
6th Annual Traffic and Safety Review

# Codrington Pit

Northumberland County

November, 2022 — Project # 17169

Votorantim Cimentos (CBM Aggregates)

TYLin

# EXECUTIVE SUMMARY

This study represents the Sixth (6th) Annual Traffic and Safety Review of the now-operating Codrington Pit and its site access to County Road 30.

This report concludes:

- The Pit access continues to operate in accordance with the conditions of the OMB Settlement and the executed Development Agreement, and to the satisfaction of the County of Northumberland.
- Codrington Pit truck activity has again been measured to be less than forecasted in the approved traffic impact study (i.e., much less than the approved annual extraction amount), which is consistent with available shipping activity records obtained from CBM.
- County Road 30 passing traffic was also observed to be less than forecasted in the original traffic study and there has been little growth in traffic along this section of roadway since the last annual traffic and safety review (or even over the last 14 years).
- Intersection analyses indicates good peak hour traffic operations are being experienced at the Pit access, with excess capacity available for future traffic growth and/or increased Pit activity.
- There were no collisions related to pit operations (including aggregate trucks) in the study area since the opening of the Pit access. There was no current collision data for review in the study area from Northumberland County.
- TYLin finds the Codrington Pit access is operating as intended, and given the available information, provides an acceptable degree of efficiency and safety.

It is TYLin's opinion that there is no further need to conduct annual studies or at a minimum reduce the frequency of the study to every second or third year. This would be based on our historic findings that there have been no incidents that necessitates indefinite / ongoing study of this entrance, the impact on traffic has been minimal, the traffic growth in the area has been less than predicted, and the as-constructed design elements continue to exceed the operational requirements of the pit-related traffic volumes.

# PROJECT TEAM

Technical Assistance:

Zain Alam, Transportation E.I.T.

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# TABLE OF CONTENTS



# APPENDICES

# LIST OF FIGURES



# LIST OF TABLES

# 1 INTRODUCTION

## 1.1 Retainer and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by Votorantim Cimentos (CBM Aggregates) to prepare a sixth annual Traffic and Safety Review for Codrington Pit, herein after referred to as the 'Pit', in Northumberland County. The Pit site is located south of the hamlet of Codrington on the east side of County Road 30, between of County Road No. 27 and Old Wooler Road, as illustrated on **Figure 1-1.**

**Figure 1-1 Site Location**


This Review has been prepared to ensure that the Codrington Pit entrance and County Road 30 in the vicinity of the Pit access are operating as anticipated. The report includes information on how the operation of the Pit is affecting traffic on County Road 30 from an operational and safety perspective.

The Traffic and Safety Review will address the following items:

- Review traffic volumes generated by Codrington Pit and the forecasted County Road 30 passing traffic.
- Monitor performance of the Pit access during the periods of typical shipping activity.
- Review available collision statistics at the new Pit access.

Report on any traffic incidents filed (if any) that have been reported by, or to CBM, through the formal reporting system, by independent truckers or by residents / travelling public.

## 1.2 Study Background

CBM Aggregates operates Codrington Pit, located in Codrington, Municipality of Brighton, Northumberland County known (municipally) as 2851 County Road 30. The existing Pit is permitted to ship a maximum of 650,000 tonnes per year.

As part of the approved and executed Development Agreement with the County (excerpt copied below), CBM Aggregates is to complete an annual traffic and safety review for County Road 30:

*"St. Mary's* [CBM] *agree that it shall, at its sole cost, provide the County with an annual report with respect to traffic operations and road safety on County Road 30 in the vicinity of the intersection. The report shall be based on traffic and accident information obtained from the Ontario Provincial Police, the County Roads Department and St. Mary's".*

The enclosed report is the sixth annual examination following the opening of the Pit in 2016 and builds on the first, second, third, fourth, and fifth annual traffic and safety reviews completed between 2017 and 2021 by TYLin (formerly known as TMIG). We have also reviewed the approved Traffic Impact Study conducted by Grant A. Bacchus Ltd. (GAB Ltd.) dated June 2007 as well as a Road Safety Assessment conducted by GHD, dated March 2013, and have utilized the information contained in all prior submissions as the basis for the enclosed report and analyses.

## 1.3 Site Area

The study area includes the following unsignalized intersection:

- County Road 30 at Codrington Pit Access.

# 2 BASELINE TRAFFIC

This section summarizes the proposed haul route, summarizes the data collection program, and presents the existing (2022) traffic volume conditions at the study intersection (County Road 30/ Codrington Pit Access)

## 2.1 Haul Route

The 'haul route' for the purposes of this study remains unchanged and includes the Codrington Pit access to County Road 30.

**County Road 30** is a north-south provincial highway with a posted speed limit of 80 km/h, a localized two-lane rural cross section, and is a designated haul route as per the Northumberland County Official Plan.

As part of the OMB Settlement for the Pit, as stipulated in the Development Agreement, CBM has constructed the Codrington Pit access to County Road 30 with a northbound auxiliary right turn deceleration and storage lane of approximately 120 metres plus a southbound acceleration lane of approximately 485 metres (excluding tapers). A section of the shoulder on both sides of County Road 30 has also been paved in proximity of the Pit access to facilitate active transportation (pedestrians and cyclists).

The auxiliary lanes were designed and constructed to facilitate safe and efficient access/egress of heavy trucks generated by the Pit in the primary direction of travel to/from the aggregate market (i.e., to/from the south). The original (as approved) traffic studies assumed that local deliveries of material (either into or out of the Pit) could very well occur to/from the north, however the vast majority of truck traffic was forecasted to come from, and be destined to, point's south on County Road 30.

## 2.2 County Road 30 Traffic Growth Review

The 2022 traffic data was reviewed and compared with the historic traffic data collected and presented in the traffic study prepared for the original Pit application, and the five prior annual traffic and safety reviews.

