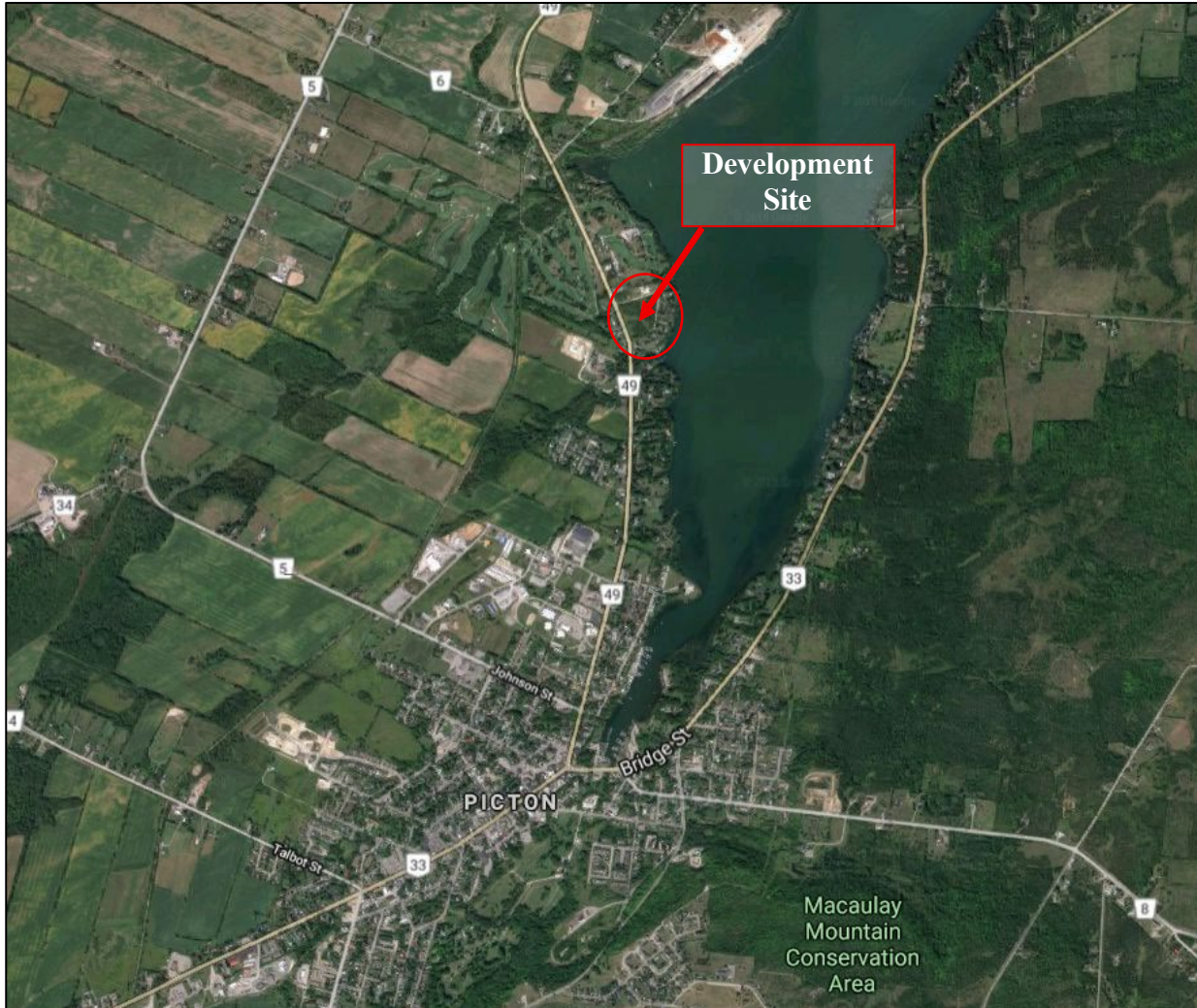


Figure 1: Proposed Development Location

For the purpose of this report, the Folkard Lane / Cosmopolitan Homes development will be referred to as the “Development”.

The development is a mixture of townhouse residential with a commercial block. It will be located on roughly three hectares and consist of 111 townhouses and a 225m² commercial plaza with 10 parking spaces.

This TIS will address approval process requirements for the Municipality by considering traffic impacts under anticipated future conditions. It will comment on what, if any, impact the development may have on the adjacent municipal road network and provide recommendations intended to support the continued provision of reasonable operational levels of service and safety.

2 STUDY AREA

The subject property is located on the east side of CR49 at Folkard Lane in an urban to rural transition area north of Picton.

Folkard Lane is an existing municipal, narrow, gravel road providing access to 6 single family homes along its length.

CR49 (formerly Provincial Highway 49) is a paved two-lane arterial roadway connecting Picton with the Skyway Bridge, Deseronto and Highway 401 to the north. In addition to typical mixed residential, commuter and commercial traffic, it is also considered a significant tourism corridor providing access to the County's many tourism and recreational destinations.

The posted speed limit along CR49 at Folkard Lane is 60 km/h, increasing to 80 km/h 1.1 km to the north and decreasing to 50 km/h 0.5 km south of it.



Figure 2: County Road 49/ Folkard Lane Intersection.



Figure 3: Folkard Lane/ CR49 Intersection (Looking North).



Figure 4: Folkard Lane/ CR49 Intersection (Looking South)

3 METHODOLOGY

Where appropriate, the following documents have been referenced:

- Institute of Transportation Engineers (ITE) Trip Generation Manual
- Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads & MTO Supplements (Left Turn Warrants / Line of Sight).
- Highway Capacity Manual

Un-signalized intersection capacity analysis techniques based on the Highway Capacity Manual (using HCS7 Un-signalized Intersections software) were utilized to determine the level of service (LOS) 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. LOS can generally be described as follows:

Two Way Stop Controlled Intersection, LOS, Average Total Delay (seconds)

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

(* Highway Capacity Manual / Special Report No. 209, 1985)

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.

4 PROPOSED DEVELOPMENT

The Development is illustrated by the following excerpts from the Jonathan Weizel Architecture plans and includes 111 townhouses and a 225m² commercial plaza with 10 parking spaces.

SITE AREA:	31 893.79 m ²	100%
NUMBER OF UNITS:		111 UNITS
3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A'		25 UNITS
BUNGALOW TOWNHOUSES WITH LOFT, TYPE 'B'		9 UNITS
3 STOREY TOWNHOUSES, TYPE 'C'		53 UNITS
3 STOREY BACK-TO-BACK TOWNHOUSES, TYPE 'D'		24 UNITS



Figure 5: Site Plan – Jonathan Weizel Architect

The full length of the existing Folkard Lane will be reconstructed, extended and connected to a new, second entrance 150m south of the existing intersection.

Transit:

The site plan denotes a possible future transit stop. The County offers small scale public transit around Picton and connecting to Belleville 5 times a day during weekdays. The impact of this (possible) transit connection will only serve to reduce vehicle traffic so for the purpose of this document, any benefit it may offer will not be included and no comment provided specific to public transit.

Pedestrians:

An internal sidewalk system is proposed with connection to CR49. There is no sidewalk on CR49 but there is a paved boulevard behind a mountable curb providing some measure of pedestrian refuge for existing residents to Picton and the start of concrete sidewalk. An extension of the municipal sidewalk system is part of the planned reconstruction of CR49 which is anticipated in 2026, prior to the Development. As this sidewalk extension is already planned, no further comment on pedestrian movement will be provided.

5 STUDY HORIZON

The traffic impacts of the proposed development will be assessed assuming full build-out at two points in time:

- Full occupancy, assumed in 2030.
- 10-year additional horizon in 2040.

These milestones allow for some amount of time for the development approval and construction process to run its course and a 10-year horizon beyond.

6 OTHER DEVELOPMENTS AND PLANNED ROAD IMPROVEMENTS

We understand there are numerous developments across Picton including a possible residential development on Fawcett Avene and a small residential development north of Finnegan Drive that may proceed shortly.

These developments were not considered in earlier revisions of this study and we do not believe they are likely impact the recommendations of this report particularly given the allowances for annual background traffic increases and horizon milestones considered.

7 TRAFFIC ANALYSIS

The following will summarize available traffic count data, new development trip generation, trip distribution across the network, projections and modelling of results.

7.1 EXISTING TRAFFIC DATA

Prince Edward County – 2025:

Prince Edward County conducted a series of traffic counts providing the following:

- #548 County Road 49, Wednesday July 30th – Wednesday August 6th
 - o AM Peak Hour – 584 vehicles (Sunday August 3rd @ 11:15am)
 - Northbound – 261 vehicles (45%)
 - Southbound – 323 vehicles (55%)
 - o PM Peak Hour – 597 vehicles (Saturday August 2nd 2:00pm)
 - Northbound – 263 vehicles (42%)
 - Southbound – 364 vehicles (58%)
- #734 County Road 49, Wednesday July 30th – Wednesday August 6th
 - o AM Peak Hour – 567 vehicles (Sunday August 3rd @ 11:15am)
 - Northbound – 258 vehicles (45%)
 - Southbound – 314 vehicles (55%)
 - o PM Peak Hour – 590 vehicles (Saturday August 2nd 2:15pm)
 - Northbound – 263 vehicles (43%)
 - Southbound – 345 vehicles (57%)

Note: Peak hour traffic is noted for the peak hour – which is the combined total of both directions – but it is also provided for directional peaks. These do not always align so some assumptions have been made to based on the peak hour data.

A copy of the data provided by the County is appended.

These counts were collected by the County specifically for this development during a time of year that will reflect the high traffic summer conditions and remove the need to manipulate older counts or counts that were taken during lower traffic seasons.