In the p.m., volumes along County Road 30 have increased by about 19% (when compared to 2007 traffic volumes), while the a.m. peak hour flows have actually *decreased* over the last 15 years (when compared to 2007 traffic volumes), by 20% as shown in **Table 2-1**.

**Table 2-1 Two-way Traffic Volumes 2007 - 2022**

| Year | AM Two-way Traffic | PM Two-way Traffic |
|---|---|---|
| 2007 | 507 | 446 |
| 2018 | 436 | 470 |
| 2019 | 464 | 532 |
| 2020 | 425 | 458 |
| 2021 | 385 | 552 |
| 2022 | 408 | 532 |

The original traffic study forecasted growth on County Road 30 at the rate of 2% per year (equating to a compounded 15-year growth of 35%), in excess of what has actually transpired in the period subsequent to the tabling of the 2007 traffic study and the approval of the Pit.

We would also note that the recommendations for the Pit access lane configurations and design were partially driven by predicted future County Road 30 traffic volumes. Since the predicted growth has not occurred at the rate predicted back in 2007, the Pit access turn lanes constructed to accommodate the future condition are still more than adequate to handle present day peaks. Furthermore, the as-constructed design elements of the site access continue to exceed the operational requirements of the Pit-related traffic volumes.

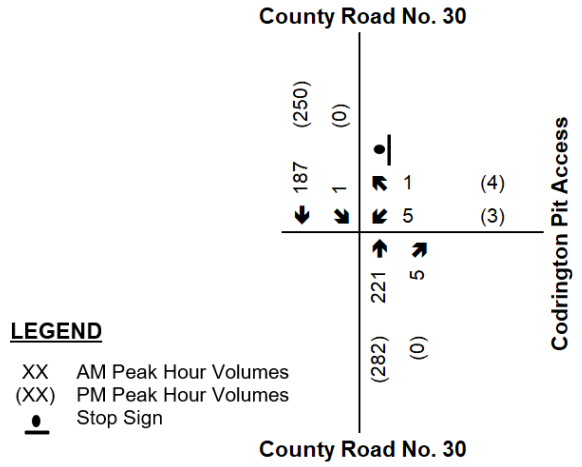
## 2.3 Traffic Data

A weekday turning movement count was conducted by Ontario Traffic Inc. on August 16, 2022 at the intersection of County Road 30 and the Pit Access during the weekday from 06:00-19:00.

### 2.3.1 Adjacent Street Traffic

The weekday a.m. and p.m. peak hour existing *adjacent street* traffic volumes are shown in **Figure 2-1**. Please note that aggregate truck movements to/from the site have been removed from the adjacent street peak hour. However, staff passenger vehicles observed to/from the site during the peak hours remain. The complete traffic survey summary is provided in **Appendix A**.

**Figure 2-1 2022 Existing Adjacent Street Traffic Volumes**



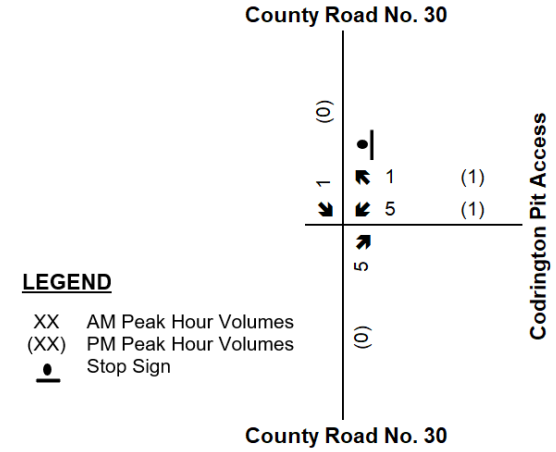

### 2.3.2 Peak Truck Activity

The peak hour of truck traffic entering and exiting from the site access was extracted from the August 2022 turning movement counts and was used to represent the highest level of subject site traffic. These truck traffic volumes were confirmed as representative of a typical shipping period, based on a review of the shipping activity records provided by CBM.

In the a.m. peak period, no passenger vehicles were recorded turning right into the site access, therefore the number of aggregate truck trips was a total of 6 trips, with 5 trucks turning northbound right, and 1 truck turning southbound left into the site access as shown in **Figure 2-1**.

Accordingly, in the periods of highest truck traffic as per the 2022 turning movement counts, there are 12 and 7 truck trips in/out of the site during both the a.m. and p.m. truck peak hours, respectively, as shown in **Figure 2-2**.

**Figure 2-2 2022 Peak Truck Activity**



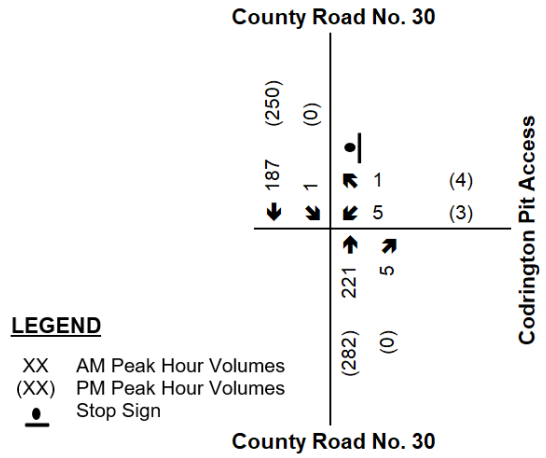
The inbound and outbound splits continue to be consistent with the forecasted haulage of material back in the 2007 Traffic Study, which predicted the vast majority of truck trips to be destined to, and originating from, the south along County Road 30. As can be seen from a review of the 2022 traffic data, the counts indicate minimal truck traffic to and from the north which can be attributed to some local delivery of material to destinations north of the site (seen in the midday peak counts in **Appendix A**). As per the 2007 Traffic Study, we have been advised that the predominant market for the movement of aggregate material would be to the south along County Road No. 30 to its connections with Highway No. 401 as reflected in **Figure 2-2.**

## 2.4 Baseline Traffic Volumes

The baseline traffic conditions for the peak study hours in 2022 were derived by combining the existing adjacent street a.m. and p.m. peak hour traffic and the peak hour of truck traffic to represent a high demand traffic model. It is important to note that this 'hybrid' peak hour was not in evidence during the counts, but we have adopted it to represent a 'worst case' scenario of busiest combined corridor activity.