Based on these results, the following current background conditions will be applied to the intersection / entrance modelling:

- AM Peak Hour – 584 vehicles (45% northbound / 55% southbound)
- PM Peak Hour – 597 vehicles (42% northbound / 58% southbound)

Other Sources or Timeframes:

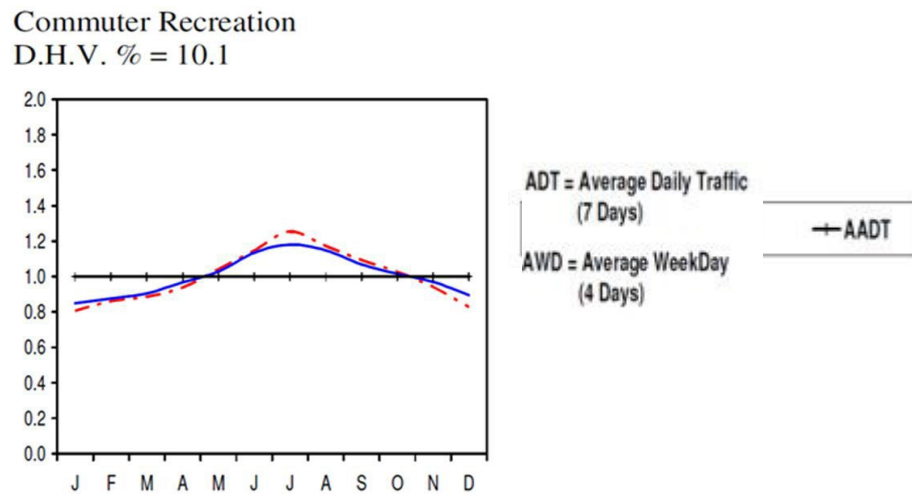
Previous revisions of this traffic impact study included data from the Ministry of Transportation, County records and Greer Galloway sources and are noted below for reference.

Ministry of Transportation:

The nearest and most applicable highway information available in the Ministry of Transportation (MTO) historical traffic counts records (1988-2016) is the section of Highway 49 between Quinte Skyway Bridge north to York Road and was reviewed for general trends.

This section of provincial highway, beginning about 18 km north of Folkard Lane, indicated a “commuter recreation” seasonal traffic pattern and had an average annual growth rate of 2.9% for the 10 years between 2006 and 2016.

The commuter recreation seasonal variation curve from MTO historical traffic counts (1988-2006) is shown below. This illustrates how traffic volumes for a mixture of commuter / recreational traffic may tend to vary throughout the year.



Prince Edward County – 2012 / 2017:

Prince Edward County provided traffic data for CR49 near Folkard Lane. Data from Tuesday, July 24, 2012, and Tuesday, July 11, 2017, are summarized below.

Table 1: Traffic Count Summary - CR49, 100m north of Folkard Lane

Traffic Count Date	PM Peak Hour Traffic 4pm-5pm (vehicles)	PM Peak Hour	Daily Traffic (vehicles)	Average Speed (km/h)	85 th Percentile Speed (km/h)
24-Jul-12	385	4pm - 5pm	4810	68.4	76.5
11-Jul-17	449	4pm - 5pm	5004	67.7	75.8

Count results are appended.

For comparison with current counts, if we project the 449 vehicle count forward 8 years using the 2.9% annual growth rate 564 vehicles results. As the count was taken on a weekday, it is

reasonable to expect the weekend values referenced in the County’s 2025 count of 597 vehicles is reasonable when additional weekend traffic is considered.

Greer Galloway County – 2018:

A turning movement count at the CR49 / Folkard Lane intersection was undertaken by Greer Galloway on Thursday, June 7th and Friday, June 8th, 2018. Data was recorded in 15-minute intervals from 7am to 7 pm on both days.

Peak hour volumes were observed in the afternoon both days with 478 vehicles on Thursday and 517 vehicles on Friday.

Count results are appended.

Traffic was generally heaviest in the afternoons with the peak hour traffic volumes occurring from 4:30pm - 5:30pm on both days. Traffic counts were higher on Friday than Thursday.

With only 6 existing homes, observed Folkard Lane traffic is minimal. During the peak day / peak hour 1 exiting vehicle traveling towards Picton and 2 entering from Picton were observed.

Total Background Traffic:

Based on the above, the following is considered the critical condition and existing background traffic conditions reflect weekend PM peak hour as follows:

Current – 2025:

- CR49 – 597 vehicles.
 - o 42% northbound – 251 vehicles.
 - o 58% southbound – 346 vehicles.
- 1 vehicle northbound right turn.
- 2 vehicles westbound left turn.
- 600 total vehicles.

Background - 2025				
	SB-RT	SB-TH	SB-LT	
	0	346	0	
EB-LT	Total 600			WB-RT
0				0
EB-TH				0
0				WB-TH
0				0
EB-RT				WB-LT
0				2
	NB-LT	NB-TH	NB-RT	
	0	251	1	

Full Build Out - 2030:

- 2.9% annual increase for 5 years.
- CR49 – 689 vehicles.
 - o 42% northbound – 289 vehicles.
 - o 58% southbound – 399 vehicles.
- 1 vehicle northbound right turn.
- 2 vehicles westbound left turn.
- 692 total vehicles.

Background - 2030				
	SB-RT	SB-TH	SB-LT	
	0	399	0	
EB-LT	Total 692			WB-RT
0				0
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				2
	NB-LT	NB-TH	NB-RT	
	0	289	1	

10-Year Horizon - 2040:

- 2.9% annual increase for 10 years.
- CR49 – 920 vehicles.
 - o 42% northbound – 385 vehicles.
 - o 58% southbound – 532 vehicles.
- 1 vehicle northbound right turn.
- 2 vehicles westbound left turn.
- 920 total vehicles.

Background - 2040				
	SB-RT	SB-TH	SB-LT	
	0	532	0	
EB-LT	Total 920			WB-RT
0				0
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				2
	NB-LT	NB-TH	NB-RT	
	0	385	1	

7.2 DEVELOPMENT DIRECTIONAL DISTRIBUTION

Direction distribution of new development traffic will follow the Prince Edward County 2025 background traffic count data – 42% northbound and 58% southbound.

7.3 DEVELOPMENT TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was used as a resource to estimate the additional traffic generated by the proposed new development. This ITE document summarizes the results of a large number 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 direct result of new development) based on various land uses.

Relevant land uses are described below.

Land Use 215: Single Family Attached Housing:

- *Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.*

This would represent the various townhouse style units proposed.

Trip Generation data is available for Weekday, Saturday and Sunday conditions.

As background traffic peak traffic volumes occur on the weekend, these days will be considered. Average trip generation for a Saturday is 0.57 trips / dwelling and for Sunday is 0.79 trips / dwelling.

Sunday trip generation rates will be used.

Land Use 851: Convenience Store:

- *A convenience store is a small retail business that sells grocery and other everyday items that a person may need or want as a matter of convenience. Convenience stores are typically located along major thoroughfares to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) further support the convenience of the store. A convenience store is also commonly called a convenience market.*

The product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine.

Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Trip Generation data is available for Weekday, Saturday and Sunday conditions.

As background traffic peak traffic volumes occur on the weekend, these days will be considered. Average trip generation for a Saturday is 79.12 trips /1,000 ft² gross floor area and for Sunday is 74.33 trips /1,000 ft² gross floor area.

Saturday trip generation rates will be used.

For the purpose of trip generation, we will presume that the peak hour of the traffic generator aligns with the peak hour of the background traffic.

The following trip generation results:

Single Family Townhouses:

- 111 townhouse units.
- Sunday, Peak Hour of Generator
- Trip Generation Estimate (Fitted Curve) = 93 trips

- Generated trips will be split between the two development entrances, 47 to each entrance.
- Entering / exiting ratio is not provided. As the background peak hour traffic is in the PM it is typical that more vehicles are returning vs. leaving so we will estimate 60% entering (28 x 2 entrances) and 40% exiting (19 x 2 entrances).

Commercial Block:

- 225 m² (2,422 ft²) building.
- Saturday, Peak Hour of Generator
- Trip Generation Estimate (Average Rate) = 192 trips
- Generated trips will be directed to the north development entrance.
- 50% entering (96) / 50% exiting (96) – presumes that visits are of a short duration and a vehicle in equals a vehicle out.
- The commercial space has the potential to be a significant trip generator for the development – exceeding that of the proposed residential development.

The site plan provides 10 parking spaces for the commercial space. Comparing this parking provision against the trip generation values it is noted that all 10 spaces would have to fill repeatedly in this peak hour scenario.

Given that CR49 is a significant traffic corridor and the locations prominent roadside visibility, it is reasonable to expect it to be a busy location but the traffic volumes will be highly dependent on the occupancy.

As the future occupancy is not likely to be restricted, or known, with certainty for some time, this report will use the ITE trip generation values, understanding it may provide a conservative estimate of traffic generation rates.

Total Development Trip Generation – North Entrance:

- PM Peak = 47 + 192 = 239 vehicles
- Entering: 28 residential, 96 commercial, 124 total
- Exiting: 19 residential, 96 commercial, 115 total
- 58% of the new traffic will travel to / from the south consistent with the background traffic.
- Intersection distribution as shown.
- Once the development is fully built out, there will be no further traffic increase, so no annual increase needs to be applied.

Development - North				
	SB-RT	SB-TH	SB-LT	
	0	0	52	
EB-LT 0	Total 239			WB-RT 48
EB-TH 0				WB-TH 0
EB-RT 0				WB-LT 67
	NB-LT	NB-TH	NB-RT	
	0	0	72	

Total Development Trip Generation – South Entrance:

- PM Peak = 47 vehicles
- Entering: 28 residential, 0 commercial, 28 total
- Exiting: 19 residential, 0 commercial, 19 total
- 58% of the new traffic will travel to / from the south consistent with the background traffic.
- Intersection distribution as shown.
- Once the development is fully built out, there will be no further traffic increase, so no annual increase needs to be applied.

Development - South				
	SB-RT	SB-TH	SB-LT	
	0	0	12	
EB-LT	Total 47			WB-RT
0				8
EB-TH				0
0				WB-TH
0				0
0				WB-LT
0				11
	NB-LT	NB-TH	NB-RT	
	0	0	16	

7.4 TRAFFIC MODELLING

The following critical scenarios will be modelled:

- 2030 Full Build-Out
 - o North Intersection
 - o South Intersection
- 2040 Full Build-Out after 10-Year Horizon
 - o North Intersection
 - o South Intersection

Because left turning movements are the critical intersection movements, the following results will reflect approaches with that movement.

2030 With Full Development Build-Out

North Intersection:

- PM Peak = 931 vehicles
- 2030 Background Traffic = 692 vehicles
- Development Full Build-Out North Intersection = 239 vehicles
- Westbound Approach
 - o Volume/Capacity Ratio – 0.34
 - o Queue Length – 1.5 vehicles
 - o LOS – C
- Southbound Approach
 - o Volume/Capacity Ratio – 0.05
 - o Queue Length – 0.2 vehicles
 - o LOS – A

2030 - Development - North				
	SB-RT	SB-TH	SB-LT	
	0	399	52	
EB-LT	Total 931			WB-RT
0				48
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				69
	NB-LT	NB-TH	NB-RT	
	0	289	73	

South Intersection:

- PM Peak = 739 vehicles
- 2030 Background Traffic = 692 vehicles
- Development Full Build-Out South Intersection = 47 vehicles
- Westbound
 - o Volume/Capacity Ratio – 0.05
 - o Queue Length – 0.2 vehicles
 - o LOS – B
- Southbound
 - o Volume/Capacity Ratio – 0.01
 - o Queue Length – 0.0 vehicles
 - o LOS – A

2030 - Development - South				
	SB-RT	SB-TH	SB-LT	
	0	399	12	
EB-LT	Total 739			WB-RT
0				8
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				13
	NB-LT	NB-TH	NB-RT	
	0	289	17	

2040 With Full Development Build-Out

North Intersection:

- PM Peak = 1,159 vehicles
- 2040 Background Traffic = 920 vehicles
- Development Full Build-Out North Intersection = 239 vehicles
- Westbound Approach
 - o Volume/Capacity Ratio – 0.46
 - o Queue Length – 2.3 vehicles
 - o LOS – D
- Southbound Approach
 - o Volume/Capacity Ratio – 0.05
 - o Queue Length – 0.2 vehicles
 - o LOS – A

2040 - Development - North				
	SB-RT	SB-TH	SB-LT	
	0	532	52	
EB-LT	Total 1159			WB-RT
0				48
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				69
	NB-LT	NB-TH	NB-RT	
	0	385	73	

South Intersection:

- PM Peak = 967 vehicles
- 2040 Background Traffic = 920 vehicles
- Development Full Build-Out South Intersection = 47 vehicles
- Westbound Approach
 - o Volume/Capacity Ratio – 0.07
 - o Queue Length – 0.2 vehicles
 - o LOS – C
- Southbound Approach
 - o Volume/Capacity Ratio – 0.01
 - o Queue Length – 0.0 vehicles
 - o LOS – A

2040 - Development - South				
	SB-RT	SB-TH	SB-LT	
	0	532	12	
EB-LT	Total 967			WB-RT
0				8
EB-TH				WB-TH
0				0
EB-RT				WB-LT
0				13
	NB-LT	NB-TH	NB-RT	
	0	385	17	

In 2030, when the entire development is complete, including all 111 residential units and the commercial block is fully occupied with a high turnover commercial occupancy, the operational performance of both development intersections from a volume / capacity / delay perspective will operate at a level of service of “C” or better.

In 2040, when future background traffic increases are included over a 10-year horizon (but no change to development traffic) occurs, the level of service becomes “D”.

As noted earlier, a level of service of D is described as follows:

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.

Under certain conditions a LOS of D may be tolerated however, in this instance it is not likely to satisfy the ‘where opportunities to improve are limited’ part of that condition.

* This LOS is specific to the Folkard Lane approach, the southbound CR49 approach with the other left turn movement has a LOS of A.

In this case the LOS D results from an approach delay of 28.6 seconds. If the trip generation estimated for the commercial space reduces the peak hour westbound left turn movements from 69 to 55, the average delay will be 3 seconds less and a LOS of C will result. Even in this reduced scenario there is still roughly 1 left turn every minute during the peak hour.

* If the north Folkard Lane approach is modified to include a separate left turn and right turn lanes, the overall approach delay is reduced to 24.3 seconds and a LOS C (just under the 25 second threshold for a LOS D). Because even the addition of a separate lane doesn’t result in a significant improvement in delay, it suggests the delay is caused by the background traffic and lack of suitable gaps to merge, not a lack of auxiliary lanes.

It is felt more likely than not that some combination of the following makes it reasonable to accept a theoretical LOS of D for this future peak hour condition for the Folkard Lane approach:

- Residential traffic will adjust their travel patterns to the south intersection during high traffic conditions.
- The commercial occupancy will not result in as high a left turning volume as the ITE manual estimates.
- Directional distribution may be slightly different than projected.
- Separate left and right turn lanes does not substantially improve the delay upon which the LOS is based.

No auxiliary lanes are recommended based on this Level of Service, volume / delay based modelling.

8 AUXILLIARY LANE ANALYSIS

For urban roads where speeds are lower and property / space is typically not available for additional lanes, auxiliary lane warrants are assessed based on the operational characteristics of the intersection – as was completed in the previous section.

8.1 LEFT TURN LANE WARRANTS

On higher speed, typically rural roads and highways, when the number of left-turning vehicles at an intersection approach is such that it creates a hazard and reduces capacity, consideration should be given to the provision of a separate left turn lane to provide an area of refuge for the turning vehicle(s). This can be in the form of a ‘slip around’ or a full left turn lane that includes deceleration and vehicle storage sections.

Left turn warrants are based on the MTO Design Supplement to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. Warrants are not an absolute requirement but provide a defined threshold where it may be warranted.

These warrants do not apply to approaches that are stop controlled as all vehicles on that approach will be slowing to a stop before proceeding.

Left turn warrants are a function of design speed and the percentage left turning traffic and intersection traffic volumes.

The posted speed limit for County Road 49 at the development is 60 km/h. As southbound vehicle speeds are likely to be high as the slow from the 80 km/h limit to the north, we will apply a 10 km/h additional provision for a design speed of 70 km/h.

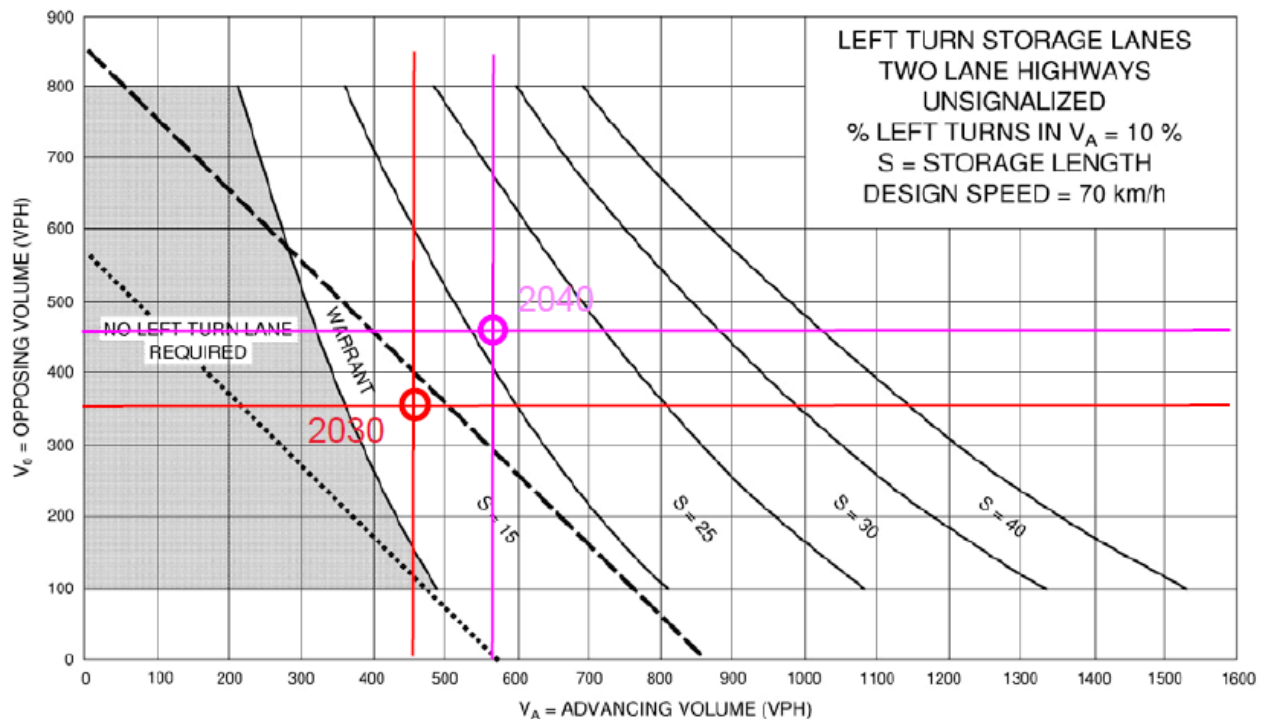
Below are the intersection summaries for both intersections for 2030 and 2040 horizons.

North Intersection

The north intersection has 11.5% (2030) and 8.9% (2040) left turning traffic in the southbound uncontrolled lane. We will reference the 10% left turning vehicle warrant figure.

2030 - Development - North				
	SB-RT 0	SB-TH 399	SB-LT 52	
EB-LT 0	452		STOP	WB-RT 48
EB-TH 0	Total 931			WB-TH 0
EB-RT 0	362			WB-LT 69
	NB-LT 0	NB-TH 289		NB-RT 73

2040 - Development - North				
	SB-RT 0	SB-TH 532	SB-LT 52	
EB-LT 0	584		STOP	WB-RT 48
EB-TH 0	Total 1159			WB-TH 0
EB-RT 0	458			WB-LT 69
	NB-LT 0	NB-TH 385		NB-RT 73



The north intersection satisfies the left turn lane warrant for both full build out in 2030 and after a 10-year horizon in 2040.