**Figure 2-3** summarizes the total 'hybridized' traffic volume condition during the weekday a.m. and p.m. peak hours.

**Figure 2-3 2022 Baseline Traffic Volumes**



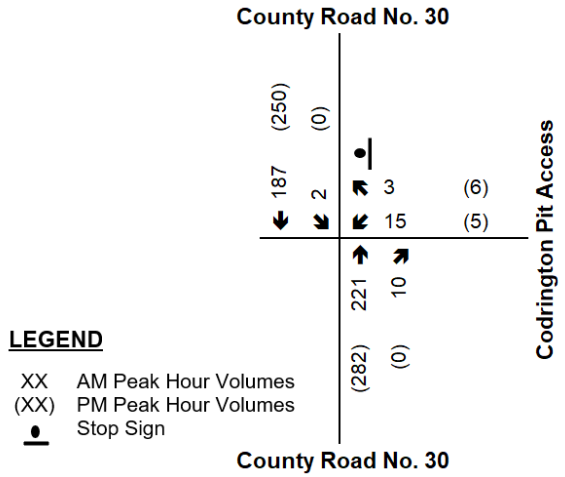
# 3 CAPACITY ANALYSIS

## 3.1 Baseline Capacity Analysis

For the purpose of the traffic analysis, we have employed Passenger Car Equivalent (PCE) factors to account for the additional time it takes a heavy vehicle (in this case, different PCE's for each the loaded and empty gravel trucks) to travel through an intersection. Based on our experience, we have adopted a PCE of 3.0 for loaded trucks and a PCE of 2.0 for empty trucks. As a conservative measure, and to provide a consistent comparative analysis between all existing and future traffic scenarios, the PCE adjustment was applied to baseline turning movement volumes to/from the pit access.

The 2022 truck traffic volumes expressed as PCEs are shown in **Figure 3-1**. Note that the two passenger cars turning left and three turning right out of the site access were included in the p.m. westbound left and right movements, resulting in two trips in addition to the 3 PCE equivalent (i.e., 5 trips total) for the westbound left, and resulting in three trips in addition to the 3 PCE equivalent (i.e., 6 trips total) for the westbound right.

**Figure 3-1 2022 Baseline Traffic Volumes – PCE Adjusted**




The capacity analysis identifies how well an intersection is operating. The analysis contained within this report utilized the Highway Capacity Manual (HCM) 2000 techniques within the Synchro Version 10 Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement. Queuing characteristics are reported as the predicted 95th percentile queue for each turning movement. The existing heavy vehicle proportions are included in the intersection analyses. Detailed capacity sheets are attached in **Appendix B**.

The peak hour entrance operations are summarized in **Table 3-1**.

**Table 3-1 Capacity Analysis of Codrington Pit Access and County Road 30**

| Traffic Condition | Movement: v/c; (LOS); 95th Percentile Queue; Delay in Seconds | |
|---|---|---|
| | AM Peak Hour | PM Peak Hour |
| Baseline 2022 | WBLR: 0.03 (B); 1 veh; 12 s<br>SBLT: 0.00 (A); 0 veh; 0 s | WBLR: 0.03 (B); 1 veh; 13 s<br>SBLT: 0.00 (-); 0 veh; 0 s |

Under 2022 baseline conditions, the intersection of County Road 30 and the Codrington Pit Access is operating with excellent operational characteristics and reserve capacity during both a.m. and p.m. peak hours. There are no critical movements or queuing issues to report. The outbound (westbound) left and right turns from the Pit are operating at LOS 'B' during weekday a.m. and p.m. peak hours. These results indicate the site access design delivered as part of the Pit approval are easily accommodating even the combined 'hybrid' peak hour demands and that substantial excess capacity exists.

## 3.2 Six-year Traffic Analysis Summary

The results of the capacity analyses from the previous five annual safety reviews are presented in **Table 3-2.**

**Table 3-2 Capacity Summary 2017-2022**

| Year | Movement | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WBLR | | | | | | SBLT | | | | | |
| | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | v/c | LOS | Delay (s) | v/c | LOS | Delay (s) | v/c | LOS | Delay (s) | v/c | LOS | Delay (s) |
| Baseline 2017 | 0.06 | B | 14 | 0.09 | B | 15 | 0.00 | A | 1 | 0.02 | A | 1 |
| Baseline 2018 | 0.06 | B | 14 | 0.07 | B | 15 | 0.02 | A | 1 | 0.02 | A | 1 |
| Baseline 2019 | 0.05 | B | 12 | 0.08 | C | 16 | 0.00 | A | 1 | 0.00 | A | 0 |
| Baseline 2020 | 0.08 | B | 12 | 0.11 | C | 12 | 0.00 | A | 1 | 0.00 | A | 0 |
| Baseline 2021 | 0.14 | B | 12 | 0.26 | C | 20 | 0.00 | - | 0 | 0.00 | - | 0 |
| Baseline 2022 | 0.03 | B | 12 | 0.03 | B | 13 | 0.00 | A | 0 | 0.00 | - | 0 |

As can be seen from, all movements at the intersection have had low v/c ratios, good levels of service, and low delays over the past five years, indicating no operational issues (in fact, there is reserve capacity at all movements). The v/c ratio has decreased for all the movements in the a.m. and p.m. between 2021 and 2022, and although the delay has also decreased for the westbound movement in the p.m. peak hour, the values indicate that there is still reserve capacity for the movement during both peak hours. It would be reasonable to assume that these trends would continue in future years, thus there is low cause for concern for road network impacts related to pit operations.

# 4 INCIDENT REPORTS

## 4.1 Collision Reports

TYLin have consulted with the County of Northumberland, the agency responsible for collision reports near the site. At the time of the report, TYLin have not received any information regarding the updated collision data within the study area (September 2021 to November 2022).

## 4.2 CBM-Reported Incidents

Since the last Safety Review, no incidents were reported along the truck haul route to CBM for the past year. As such no incidents have been reported since October 10, 2020.

## 4.3 Six-Year Collision and Incident Summary

The number of collisions and incidents reported by CBM within the vicinity of the pit over the past six years are shown below in **Table 4-1**.

**Table 4-1 Collision and Incident Summary 2017 - 2022**

| Year | Number of Collisions | | Number of CBM Reported Incidents | |
|---|---|---|---|---|
| | Pit-Related | Non-Pit-Related | Pit-Related | Non-Pit-Related |
| 2017 | 0 | 0 | 1 | 0 |
| 2018 | 0 | 0 | 1 | 0 |
| 2019 | 0 | 0 | 1 | 1 |
| 2020 | 0 | 1 | 0 | 0 |
| 2021 | 0 | 3 | 1 | 0 |
| 2022 | - | - | 0 | 0 |

A review of the past six years shows that the number of pit-related collisions, which have been reported, have consistently remained zero. Additionally, the number of pit-related incidents has been one or fewer per year since 2017. Overall, the pit has had an excellent road safety record, and it would be reasonable to assume that these safety trends will continue in future years as the pit operates.

# 5 CONCLUSION

The Pit access continues to operate in accordance with the conditions of the OMB Settlement and the executed Development Agreement, and to the satisfaction of the County of Northumberland.

County Road 30 passing traffic was also observed to be less than forecasted in the original traffic study and there has been little growth in traffic along this section of roadway since the last annual traffic and safety review.

The Pit access turn lanes constructed to accommodate the future condition are still more than adequate to handle present day peaks. They continue to exceed the operational requirements of the Pit-related traffic volumes, as all movements operate at LOS B or better for 2022. The traffic volume in the area has also been very stable over the course of previous study years.

TYLin have consulted with the County of Northumberland, the agency responsible for collision reports near the site. At the time of the report, TYLin have not received any information regarding the updated collision data within the study area (September 2021 to November 2022).

CBM staff confirmed they have not received any traffic related complaints over the past year involving pit-related vehicles.

TYLin finds the Codrington Pit access is operating as intended, and given the available information, provides an acceptable degree of efficiency and safety.

# 6 RECOMMENDATION

TYLin recommends concluding the practice of safety reviews for Codrington Pit as the site has historically and currently demonstrated low traffic impact, recorded no pit-related collisions, and received minimal incident complaints relating to the pit operations, over the past six safety reviews.

It is TYLin's opinion that there is no further need to conduct annual studies or at a minimum reduce the frequency of the study to every second or third year. This would be based on our historic findings that there have been no incidents that necessitates indefinite / ongoing study of this entrance, the impact on traffic has been minimal, the traffic growth in the area has been less than predicted, and the as-constructed design elements continue to exceed the operational requirements of the pit-related traffic volumes.

# APPENDIX A

## Traffic Data

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# Project #22-265 - TYLin

## Intersection Count Report

| | |
|---|---|
| **Intersection:** | CR 30 & Codrington Pit |
| **Municipality:** | Codrington |
| **Count Date:** | Tuesday, Aug 16, 2022 |
| **Site Code:** | 2226500001 |
| **Count Categories:** | Cars, Trucks, Aggregate Trucks, Pedestrians |
| **Count Period:** | 06:00-19:00 |
| **Weather:** | Clear |
| **Comments:** | |

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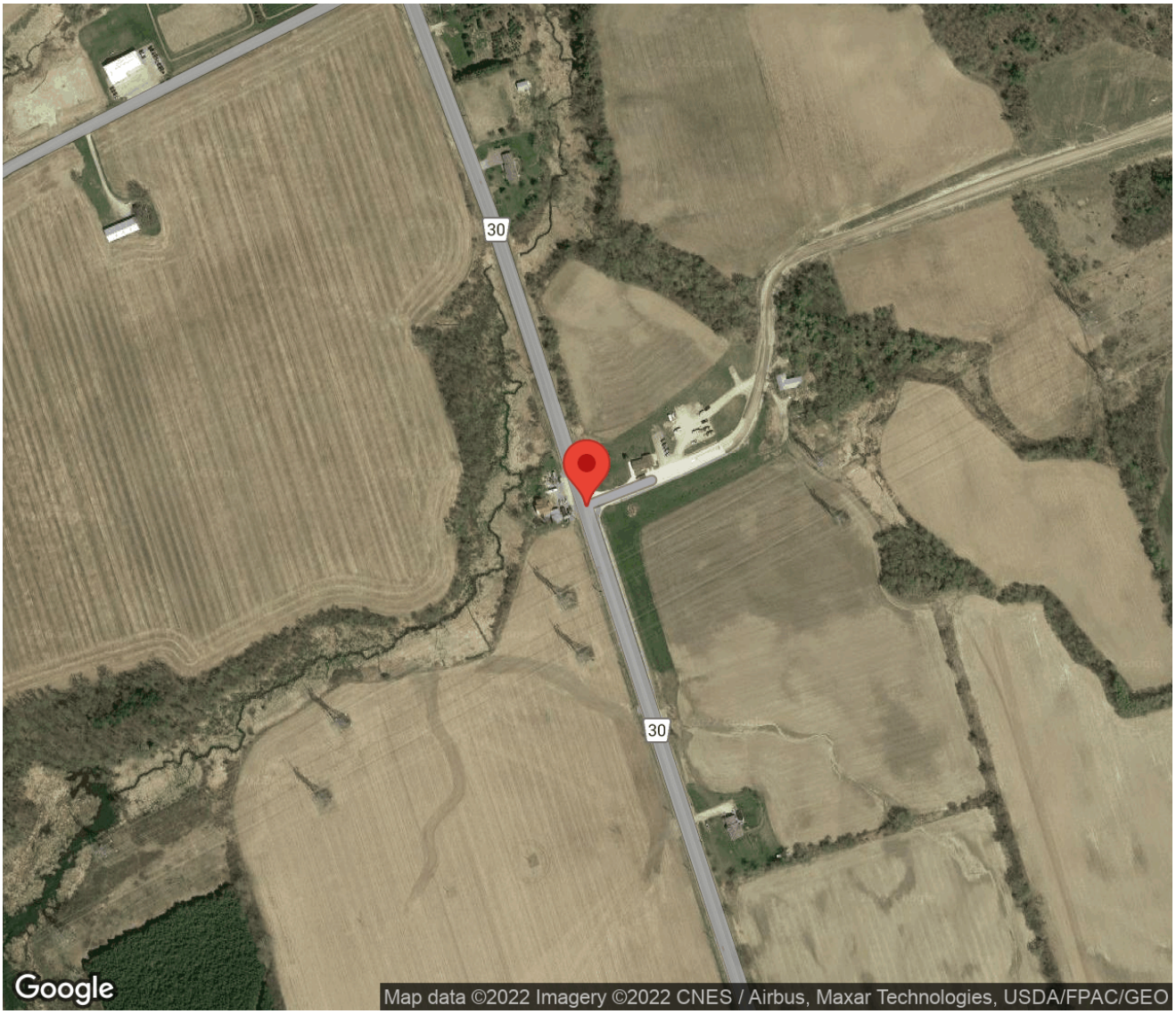
# Traffic Count Map