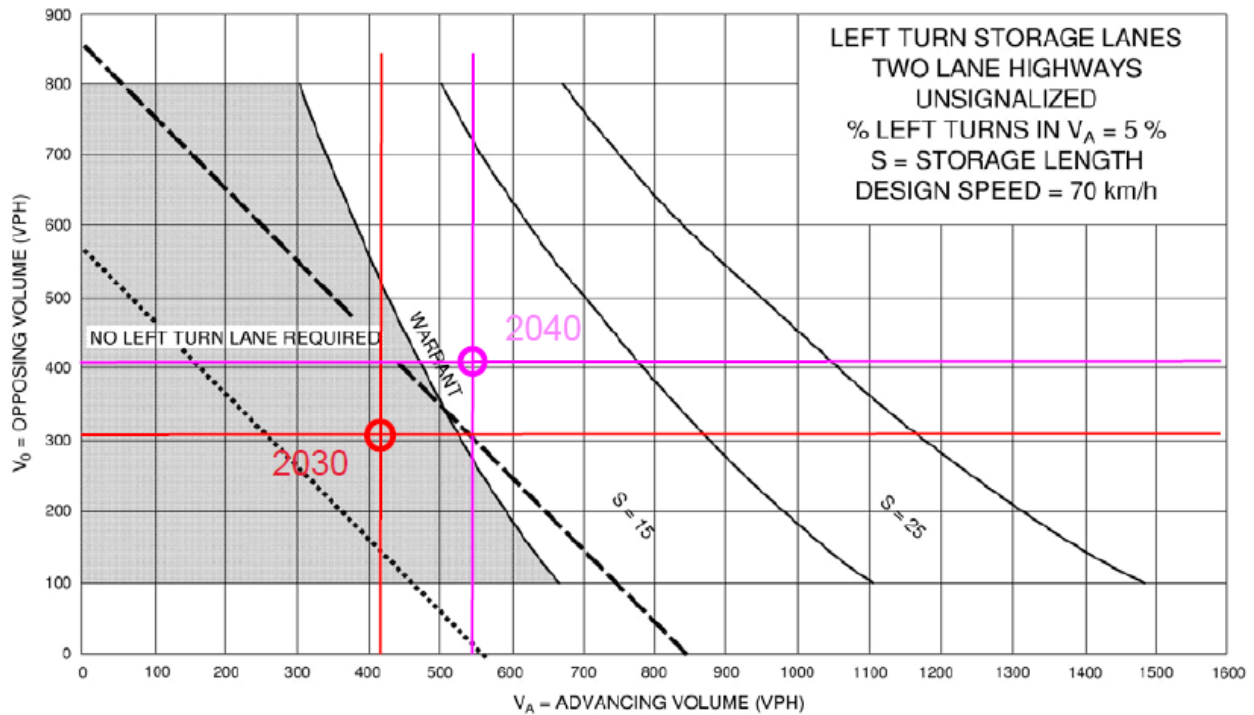
(Note: The bold dashed line denotes where traffic signals may be warranted in rural areas. Traffic signal warrants have not been considered. The level of service modelling was acceptable without traffic signals and based on local observations, it does not appear to be a common practice in Prince Edward County to signalize intersections of this nature.)

South Intersection

The south intersection has 2.9% (2030) and 2.2% (2040) left turning traffic in the southbound uncontrolled lane. We will reference the 5% left turning vehicle warrant figure.

2030 - Development - South				
	SB-RT	SB-TH	SB-LT	
	0	399	12	
EB-LT	411			WB-RT
0				8
EB-TH	Total			WB-TH
0	739			0
EB-RT				WB-LT
0	307			13
	NB-LT	NB-TH	NB-RT	
	0	289	17	

2040 - Development - South				
	SB-RT	SB-TH	SB-LT	
	0	532	12	
EB-LT	543			WB-RT
0				8
EB-TH	Total			WB-TH
0	967			0
EB-RT				WB-LT
0	402			13
	NB-LT	NB-TH	NB-RT	
	0	385	17	



The southern intersection meets the left turn lane warrant in 2040.

It is our recommendation that a southbound left turn lane be included from the north intersection extending through to the southern intersection to accommodate the future warrant and possible changes to traffic distribution across the two intersections.

8.2 RIGHT TURN DECELERATION LANE AND/OR TAPER

The TAC Geometric Design Guide (9.14) suggests the use of a right-turn auxiliary lane on urban and rural roads when the volume of decelerating or accelerating vehicles compared with the through traffic volume causes undue hazard.

Right turn tapers without auxiliary lanes may be added to intersection approach legs to facilitate the right-turn movement and to reduce interference with through traffic.

A right-turn channelization volume warrant of 60 vehicles per hour is often used as an indicator that a more detailed capacity analysis of the intersection and geometric options for accommodating right turning traffic is required (9.15.5).

Northbound right turning peak hour traffic volumes are over 60 vehicles per hour for the north intersection due to the high commercial traffic.

We recommend a right turn taper be included as part of the future intersection construction.

9 EMERGENCY ACCESS

The development includes 2 access points including the existing Folkard Lane intersection and an additional intersection 150m to the south.

Based on the National Fire Protection Association 1141 document this satisfies the number of access routes for residential areas.

Table 5.1.4.1(a) Required Number of Access Routes for Residential Areas

Number of Households	Number of Access Routes
0-100	1
101-600	2
>600	3

Table 5.1.4.1(b) Required Number of Access Routes for Nonresidential Areas

Number of Parking Spaces	Number of Access Routes
0-1250	1
1251-3000	2
>3000	3

10 ENTRANCE LINE OF SIGHT

We are not aware of any existing concerns or history of accidents associated with the Folkard Lane intersection with County Road 49.

With the additional development traffic and new second intersection to the south, appropriate intersection lines of sight should be confirmed.

1. Ontario Ministry of Transportation Highway Access Management Guideline

The MTO Highway Access Management Guideline has been used as a line-of-sight standard in other instances in the County and is assumed to be the applicable standard in this case.

Stopping Sight Distance: is from the point of view of a motorist travelling on the road. It is the distance that a motorist should be able to see to stop safely once a hazard is seen. This is the minimum standard that should be met.

Stopping Sight Distance (Table 9):

- The table lists posted speed but includes a 20 km/h additional design speed provision. So if the design speed is 70 km/h as it is in this case, the value that should be referenced in the table is a posted 50 km/h speed.
- Roughly flat approach grade.
- Distance required = 105m

Table 9: Stopping Sight Distances

Posted Speed (km/h)	50	60	70	80	90
Minimum Stopping Sight Distance (m)	105	130	160	185	215

Note: In [Table 7](#), [Table 8](#), [Table 9](#), [Table 10](#) and [Table 11](#) the values provided against each posted speed are based on the design speed of the highway. (Posted speed + 20 km/h = Design speed)

Entering Sight Distance: is from the point of view of a motorist waiting to enter or cross the highway. It is the distance a motorist should be able to see approaching traffic to safely enter the road and accelerate to the posted speed without being overtaken by an approaching vehicle.

Entering Sight Distance for 2 Lane Highways (Table 7):

- Public access.
- Roughly flat approach grade.
- Distance required = 225m

Table 7: Entering Sight Distances for 2 lane highways

Type of access connection	Distance required (m) on 2 lane highways by posted speed (km/h)				
	50	60	70	80	90
Residential access	150	170	190	210	230
Farmstead, field, auxiliary, or utility access	185	215	240	265	295
Public or service road access, commercial or private access, or resource access	225	260	290	320	355

2. Transportation Association of Canada Geometric Design Guide (TAC)

It is noted that similar line of sight requirements are stated in the TAC Manual and are provided below for additional reference.

Stopping Sight Distance (Table 2.5.2 – Automobiles on level, wet pavement)

- Roadway grade < 3%, no adjustment required.
- Design speed of 70 km/h (posted speed 60 km/h)
- Distance required = 105m (Same as MTO value.)

Intersection Sight Distance: Right Turn (Table 9.9.6 – Automobile; Grade <3%)

- Distance required = 130m

Intersection Sight Distance: Left Turn (Table 9.9.4 – Automobile; Grade <3%)

- Distance required = 150m

The understood locations of the existing Folkard Lane intersection and the proposed southern intersection do not appear to present any issues in regards to lines of sight but should be confirm as part of the design process.

11 SUMMARY

Based on the traffic impact considerations detailed herein, we draw the following conclusions regarding possible impacts of the proposed Folkard Lane / Cosmopolitan residential development:

- 1) The development will include 111 residential townhouse units and a commercial block.
- 2) Access to the development will be provided by two intersections.
- 3) The northerly intersection will be the existing Folkard Lane municipal intersection.
- 4) The southerly intersection will be a newly constructed entrance.
- 5) Both entrances will be stop controlled.
- 6) Because of the commercial block being a significant trip generator, the north entrance has the highest traffic volumes.
- 7) Full build out of the development is estimated to be in 2030.
- 8) An additional 10-year horizon has been considered.
- 9) All intersections provide a Level of Service of “D” or better.
- 10) No auxiliary lanes are recommended due to the Level of Service results.
- 11) Left turn warrants are satisfied and recommended for southbound approaches to both intersections.
- 12) Right turn tapers are recommended for both intersections.
- 13) The proposed 2 entrances will satisfy the NFPA residential access requirements.
- 14) No line of sight concerns are anticipated.

Respectfully submitted,

GREER GALLOWAY
(a division of Jp2g Consultants Inc.)



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

APPENDIX A

Proposed Site Plan



SITE AREA:	31 893.79 m ²	100%
NUMBER OF UNITS:		111 UNITS
3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A'		25 UNITS
BUNGALOW TOWNHOUSES WITH LOFT, TYPE 'B'		9 UNITS
3 STOREY TOWNHOUSES, TYPE 'C'		53 UNITS
3 STOREY BACK-TO-BACK TOWNHOUSES, TYPE 'D'		24 UNITS

R3-75-H - 71 UNITS	SITE AREA	15 180.21 m ²	- 100%
COVERAGE			
BLOCK 1, 3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A', 5 UNITS		377.30 m ²	
BLOCK 2, 3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A', 4 UNITS		303.37 m ²	
BLOCK 3, 3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A', 6 UNITS		450.92 m ²	
BLOCK 4, 3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A', 4 UNITS		300.14 m ²	
BLOCK 5, 3 STOREY REAR GARAGE TOWNHOUSES, TYPE 'A', 6 UNITS		450.92 m ²	
BLOCK 6, 3 STOREY BACK-TO-BACK TOWNHOUSES, TYPE 'D', 10 UNITS		590.10 m ²	
BLOCK 7, 3 STOREY BACK-TO-BACK TOWNHOUSES, TYPE 'D', 8 UNITS		472.90 m ²	
BLOCK 8, 3 STOREY BACK-TO-BACK TOWNHOUSES, TYPE 'D', 6 UNITS		357.09 m ²	
BLOCK 9, 3 STOREY TOWNHOUSES, TYPE 'C', 8 UNITS		617.87 m ²	
BLOCK 10, 3 STOREY TOWNHOUSES, TYPE 'C', 10 UNITS		771.31 m ²	
BLOCK 11, 3 STOREY TOWNHOUSES, TYPE 'C', 4 UNITS		310.99 m ²	
		5 002.91 m ²	
COVERED PORCH		305.28 m ²	- 34.97%
	TOTAL	5 308.19 m ²	
PAVED AREA (DRIVEWAYS)		4 926.50 m ²	- 32.45 %
LANDSCAPE AREA		4 945.52 m ²	- 32.58 %
SOFT LANDSCAPE	3 681.46 m ²		
HARD LANDSCAPE	1 234.89 m ²		
STAIRS	29.17 m ²		
PARKING SPACES - 108 SPACES, INCLUDED: GARAGE - 96 SPACES; SURFACE PARKING - 12 SPACES.			