| | |
|---|---|
| Intersection: | CR 30 & Codrington Pit |
| Site Code: | 2226500001 |
| Municipality: | Codrington |
| Count Date: | Aug 16, 2022 |



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# Traffic Count Summary

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## CR 30 - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Aggregate Trucks | | | | | | Includes Cars, Trucks, Aggregate Trucks | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 06:00 - 07:00 | 5 | 157 | 0 | 0 | 162 | 0 | 0 | 140 | 5 | 0 | 145 | 0 | 307 |
| 07:00 - 08:00 | 0 | 173 | 0 | 0 | 173 | 0 | 0 | 212 | 7 | 0 | 219 | 0 | 392 |
| 08:00 - 09:00 | 2 | 181 | 0 | 0 | 183 | 0 | 0 | 186 | 4 | 0 | 190 | 0 | 373 |
| 09:00 - 10:00 | 3 | 157 | 0 | 0 | 160 | 0 | 0 | 179 | 6 | 0 | 185 | 0 | 345 |
| 10:00 - 11:00 | 1 | 166 | 0 | 0 | 167 | 0 | 0 | 174 | 10 | 0 | 184 | 0 | 351 |
| 11:00 - 12:00 | 0 | 181 | 0 | 0 | 181 | 0 | 0 | 187 | 7 | 0 | 194 | 0 | 375 |
| 12:00 - 13:00 | 1 | 187 | 0 | 0 | 188 | 0 | 0 | 170 | 4 | 0 | 174 | 0 | 362 |
| 13:00 - 14:00 | 1 | 201 | 0 | 0 | 202 | 0 | 1 | 200 | 3 | 0 | 204 | 0 | 406 |
| 14:00 - 15:00 | 0 | 190 | 0 | 0 | 190 | 0 | 0 | 188 | 2 | 0 | 190 | 0 | 380 |
| 15:00 - 16:00 | 0 | 236 | 0 | 0 | 236 | 0 | 0 | 186 | 4 | 0 | 190 | 0 | 426 |
| 16:00 - 17:00 | 0 | 270 | 0 | 0 | 270 | 0 | 1 | 229 | 1 | 0 | 231 | 0 | 501 |
| 17:00 - 18:00 | 0 | 209 | 0 | 0 | 209 | 0 | 0 | 253 | 0 | 0 | 253 | 0 | 462 |
| 18:00 - 19:00 | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 136 | 0 | 0 | 136 | 0 | 278 |
| **GRAND TOTAL** | **13** | **2450** | **0** | **0** | **2463** | **0** | **2** | **2440** | **53** | **0** | **2495** | **0** | **4958** |

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# Traffic Count Summary

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## Codrington Pit - Traffic Summary

| | East Approach Totals | | | | | | West Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Aggregate Trucks | | | | | | Includes Cars, Trucks, Aggregate Trucks | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 06:00 - 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 08:00 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:00 - 09:00 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:00 - 10:00 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 - 11:00 | 7 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 - 12:00 | 5 | 0 | 2 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 |
| 12:00 - 13:00 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 - 14:00 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 - 15:00 | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 - 16:00 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 - 17:00 | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 - 18:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| **GRAND TOTAL** | **50** | **0** | **16** | **0** | **66** | **0** | **1** | **0** | **1** | **0** | **2** | **0** | **68** |

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# Traffic Count Data

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## North Approach - CR 30

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 06:00 | 1 | 20 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 43 | 0 | 0 | 43 | 0 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 |
| 06:30 | 1 | 44 | 0 | 0 | 45 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 |
| 06:45 | 0 | 39 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 |
| 07:00 | 0 | 43 | 0 | 0 | 43 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 07:15 | 0 | 41 | 0 | 0 | 41 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 29 | 0 | 0 | 29 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 50 | 0 | 0 | 50 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 44 | 0 | 0 | 44 | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 0 |
| 08:15 | 0 | 52 | 0 | 0 | 52 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 33 | 0 | 0 | 33 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 |
| 08:45 | 0 | 33 | 0 | 0 | 33 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 33 | 0 | 0 | 34 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 |
| 09:15 | 0 | 38 | 0 | 0 | 38 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 43 | 0 | 0 | 43 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 09:45 | 0 | 28 | 0 | 0 | 28 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:00 | 0 | 37 | 0 | 0 | 37 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 |
| 10:15 | 0 | 30 | 0 | 0 | 30 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 |
| 10:30 | 0 | 41 | 0 | 0 | 41 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 34 | 0 | 0 | 34 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:00 | 0 | 43 | 0 | 0 | 43 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 43 | 0 | 0 | 43 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 |
| 11:30 | 0 | 35 | 0 | 0 | 35 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 35 | 0 | 0 | 35 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| 12:00 | 0 | 45 | 0 | 0 | 45 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 45 | 0 | 0 | 46 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 |
| 12:30 | 0 | 46 | 0 | 0 | 46 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 32 | 0 | 0 | 32 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 45 | 0 | 0 | 45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 47 | 0 | 0 | 47 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 46 | 0 | 0 | 46 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 44 | 0 | 0 | 45 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 39 | 0 | 0 | 39 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 35 | 0 | 0 | 35 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 0 |
| 14:30 | 0 | 46 | 0 | 0 | 46 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 |
| 14:45 | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 52 | 0 | 0 | 52 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 |
| 15:15 | 0 | 56 | 0 | 0 | 56 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15:30 | 0 | 51 | 0 | 0 | 51 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 65 | 0 | 0 | 65 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 71 | 0 | 0 | 71 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 0 |
| 16:15 | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:30 | 0 | 60 | 0 | 0 | 60 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 77 | 0 | 0 | 77 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 49 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 53 | 0 | 0 | 53 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 17:30 | 0 | 50 | 0 | 0 | 50 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 47 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18:00 | 0 | 34 | 0 | 0 | 34 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 42 | 0 | 0 | 42 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 18:30 | 0 | 34 | 0 | 0 | 34 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 23 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 5 | 2240 | 0 | 0 | 2245 | 1 | 172 | 0 | 0 | 173 | 7 | 38 | 0 | 0 | 45 | 0 |
| **GRAND TOTAL** | **5** | **2240** | **0** | **0** | **2245** | **1** | **172** | **0** | **0** | **173** | **7** | **38** | **0** | **0** | **45** | **0** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## South Approach - CR 30

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 06:00 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 24 | 2 | 0 | 26 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 |
| 06:30 | 0 | 48 | 0 | 0 | 48 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 |
| 06:45 | 0 | 40 | 0 | 0 | 40 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 42 | 0 | 0 | 42 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 |
| 07:15 | 0 | 38 | 0 | 0 | 38 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 |
| 07:30 | 0 | 58 | 0 | 0 | 58 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 |
| 07:45 | 0 | 60 | 0 | 0 | 60 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 |
| 08:00 | 0 | 42 | 0 | 0 | 42 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 0 |
| 08:15 | 0 | 38 | 0 | 0 | 38 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:30 | 0 | 40 | 0 | 0 | 40 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:45 | 0 | 38 | 0 | 0 | 38 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 |
| 09:00 | 0 | 45 | 0 | 0 | 45 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 28 | 0 | 0 | 28 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 |
| 09:30 | 0 | 47 | 0 | 0 | 47 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 |
| 09:45 | 0 | 37 | 1 | 0 | 38 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 0 |
| 10:00 | 0 | 38 | 4 | 0 | 42 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 0 |
| 10:15 | 0 | 24 | 0 | 0 | 24 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 42 | 0 | 0 | 42 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 0 |
| 10:45 | 0 | 50 | 0 | 0 | 50 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:00 | 0 | 42 | 0 | 0 | 42 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 |
| 11:15 | 0 | 43 | 0 | 0 | 43 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 0 |
| 11:30 | 0 | 41 | 0 | 0 | 41 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 |
| 11:45 | 0 | 39 | 0 | 0 | 39 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 5 | 0 |
| 12:00 | 0 | 48 | 0 | 0 | 48 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 12:15 | 0 | 33 | 0 | 0 | 33 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 12:30 | 0 | 44 | 0 | 0 | 44 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 |
| 12:45 | 0 | 26 | 0 | 0 | 26 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 2 | 0 | 3 | 0 |
| 13:00 | 0 | 45 | 0 | 0 | 45 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 |
| 13:15 | 0 | 42 | 0 | 0 | 42 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 |
| 13:30 | 0 | 46 | 0 | 0 | 46 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |
| 13:45 | 1 | 46 | 0 | 0 | 47 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 0 |
| 14:00 | 0 | 39 | 0 | 0 | 39 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 14:15 | 0 | 42 | 0 | 0 | 42 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 |
| 14:30 | 0 | 48 | 0 | 0 | 48 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 |
| 14:45 | 0 | 46 | 0 | 0 | 46 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15:00 | 0 | 37 | 0 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 |
| 15:15 | 0 | 38 | 0 | 0 | 38 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 |
| 15:30 | 0 | 44 | 0 | 0 | 44 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 0 |
| 15:45 | 0 | 46 | 0 | 0 | 46 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 |
| 16:00 | 0 | 41 | 0 | 0 | 41 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 46 | 0 | 0 | 47 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 |
| 16:30 | 0 | 67 | 0 | 0 | 67 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:45 | 0 | 60 | 0 | 0 | 60 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 72 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| 17:15 | 0 | 72 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 49 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 52 | 0 | 0 | 52 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18:00 | 0 | 33 | 0 | 0 | 33 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 30 | 0 | 0 | 30 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 18:30 | 0 | 32 | 0 | 0 | 32 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 2 | 2217 | 8 | 0 | 2227 | 0 | 179 | 1 | 0 | 180 | 0 | 44 | 44 | 0 | 88 | 0 |
| GRAND TOTAL | 2 | 2217 | 8 | 0 | 2227 | 0 | 179 | 1 | 0 | 180 | 0 | 44 | 44 | 0 | 88 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## East Approach - Codrington Pit