R3-76-H - 40 UNITS	MINIMUM LOT AREA - 152.32 m ²		
	SITE AREA	13 365.42 m ²	- 100%
COVERAGE			
BLOCK 12, BUNGALOW TOWNHOUSES WITH LOFT, TYPE 'B', 9 UNITS		1080.60 m ²	
BLOCK 13, 3 STOREY TOWNHOUSES, TYPE 'C', 6 UNITS		464.43 m ²	
BLOCK 14, 3 STOREY TOWNHOUSES, TYPE 'C', 7 UNITS		541.15 m ²	
BLOCK 15, 3 STOREY TOWNHOUSES, TYPE 'C', 6 UNITS		464.43 m ²	
BLOCK 16, 3 STOREY TOWNHOUSES, TYPE 'C', 6 UNITS		464.43 m ²	
BLOCK 17, 3 STOREY TOWNHOUSES, TYPE 'C', 6 UNITS		464.43 m ²	
		3 479.47 m ²	
COVERED PORCH		146.73 m ²	- 27.13 %
	TOTAL	3 626.20 m ²	
PAVED AREA (DRIVEWAYS)		3 587.66 m ²	- 26.84 %
LANDSCAPE AREA		6 151.56 m ²	- 46.03 %
SOFT LANDSCAPE	5 296.10 m ²		
HARD LANDSCAPE	814.35 m ²		
STAIRS	41.11 m ²		
PARKING SPACES - 60 SPACES, INCLUDED: GARAGE - 40 SPACES; DRIVEWAYS - 5 SPACES; SURFACE PARKING - 15 SPACES.			

CL-33-H - COMMERCIAL BLDG.			
SITE AREA	1 233.48 m ²	- 100%	
COVERAGE	225.00 m ²	- 18.24 %	
PAVED AREA	407.82 m ²	- 33.06 %	
LANDSCAPE AREA	600.66 m ²	- 48.70 %	
SOFT LANDSCAPE	447.75 m ²		
HARD LANDSCAPE	152.91 m ²		
PARKING SPACES - 10 SPACES			

OS - STORM POND			
SITE AREA	2 114.68 m ²	- 100%	
LANDSCAPE AREA	600.66 m ²	- 100 %	

PARKING SIZE			
REQUIRED: MIN. AREA 16.7 m ² , MIN. WIDTH 2.7 m.			
PROPOSED:			
SURFACE SPACES	6.0 x 2.785 = 16.71 m ²	B-F SPACES	6.0 x 4.0 = 24.0 m ²
GARAGE TYPE 'A'	2 x 6.15 x 2.720 = 2 x 16.73 m ²		= 33.46 m ²
GARAGE TYPE 'B'	6.0 x 3.0 = 18.0 m ²		
GARAGE TYPE 'C'	6.032 x 3.0 = 18.1 m ²		
GARAGE TYPE 'D'	6.0 x 3.0 = 18.0 m ²		

5	Revision Site Plan	May 14, 2025
4	Revision Site Plan	Feb 13, 2025
3	Revision Site Plan	Dec 26, 2024
2	Revision Site Plan	Dec 20, 2024
1	Site Plan	Dec 12, 2024
No.	Reference	Date
Revisions		

THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT
DO NOT SCALE THE DRAWINGS
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT

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JONATHAN WEIZEL ARCHITECT

Project
49 & 57 FOLKARD LANE
PICTON, PRINCE EDWARD COUNTY, ONTARIO

Drawing Title			
SITE PLAN			
Drawn by:	GN	Date	MAY 14, 2025
Checked by:	JW	Scale	1:400
Project Number	219/27	Drawing Number	A-001

PRELIMINARY

APPENDIX B

Traffic Count Data

County Road 49 - #548 - 2025-08-06 - Peaks

Combined Total

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:45 AM - 12:44 PM	451	12:00 PM - 12:14 PM	124	0.909	4:15 PM - 5:14 PM	483	5:00 PM - 5:14 PM	138	0.875
2025-07-31	11:30 AM - 12:29 PM	539	12:00 PM - 12:14 PM	151	0.892	4:00 PM - 4:59 PM	579	4:30 PM - 4:44 PM	165	0.877
2025-08-01	10:15 AM - 11:14 AM	533	10:15 AM - 10:29 AM	143	0.932	4:15 PM - 5:14 PM	596	5:00 PM - 5:14 PM	155	0.961
2025-08-02	10:45 AM - 11:44 AM	575	11:30 AM - 11:44 AM	157	0.916	2:00 PM - 2:59 PM	597	2:00 PM - 2:14 PM	156	0.957
2025-08-03	11:15 AM - 12:14 PM	584	11:15 AM - 11:29 AM	168	0.869	1:15 PM - 2:14 PM	590	1:15 PM - 1:29 PM	168	0.878
2025-08-04	10:45 AM - 11:44 AM	543	11:00 AM - 11:14 AM	152	0.893	1:15 PM - 2:14 PM	540	2:00 PM - 2:14 PM	150	0.900
2025-08-05	11:15 AM - 12:14 PM	485	11:45 AM - 11:59 AM	131	0.926	3:30 PM - 4:29 PM	488	3:30 PM - 3:44 PM	130	0.938
2025-08-06*	9:45 AM - 10:44 AM	398	10:30 AM - 10:44 AM	109	0.913	No PM data...				

North, Lane 1

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:30 AM - 12:29 PM	211	12:15 PM - 12:29 PM	67	0.787	4:15 PM - 5:14 PM	250	5:00 PM - 5:14 PM	73	0.856
2025-07-31	11:45 AM - 12:44 PM	268	12:15 PM - 12:29 PM	76	0.882	3:45 PM - 4:44 PM	305	4:30 PM - 4:44 PM	82	0.930
2025-08-01	10:00 AM - 10:59 AM	274	10:15 AM - 10:29 AM	74	0.926	4:15 PM - 5:14 PM	290	4:15 PM - 4:29 PM	77	0.942
2025-08-02	10:15 AM - 11:14 AM	262	10:45 AM - 10:59 AM	72	0.910	3:30 PM - 4:29 PM	263	3:45 PM - 3:59 PM	74	0.889
2025-08-03	11:15 AM - 12:14 PM	261	11:15 AM - 11:29 AM	78	0.837	4:45 PM - 5:44 PM	311	4:45 PM - 4:59 PM	83	0.937
2025-08-04	10:45 AM - 11:44 AM	266	11:30 AM - 11:44 AM	77	0.864	4:30 PM - 5:29 PM	244	4:30 PM - 4:44 PM	72	0.847
2025-08-05	11:15 AM - 12:14 PM	221	11:45 AM - 11:59 AM	60	0.921	3:30 PM - 4:29 PM	239	3:30 PM - 3:44 PM	67	0.892
2025-08-06*	10:00 AM - 10:59 AM	150	10:00 AM - 10:14 AM	42	0.893	No PM data...				

South, Lane 2

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:45 AM - 12:44 PM	243	12:00 PM - 12:14 PM	67	0.907	2:00 PM - 2:59 PM	257	2:00 PM - 2:14 PM	74	0.868
2025-07-31	11:30 AM - 12:29 PM	274	12:00 PM - 12:14 PM	83	0.825	4:00 PM - 4:59 PM	279	4:30 PM - 4:44 PM	83	0.840
2025-08-01	11:45 AM - 12:44 PM	294	12:00 PM - 12:14 PM	92	0.799	2:45 PM - 3:44 PM	326	3:30 PM - 3:44 PM	92	0.886
2025-08-02	11:30 AM - 12:29 PM	328	12:15 PM - 12:29 PM	93	0.882	12:45 PM - 1:44 PM	364	1:15 PM - 1:29 PM	109	0.835
2025-08-03	11:15 AM - 12:14 PM	323	11:15 AM - 11:29 AM	90	0.897	12:45 PM - 1:44 PM	336	1:15 PM - 1:29 PM	102	0.824
2025-08-04	11:00 AM - 11:59 AM	285	11:00 AM - 11:14 AM	81	0.880	1:15 PM - 2:14 PM	328	2:00 PM - 2:14 PM	95	0.863
2025-08-05	11:15 AM - 12:14 PM	269	11:45 AM - 11:59 AM	71	0.947	1:45 PM - 2:44 PM	285	2:15 PM - 2:29 PM	74	0.963
2025-08-06*	9:45 AM - 10:44 AM	250	10:30 AM - 10:44 AM	70	0.893	No PM data...				

County Road 49 - #734 - 2025-08-06 - Peaks

Combined Total

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:45 AM - 12:44 PM	383	12:15 PM - 12:29 PM	110	0.870	4:15 PM - 5:14 PM	490	5:00 PM - 5:14 PM	148	0.828
2025-07-31	9:45 AM - 10:44 AM	464	9:45 AM - 9:59 AM	131	0.885	4:00 PM - 4:59 PM	544	4:30 PM - 4:44 PM	159	0.855
2025-08-01	11:45 AM - 12:44 PM	490	12:00 PM - 12:14 PM	136	0.901	2:45 PM - 3:44 PM	582	3:30 PM - 3:44 PM	155	0.939
2025-08-02	10:15 AM - 11:14 AM	546	10:45 AM - 10:59 AM	142	0.961	2:15 PM - 3:14 PM	590	2:15 PM - 2:29 PM	153	0.964
2025-08-03	11:15 AM - 12:14 PM	567	11:15 AM - 11:29 AM	160	0.886	1:15 PM - 2:14 PM	576	1:15 PM - 1:29 PM	156	0.923
2025-08-04	10:45 AM - 11:44 AM	522	11:15 AM - 11:29 AM	139	0.939	1:15 PM - 2:14 PM	518	2:00 PM - 2:14 PM	134	0.966
2025-08-05	11:15 AM - 12:14 PM	442	11:45 AM - 11:59 AM	118	0.936	3:30 PM - 4:29 PM	478	4:00 PM - 4:14 PM	126	0.948
2025-08-06*	9:45 AM - 10:44 AM	391	10:30 AM - 10:44 AM	101	0.968	No PM data...				