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 14:15 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 15:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 16:45 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 5 | 0 | 10 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 45 | 0 | 5 | 0 | 50 | 0 |
| GRAND TOTAL | 5 | 0 | 10 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 45 | 0 | 5 | 0 | 50 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Municipality: Codrington
Count Date: Aug 16, 2022

## West Approach - Commerical Entrance

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Aggregate Trucks | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

**Specified Period**
From: 06:00:00
To: 10:00:00

**One Hour Peak**
From: 07:30:00
To: 08:30:00

**Intersection:** CR 30 & Codrington Pit
**Site Code:** 2226500001
**Count Date:** Aug 16, 2022

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** CR 30 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| 🚗 | 175 | 198 | 373 |
| T | 11 | 19 | 30 |
| AT | 2 | 5 | 7 |
| | **188** | **222** | **410** |

## CR 30

| | | | | |
|---|---|---|---|---|
| AT | 0 | 1 | 1 | 0 |
| T | 0 | 11 | 0 | 0 |
| 🚗 | 0 | 175 | 0 | 0 |
| **Totals** | **0** | **187** | **1** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| 🚗 | 0 | 0 | 0 |
| T | 0 | 0 | 0 |
| AT | 6 | 6 | 12 |
| | **6** | **6** | **12** |

## Commerical Entrance

| AT | T | 🚗 | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |

Peds: 0

Peds: 0


Peds: 0

## Codrington Pit

| | Totals | 🚗 | T | AT |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **1** | 0 | 0 | 1 |
| | **0** | 0 | 0 | 0 |
| | **5** | 0 | 0 | 5 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| 🚗 | 0 | 0 | 0 |
| T | 0 | 0 | 0 |
| AT | 0 | 0 | 0 |
| | **0** | **0** | **0** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **221** | **5** | **0** |
| 🚗 | 0 | 198 | 0 | 0 |
| T | 0 | 19 | 0 | 0 |
| AT | 0 | 4 | 5 | 0 |

CR 30

## South Approach

| | Out | In | Total |
|---|---|---|---|
| 🚗 | 198 | 175 | 373 |
| T | 19 | 11 | 30 |
| AT | 9 | 6 | 15 |
| | **226** | **192** | **418** |

🚗 - Cars T - Trucks AT - Aggregate Trucks

**Comments**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | CR 30 & Codrington Pit |
| Site Code: | 2226500001 |
| Count Date: | Aug 16, 2022 |
| Period: | 06:00 - 10:00 |

## Peak Hour Data (07:30 - 08:30)

| Start Time | North Approach CR 30 | | | | | | South Approach CR 30 | | | | | | East Approach Codrington Pit | | | | | | West Approach Commerical Entrance | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 07:30 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 62 | 1 | 0 | 0 | 63 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:45 | 0 | 52 | 0 | 0 | 0 | 52 | 0 | 62 | 2 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 08:00 | 1 | 49 | 0 | 0 | 0 | 50 | 0 | 51 | 1 | 0 | 0 | 52 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 08:15 | 0 | 54 | 0 | 0 | 0 | 54 | 0 | 46 | 1 | 0 | 0 | 47 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| **Grand Total** | **1** | **187** | **0** | **0** | **0** | **188** | **0** | **221** | **5** | **0** | **0** | **226** | **5** | **0** | **1** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **420** |
| **Approach %** | 0.5 | 99.5 | 0 | 0 | | - | 0 | 97.8 | 2.2 | 0 | | - | 83.3 | 0 | 16.7 | 0 | | - | 0 | 0 | 0 | 0 | | - | |
| **Totals %** | 0.2 | 44.5 | 0 | 0 | | 44.8 | 0 | 52.6 | 1.2 | 0 | | 53.8 | 1.2 | 0 | 0.2 | 0 | | 1.4 | 0 | 0 | 0 | 0 | | 0 | |
| **PHF** | **0.25** | **0.87** | **0** | **0** | | **0.87** | **0** | **0.89** | **0.63** | **0** | | **0.88** | **0.63** | **0** | **0.25** | **0** | | **0.5** | **0** | **0** | **0** | **0** | | **0** | **0.9** |
| **Cars** | 0 | 175 | 0 | 0 | | 175 | 0 | 198 | 0 | 0 | | 198 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 373 |
| **% Cars** | 0 | 93.6 | 0 | 0 | | 93.1 | 0 | 89.6 | 0 | 0 | | 87.6 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 88.8 |
| **Trucks** | 0 | 11 | 0 | 0 | | 11 | 0 | 19 | 0 | 0 | | 19 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 30 |
| **% Trucks** | 0 | 5.9 | 0 | 0 | | 5.9 | 0 | 8.6 | 0 | 0 | | 8.4 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 7.1 |
| **Aggregate Trucks** | 1 | 1 | 0 | 0 | | 2 | 0 | 4 | 5 | 0 | | 9 | 5 | 0 | 1 | 0 | | 6 | 0 | 0 | 0 | 0 | | 0 | 17 |
| **% Aggregate Trucks** | 100 | 0.5 | 0 | 0 | | 1.1 | 0 | 1.8 | 100 | 0 | | 4 | 100 | 0 | 100 | 0 | | 100 | 0 | 0 | 0 | 0 | | 0 | 4 |
| **Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| **% Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

**Specified Period**
From: 10:00:00
To: 14:00:00

**One Hour Peak**
From: 13:00:00
To: 14:00:00

**Intersection:** CR 30 & Codrington Pit
**Site Code:** 2226500001
**Count Date:** Aug 16, 2022

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** CR 30 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 183 | 179 | 362 |
| T | 19 | 13 | 32 |
| AT | 0 | 8 | 8 |
| | **202** | **200** | **402** |

## CR 30

| | | | | |
|---|---|---|---|---|
| AT | 0 | 0 | 0 | 0 |
| T | 0 | 19 | 0 | 0 |
| Cars | 0 | 182 | 1 | 0 |
| **Totals** | **0** | **201** | **1** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 0 | 1 | 1 |
| T | 0 | 0 | 0 |
| AT | 5 | 3 | 8 |
| | **5** | **4** | **9** |