South, Lane 1

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:45 AM - 12:44 PM	213	12:00 PM - 12:14 PM	56	0.951	2:00 PM - 2:59 PM	229	2:00 PM - 2:14 PM	63	0.909
2025-07-31	9:45 AM - 10:44 AM	251	9:45 AM - 9:59 AM	74	0.848	3:45 PM - 4:44 PM	243	4:30 PM - 4:44 PM	84	0.723
2025-08-01	11:45 AM - 12:44 PM	268	12:00 PM - 12:14 PM	80	0.838	2:45 PM - 3:44 PM	304	3:30 PM - 3:44 PM	92	0.826
2025-08-02	11:30 AM - 12:29 PM	313	12:15 PM - 12:29 PM	92	0.851	2:15 PM - 3:14 PM	345	3:00 PM - 3:14 PM	97	0.889
2025-08-03	11:15 AM - 12:14 PM	314	11:15 AM - 11:29 AM	94	0.835	12:45 PM - 1:44 PM	318	1:15 PM - 1:29 PM	94	0.846
2025-08-04	11:00 AM - 11:59 AM	270	11:15 AM - 11:29 AM	79	0.854	1:15 PM - 2:14 PM	312	1:30 PM - 1:44 PM	83	0.940
2025-08-05	11:30 AM - 12:29 PM	243	11:30 AM - 11:44 AM	64	0.949	2:15 PM - 3:14 PM	250	2:15 PM - 2:29 PM	68	0.919
2025-08-06*	9:45 AM - 10:44 AM	233	10:15 AM - 10:29 AM	65	0.896	No PM data...				

North, Lane 2

Date (* = partial day)	AM Peak Time	AM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	AM Peak Hour Factor	PM Peak Time	PM Volume	Largest 15 Minute Interval Time	Largest 15 Minute Interval Volume	PM Peak Hour Factor
2025-07-30*	11:45 AM - 12:44 PM	170	12:15 PM - 12:29 PM	57	0.746	4:15 PM - 5:14 PM	262	5:00 PM - 5:14 PM	76	0.862
2025-07-31	11:45 AM - 12:44 PM	253	12:00 PM - 12:14 PM	66	0.958	4:00 PM - 4:59 PM	303	4:45 PM - 4:59 PM	81	0.935
2025-08-01	10:00 AM - 10:59 AM	251	10:30 AM - 10:44 AM	68	0.923	2:00 PM - 2:59 PM	294	2:15 PM - 2:29 PM	83	0.886
2025-08-02	10:15 AM - 11:14 AM	250	10:45 AM - 10:59 AM	69	0.906	3:15 PM - 4:14 PM	263	3:45 PM - 3:59 PM	79	0.832
2025-08-03	11:30 AM - 12:29 PM	258	12:15 PM - 12:29 PM	71	0.908	4:45 PM - 5:44 PM	319	5:00 PM - 5:14 PM	85	0.938
2025-08-04	10:45 AM - 11:44 AM	259	11:30 AM - 11:44 AM	79	0.820	3:45 PM - 4:44 PM	260	3:45 PM - 3:59 PM	77	0.844
2025-08-05	11:45 AM - 12:44 PM	208	11:45 AM - 11:59 AM	56	0.929	3:30 PM - 4:29 PM	260	4:00 PM - 4:14 PM	78	0.833
2025-08-06*	10:00 AM - 10:59 AM	160	10:30 AM - 10:44 AM	45	0.889	No PM data...				

Greer Galloway Traffic Count

Folkard Lane / County Rd. 49 - Friday June 8, 2018

Time	Exit to PEC WL	Exit to 401 WR	NT	Enter fr PEC NR	Enter fr 401 SL	ST	Hourly Totals	Folkard Traffic Hourly Totals	To/From PEC %
7:00 - 7:15	0	0	24	0	0	20			
7:15 - 7:30	0	0	43	0	0	27			
7:30 - 7:45	0	0	46	0	0	32			
7:45 - 8:00	0	0	25	0	1	49	267	1	0%
8:00 - 8:15	1	0	30	1	0	46	301	3	67%
8:15 - 8:30	0	0	31	0	0	34	296	3	67%
8:30 - 8:45	1	0	37	0	0	40	296	4	75%
8:45 - 9:00	2	0	37	0	0	40	300	5	100%
9:00 - 9:15	0	0	36	0	0	35	293	3	100%
9:15 - 9:30	1	0	38	1	0	36	304	5	100%
9:30 - 9:45	0	0	31	1	0	41	299	5	100%
9:45 - 10:00	0	1	35	0	0	33	289	4	75%
10:00 - 10:15	0	0	39	1	0	35	293	5	80%
10:15 - 10:30	0	0	50	0	0	39	306	3	67%
10:30 - 10:45	0	0	34	0	0	45	312	2	50%
10:45 - 11:00	0	0	40	0	0	56	339	1	100%
11:00 - 11:15	0	0	48	0	0	53	365	0	
11:15 - 11:30	1	0	43	0	0	45	365	1	100%
11:30 - 11:45	1	0	60	1	0	69	417	3	100%
11:45 - 12:00	0	1	45	0	0	36	403	4	75%
12:00 - 12:15	0	0	53	0	0	63	418	4	75%
12:15 - 12:30	0	0	49	0	0	49	427	3	67%
12:30 - 12:45	0	0	42	1	0	55	394	2	50%
12:45 - 1:00	0	0	48	1	0	61	422	2	100%
1:00 - 1:15	0	1	48	1	0	48	404	4	75%
1:15 - 1:30									
1:30 - 1:45									
1:45 - 2:00	0	0	38	0	0	43			
2:00 - 2:15	1	1	44	0	0	71			
2:15 - 2:30	0	0	36	0	0	71			
2:30 - 2:45	0	0	61	0	0	76	442	2	50%
2:45 - 3:00	0	0	50	0	0	47	458	2	50%
3:00 - 3:15	0	0	47	1	0	59	448	1	100%
3:15 - 3:30	0	0	63	0	0	59	463	1	100%
3:30 - 3:45	0	0	59	0	0	69	454	1	100%
3:45 - 4:00	1	0	47	0	1	63	469	3	67%
4:00 - 4:15	0	0	65	0	0	70	497	2	50%
4:15 - 4:30	0	0	53	0	0	52	480	2	50%
4:30 - 4:45	1	0	54	0	0	75	482	3	67%
4:45 - 5:00	0	0	55	2	0	72	499	3	100%
5:00 - 5:15	0	0	55	0	0	74	493	3	100%
5:15 - 5:30	0	0	64	0	0	65	517	3	100%
5:30 - 5:45	0	0	60	0	0	67	514	2	100%
5:45 - 6:00	1	0	51	0	0	72	509	1	100%
6:00 - 6:15	1	0	46	1	0	52	480	3	100%
6:15 - 6:30	0	0	39	0	1	71	462	4	75%
6:30 - 6:45	0	0	40	0	0	64	439	4	75%
6:45 - 7:00	1	0	19	0	0	41	376	4	75%
TOTALS	4510	13	4	2058	12	3	2420	517	78%
(Daily Total)							(Peak Hour)		(Daily %)

Greer Galloway Traffic Count

Folkard Lane / County Rd. 49 - Thursday June 7, 2018

Time	Exit to PEC WL	Exit to 401 WR	NT	Enter fr PEC NR	Enter fr 401 SL	ST	HOURLY TOTALS	Folkard Traffic Hourly Totals	To/From PEC (hourly) %
7:00 - 7:15	0	0	37	0	0	18			
7:15 - 7:30	0	0	38	0	0	32			
7:30 - 7:45	1	1	29	0	0	27			
7:45 - 8:00	0	0	32	0	0	54	269	2	50%
8:00 - 8:15	0	0	36	0	0	59	309	2	50%
8:15 - 8:30	0	0	28	1	0	45	313	3	67%
8:30 - 8:45	1	0	34	0	0	41	331	2	100%
8:45 - 9:00	1	0	37	0	0	32	315	3	100%
9:00 - 9:15	0	0	40	1	0	30	291	4	100%
9:15 - 9:30	1	0	31	0	0	37	286	4	100%
9:30 - 9:45	0	0	39	1	0	37	287	4	100%
9:45 - 10:00	0	0	32	1	0	29	279	4	100%
10:00 - 10:15	0	0	32	0	0	38	278	3	100%
10:15 - 10:30	1	0	40	1	0	53	304	4	100%
10:30 - 10:45	0	0	36	0	0	38	301	3	100%
10:45 - 11:00	1	0	38	0	0	45	323	3	100%
11:00 - 11:15	1	0	45	0	0	44	343	4	100%
11:15 - 11:30	0	1	50	0	0	34	333	3	67%
11:30 - 11:45	1	0	50	2	0	56	368	6	83%
11:45 - 12:00	0	2	61	0	0	41	388	7	57%
12:00 - 12:15	0	0	46	0	0	40	384	6	50%
12:15 - 12:30	0	0	47	1	1	49	397	7	57%
12:30 - 12:45	0	0	41	0	0	49	378	4	25%
12:45 - 1:00	0	0	33	0	0	41	348	2	50%
1:00 - 1:15									
1:15 - 1:30									
1:30 - 1:45	0	0	46	0	0	44			
1:45 - 2:00	0	0	46	0	0	53			
2:00 - 2:15	0	0	37	0	0	40			
2:15 - 2:30	0	0	39	0	0	46	351	0	
2:30 - 2:45	0	0	56	0	1	50	368	1	0%
2:45 - 3:00	0	0	45	0	0	42	356	1	0%
3:00 - 3:15	0	0	44	0	0	34	357	1	0%
3:15 - 3:30	0	0	54	0	0	61	387	1	0%
3:30 - 3:45	0	0	54	0	0	50	384	0	
3:45 - 4:00	0	0	47	0	0	47	391	0	
4:00 - 4:15	0	0	65	1	0	48	427	1	100%
4:15 - 4:30	0	2	36	0	0	39	389	3	33%
4:30 - 4:45	0	0	58	1	0	71	415	4	50%
4:45 - 5:00	0	0	76	0	1	53	451	5	40%
5:00 - 5:15	0	0	63	0	0	57	457	4	25%
5:15 - 5:30	0	0	54	0	0	44	478	2	50%
5:30 - 5:45	0	0	39	1	0	47	435	2	50%
5:45 - 6:00	0	0	24	0	0	55	384	1	100%
6:00 - 6:15	0	0	31	0	0	50	345	1	100%
6:15 - 6:30	1	0	26	0	0	32	306	2	100%
6:30 - 6:45	1	0	21	1	0	22	264	3	100%
6:45 - 7:00	0	0	23	0	0	33	241	3	100%
TOTALS	3934	10	6	1916	12	3	1987	478	71%
(Daily Total)							(Peak Hour)		(Daily %)

MetroCount Traffic Executive Default

CustomList-44 -- English (ENC)

Datasets:

Site: [County Road 49] 100m North of Folkard Lane
Attribute:
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 9:01 July-10-17 => 10:49 July-12-17,
Zone:
File: TC268_County Rd 49.EC0 (Plus)
Identifier: ED55XM5D MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:02 July-10-17 => 10:49 July-12-17 (2.07486)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

*** July-10-17**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0900	50	0	31	15	2	1	1	0	0	0	0	0	0	0	63.6	74.6
1000	362	3	252	89	6	7	1	0	0	3	1	0	0	0	65.6	74.0
1100	417	3	303	88	5	11	3	0	0	2	1	0	0	1	65.8	73.3
1200	399	1	286	92	1	10	5	1	0	2	1	0	0	0	66.7	73.7
1300	435	1	298	105	7	14	6	0	0	4	0	0	0	0	64.3	72.0
1400	409	1	282	96	3	13	5	1	2	6	0	0	0	0	66.5	74.4
1500	421	2	301	93	5	13	4	0	0	2	1	0	0	0	67.7	75.0
1600	451	5	328	104	2	9	1	0	0	0	2	0	0	0	67.5	74.4
1700	380	1	276	94	1	6	1	1	0	0	0	0	0	0	67.8	75.2
1800	227	2	178	42	0	4	1	0	0	0	0	0	0	0	68.8	76.0
1900	177	2	142	26	0	5	0	0	0	1	0	0	1	0	69.0	76.8
2000	163	0	116	42	2	3	0	0	0	0	0	0	0	0	68.4	75.5
2100	119	0	91	21	1	5	0	0	0	1	0	0	0	0	65.4	73.7
2200	57	0	40	12	0	5	0	0	0	0	0	0	0	0	73.4	80.9
2300	27	0	21	6	0	0	0	0	0	0	0	0	0	0	69.1	78.3
07-19	3551	19	2535	818	32	88	28	3	2	19	6	0	0	1	66.6	74.3
06-22	4010	21	2884	907	35	101	28	3	2	21	6	0	1	1	66.7	74.4
06-00	4094	21	2945	925	35	106	28	3	2	21	6	0	1	1	66.9	74.6
00-00	4094	21	2945	925	35	106	28	3	2	21	6	0	1	1	66.9	74.6

*** July-11-17**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	13	0	11	2	0	0	0	0	0	0	0	0	0	0	69.7	77.9
0100	17	0	8	4	1	1	0	0	0	2	0	0	0	1	71.0	82.0
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0	68.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	77.3	-
0400	18	0	5	7	1	1	2	0	0	1	1	0	0	0	69.7	81.0
0500	65	2	40	17	1	3	2	0	0	0	0	0	0	0	68.8	78.9
0600	143	0	83	43	2	8	3	0	0	2	0	0	0	2	71.6	80.0
0700	233	0	138	74	8	7	3	0	0	0	2	0	0	1	67.0	74.2
0800	320	0	217	63	5	14	13	1	0	1	4	0	0	2	66.2	73.5
0900	311	3	189	81	10	13	9	0	0	3	1	0	0	2	65.5	73.7
1000	305	1	199	70	5	15	9	1	0	5	0	0	0	0	66.9	75.2
1100	388	2	268	85	4	12	11	0	0	3	2	0	0	1	67.1	75.1
1200	387	1	261	100	4	9	8	0	0	3	0	0	0	1	66.9	74.3
1300	418	3	303	80	6	12	9	0	0	1	1	0	0	3	65.7	74.5
1400	353	8	236	83	7	8	6	2	0	1	1	0	0	1	66.5	74.9
1500	382	3	263	90	5	14	4	1	0	1	0	0	0	1	68.2	75.6
1600	449	4	312	108	4	13	5	0	0	1	0	0	0	2	68.7	76.0
1700	420	4	302	96	4	9	4	0	0	1	0	0	0	0	67.9	75.5
1800	234	4	161	53	4	10	1	0	0	0	0	0	0	1	71.7	79.0
1900	201	2	147	45	1	5	0	1	0	0	0	0	0	0	69.1	77.7
2000	145	5	108	30	1	1	0	0	0	0	0	0	0	0	70.0	78.4
2100	99	0	75	23	0	0	0	0	0	1	0	0	0	0	68.2	78.0
2200	62	1	40	16	1	4	0	0	0	0	0	0	0	0	70.3	77.9
2300	26	0	23	3	0	0	0	0	0	0	0	0	0	0	73.5	87.2
07-19	4200	33	2849	983	66	136	82	5	0	20	11	0	0	15	67.3	75.2
06-22	4788	40	3262	1124	70	150	85	6	0	23	11	0	0	17	67.6	75.6
06-00	4876	41	3325	1143	71	154	85	6	0	23	11	0	0	17	67.7	75.7
00-00	5004	43	3402	1175	74	159	89	6	0	26	12	0	0	18	67.7	75.8

* July-12-17

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	14	0	10	3	1	0	0	0	0	0	0	0	0	0	76.1	87.8
0100	15	0	12	3	0	0	0	0	0	0	0	0	0	0	69.8	82.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	70.1	-
0300	10	1	5	2	0	0	1	0	0	1	0	0	0	0	76.0	-
0400	18	0	8	8	0	0	2	0	0	0	0	0	0	0	76.8	91.7
0500	63	1	38	17	2	3	2	0	0	0	0	0	0	0	70.9	81.5
0600	156	0	95	46	2	8	5	0	0	0	0	0	0	0	71.6	80.3
0700	262	2	140	96	3	12	8	0	0	1	0	0	0	0	69.2	76.8
0800	297	2	206	63	6	9	5	0	0	3	2	0	0	1	68.4	76.7
0900	37	0	23	10	0	0	3	0	0	1	0	0	0	0	65.9	74.8
07-19	596	4	369	169	9	21	16	0	0	5	2	0	0	1	68.6	76.7
06-22	752	4	464	215	11	29	21	0	0	5	2	0	0	1	69.2	77.6
06-00	752	4	464	215	11	29	21	0	0	5	2	0	0	1	69.2	77.6
00-00	873	6	537	249	14	32	26	0	0	6	2	0	0	1	69.7	78.3

In profile: Vehicles = 9971 / 9992 (99.79%)

MetroCount Traffic Executive Default

CustomList-46 -- English (ENC)

Datasets:

Site: [County Rd 49] !75 meters (North) of Folkard Ln - speed Zone 60 - RSU 4
Attribute:
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 10:53 July-23-12 => 12:11 July-25-12,
Zone:
File: TC97_County Rd 49.EC0 (Plus)
Identifier: ED50D86J MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:54 July-23-12 => 12:11 July-25-12 (2.0539)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

* July-23-12

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	323	4	235	60	8	8	4	0	0	2	2	0	0	0	67.5	76.3
1500	386	7	292	66	3	11	4	0	0	1	2	0	0	0	69.2	77.8
1600	406	4	287	92	5	10	5	1	0	2	0	0	0	0	69.0	77.0
1700	381	4	293	72	1	9	0	0	0	1	1	0	0	0	68.7	76.5
1800	268	4	200	49	2	8	5	0	0	0	0	0	0	0	68.6	76.7
1900	209	1	168	29	0	8	1	1	0	0	0	0	0	1	67.7	77.1
2000	138	0	110	24	0	0	1	0	0	1	1	0	0	1	69.5	76.0
2100	89	0	67	15	1	4	1	0	0	0	1	0	0	0	66.4	76.9
2200	40	0	30	8	1	0	1	0	0	0	0	0	0	0	70.9	83.5
2300	24	0	18	4	1	0	1	0	0	0	0	0	0	0	69.9	80.2
07-19	1764	23	1307	339	19	46	18	1	0	6	5	0	0	0	68.6	77.0
06-22	2200	24	1652	407	20	58	21	2	0	7	7	0	0	2	68.5	76.9
06-00	2264	24	1700	419	22	58	23	2	0	7	7	0	0	2	68.6	77.0
00-00	2264	24	1700	419	22	58	23	2	0	7	7	0	0	2	68.6	77.0

* July-24-12

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	21	0	17	2	0	0	2	0	0	0	0	0	0	0	72.9	79.4
0100	20	0	14	1	1	1	3	0	0	0	0	0	0	0	64.9	81.6
0200	12	0	7	2	0	1	2	0	0	0	0	0	0	0	70.7	92.4
0300	9	0	3	4	0	0	2	0	0	0	0	0	0	0	80.7	-
0400	18	0	12	5	0	0	1	0	0	0	0	0	0	0	70.0	86.5
0500	90	0	56	25	1	2	3	0	0	1	1	0	0	1	66.9	77.0
0600	120	1	81	29	0	4	3	0	0	2	0	0	0	0	71.6	81.6
0700	218	0	147	47	5	8	7	0	0	2	1	0	0	1	68.8	76.1
0800	268	1	205	49	1	5	2	1	0	1	1	0	0	2	67.2	74.5
0900	303	3	231	48	6	6	4	0	0	3	2	0	0	0	67.5	75.9
1000	316	0	236	59	5	6	4	0	0	5	0	0	0	1	67.0	74.8
1100	361	5	265	60	5	16	3	1	0	4	1	0	0	1	66.9	74.6
1200	355	5	267	55	3	12	3	2	1	6	1	0	0	0	66.1	73.5
1300	385	4	297	57	3	7	11	0	1	4	1	0	0	0	67.1	75.3
1400	370	2	290	51	3	15	5	1	0	2	0	0	0	1	68.9	76.3
1500	369	4	278	65	1	12	6	2	0	1	0	0	0	0	68.5	76.6
1600	385	2	294	70	3	13	2	1	0	0	0	0	0	0	70.1	78.1
1700	364	3	282	65	2	10	1	0	0	1	0	0	0	0	69.7	78.6
1800	254	9	178	62	0	5	0	0	0	0	0	0	0	0	70.0	78.6
1900	184	2	150	29	0	2	1	0	0	0	0	0	0	0	71.5	80.0
2000	138	4	101	28	0	4	0	0	0	0	1	0	0	0	67.5	76.3
2100	149	10	114	22	0	1	0	1	0	0	1	0	0	0	66.8	74.7
2200	77	5	59	12	0	0	0	0	0	1	0	0	0	0	70.5	78.4
2300	24	0	19	5	0	0	0	0	0	0	0	0	0	0	68.5	80.9
07-19	3948	38	2970	688	37	115	48	8	2	29	7	0	0	6	68.1	76.0
06-22	4539	55	3416	796	37	126	52	9	2	31	9	0	0	6	68.3	76.3
06-00	4640	60	3494	813	37	126	52	9	2	32	9	0	0	6	68.3	76.4
00-00	4810	60	3603	852	39	130	65	9	2	33	10	0	0	7	68.4	76.5

* July-25-12

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	25	0	16	4	1	2	0	0	0	2	0	0	0	0	74.9	86.7
0100	15	0	11	3	1	0	0	0	0	0	0	0	0	0	75.3	96.0
0200	12	0	5	3	0	2	0	0	0	1	0	0	0	1	69.6	87.8
0300	14	1	10	1	0	0	1	0	0	0	0	0	0	1	75.7	93.5
0400	23	1	9	7	1	0	4	0	0	1	0	0	0	0	69.7	77.6
0500	75	0	46	24	0	1	3	0	0	0	0	0	0	1	69.0	76.7
0600	140	2	86	39	0	3	7	0	1	1	1	0	0	0	71.3	81.3
0700	258	4	170	65	4	9	4	0	0	1	1	0	0	0	69.5	77.7
0800	267	4	186	47	5	8	14	0	0	1	2	0	0	0	69.6	77.7
0900	79	0	55	14	0	4	2	0	0	1	2	0	0	1	66.7	75.5
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	604	8	411	126	9	21	20	0	0	3	5	0	0	1	69.2	77.1
06-22	744	10	497	165	9	24	27	0	1	4	6	0	0	1	69.6	78.0
06-00	744	10	497	165	9	24	27	0	1	4	6	0	0	1	69.6	78.0
00-00	908	12	594	207	12	29	35	0	1	8	6	0	0	4	69.9	78.4

In profile: Vehicles = 7982 / 8008 (99.68%)

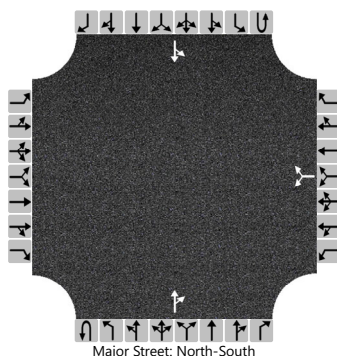
APPENDIX C

Modelling Outputs

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	M. McIntosh	Intersection	North Intersection
Agency/Co.	Greer Galloway	Jurisdiction	Prince Edward County
Date Performed	9/30/2025	East/West Street	Folkard Lane
Analysis Year	2025	North/South Street	County Road 49
Time Analyzed	PM Peak - 2030	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Folkard Lane / Cosmopolitan Homes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						69		48			289	73		52	399	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.43		6.23							4.13		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

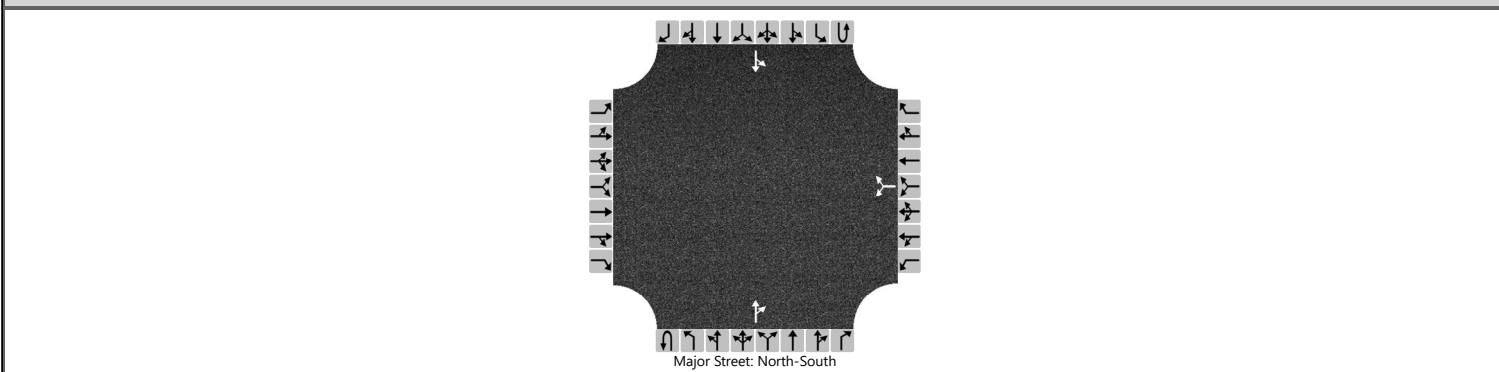
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						127									57		
Capacity, c (veh/h)						378									1160		
v/c Ratio						0.34									0.05		
95% Queue Length, Q ₉₅ (veh)						1.5									0.2		
Control Delay (s/veh)						19.3									8.3		
Level of Service (LOS)						C									A		
Approach Delay (s/veh)					19.3								1.4				
Approach LOS					C												

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	M. McIntosh	Intersection	South Intersection
Agency/Co.	Greer Galloway	Jurisdiction	Prince Edward County
Date Performed	9/30/2025	East/West Street	Folkard Lane (South)
Analysis Year	2025	North/South Street	County Road 49
Time Analyzed	PM Peak - 2030	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Folkard Lane / Cosmopolitan Homes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						13		8			289	17		12	399	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.43		6.23							4.13		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

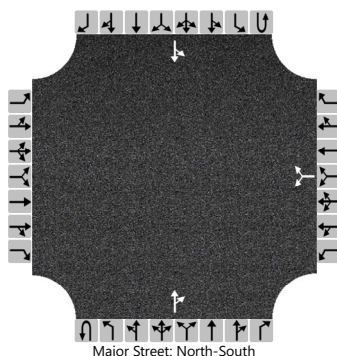
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23									13		
Capacity, c (veh/h)						440									1221		
v/c Ratio						0.05									0.01		
95% Queue Length, Q ₉₅ (veh)						0.2									0.0		
Control Delay (s/veh)						13.6									8.0		
Level of Service (LOS)						B									A		
Approach Delay (s/veh)					13.6								0.3				
Approach LOS					B												

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	M. McIntosh	Intersection	North Intersection
Agency/Co.	Greer Galloway	Jurisdiction	Prince Edward County
Date Performed	9/30/2025	East/West Street	Folkard Lane
Analysis Year	2025	North/South Street	County Road 49
Time Analyzed	PM Peak - 2040	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Folkard Lane / Cosmopolitan Homes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						69		48			385	73		52	532	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

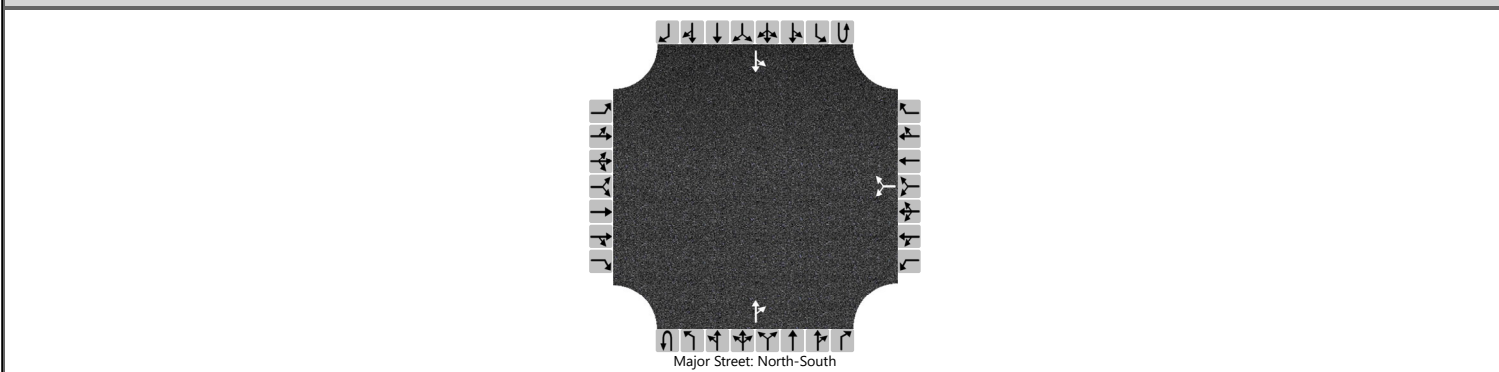
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						127								57		
Capacity, c (veh/h)						277								1061		
v/c Ratio						0.46								0.05		
95% Queue Length, Q ₉₅ (veh)						2.3								0.2		
Control Delay (s/veh)						28.6								8.6		
Level of Service (LOS)						D								A		
Approach Delay (s/veh)						28.6								1.4		
Approach LOS						D										

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	M. McIntosh	Intersection	South Intersection
Agency/Co.	Greer Galloway	Jurisdiction	Prince Edward County
Date Performed	9/30/2025	East/West Street	Folkard Lane (South)
Analysis Year	2025	North/South Street	County Road 49
Time Analyzed	PM Peak - 2040	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Folkard Lane / Cosmopolitan Homes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						13		8			385	17		12	532	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23								13		
Capacity, c (veh/h)						327								1118		
v/c Ratio						0.07								0.01		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
Control Delay (s/veh)						16.9								8.3		
Level of Service (LOS)						C								A		
Approach Delay (s/veh)						16.9								0.3		
Approach LOS						C										