Peds: 0

## Commerical Entrance

| AT | T | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |

Peds: 0


Peds: 0

## Codrington Pit

| Totals | Cars | T | AT |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **5** | 0 | 0 | 5 |

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 0 | 1 | 1 |
| T | 0 | 0 | 0 |
| AT | 0 | 0 | 0 |
| | **0** | **1** | **1** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **1** | **200** | **3** | **0** |
| Cars | 1 | 179 | 0 | 0 |
| T | 0 | 13 | 0 | 0 |
| AT | 0 | 8 | 3 | 0 |

CR 30

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 180 | 182 | 362 |
| T | 13 | 19 | 32 |
| AT | 11 | 5 | 16 |
| | **204** | **206** | **410** |

Cars - Cars  T - Trucks  AT - Aggregate Trucks

**Comments**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Count Date: Aug 16, 2022
Period: 10:00 - 14:00

## Peak Hour Data (13:00 - 14:00)

| Start Time | North Approach CR 30 | | | | | | South Approach CR 30 | | | | | | East Approach Codrington Pit | | | | | | West Approach Commerical Entrance | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 13:00 | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 50 | 1 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 13:15 | 0 | 52 | 0 | 0 | 0 | 52 | 0 | 47 | 0 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 13:30 | 0 | 54 | 0 | 0 | 0 | 54 | 0 | 48 | 1 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 13:45 | 1 | 48 | 0 | 0 | 0 | 49 | 1 | 55 | 1 | 0 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| **Grand Total** | **1** | **201** | **0** | **0** | **0** | **202** | **1** | **200** | **3** | **0** | **0** | **204** | **5** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **411** |
| **Approach %** | 0.5 | 99.5 | 0 | 0 | | - | 0.5 | 98 | 1.5 | 0 | | - | 100 | 0 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | |
| **Totals %** | 0.2 | 48.9 | 0 | 0 | | 49.1 | 0.2 | 48.7 | 0.7 | 0 | | 49.6 | 1.2 | 0 | 0 | 0 | | 1.2 | 0 | 0 | 0 | 0 | | 0 | |
| **PHF** | **0.25** | **0.93** | **0** | **0** | | **0.94** | **0.25** | **0.91** | **0.75** | **0** | | **0.89** | **0.63** | **0** | **0** | **0** | | **0.63** | **0** | **0** | **0** | **0** | | **0** | **0.96** |
| **Cars** | 1 | 182 | 0 | 0 | | 183 | 1 | 179 | 0 | 0 | | 180 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 363 |
| **% Cars** | 100 | 90.5 | 0 | 0 | | 90.6 | 100 | 89.5 | 0 | 0 | | 88.2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 88.3 |
| **Trucks** | 0 | 19 | 0 | 0 | | 19 | 0 | 13 | 0 | 0 | | 13 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 32 |
| **% Trucks** | 0 | 9.5 | 0 | 0 | | 9.4 | 0 | 6.5 | 0 | 0 | | 6.4 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 7.8 |
| **Aggregate Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 8 | 3 | 0 | | 11 | 5 | 0 | 0 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 16 |
| **% Aggregate Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 100 | 0 | | 5.4 | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | 0 | | 0 | 3.9 |
| **Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| **% Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

**Specified Period**
From: 14:00:00
To: 19:00:00

**One Hour Peak**
From: 16:30:00
To: 17:30:00

**Intersection:** CR 30 & Codrington Pit
**Site Code:** 2226500001
**Count Date:** Aug 16, 2022

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** CR 30 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 239 | 274 | 513 |
| T | 9 | 8 | 17 |
| AT | 2 | 4 | 6 |
| **Totals** | **250** | **286** | **536** |

## CR 30

| | | | | |
|---|---|---|---|---|
| AT | 0 | 2 | 0 | 0 |
| T | 0 | 9 | 0 | 0 |
| Cars | 0 | 239 | 0 | 0 |
| **Totals** | **0** | **250** | **0** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 5 | 0 | 5 |
| T | 0 | 0 | 0 |
| AT | 2 | 0 | 2 |
| **Totals** | **7** | **0** | **7** |

Peds: 0

## Commerical Entrance

| AT | T | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 0 | **0** |

Peds: 0


Peds: 0

## Codrington Pit

| | Totals | Cars | T | AT |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **4** | 3 | 0 | 1 |
| | **0** | 0 | 0 | 0 |
| | **3** | 2 | 0 | 1 |

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 0 | 0 | 0 |
| T | 0 | 0 | 0 |
| AT | 0 | 0 | 0 |
| **Totals** | **0** | **0** | **0** |

## CR 30

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **282** | **0** | **0** |
| Cars | 0 | 271 | 0 | 0 |
| T | 0 | 8 | 0 | 0 |
| AT | 0 | 3 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 271 | 241 | 512 |
| T | 8 | 9 | 17 |
| AT | 3 | 3 | 6 |
| **Totals** | **282** | **253** | **535** |

Cars - Cars  T - Trucks  AT - Aggregate Trucks

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: CR 30 & Codrington Pit
Site Code: 2226500001
Count Date: Aug 16, 2022
Period: 14:00 - 19:00

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach CR 30 | | | | | | South Approach CR 30 | | | | | | East Approach Codrington Pit | | | | | | West Approach Commerical Entrance | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:30 | 0 | 61 | 0 | 0 | 0 | 61 | 0 | 71 | 0 | 0 | 0 | 71 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 16:45 | 0 | 82 | 0 | 0 | 0 | 82 | 0 | 63 | 0 | 0 | 0 | 63 | 1 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 17:00 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 75 | 0 | 0 | 0 | 75 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:15 | 0 | 57 | 0 | 0 | 0 | 57 | 0 | 73 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| **Grand Total** | **0** | **250** | **0** | **0** | **0** | **250** | **0** | **282** | **0** | **0** | **0** | **282** | **3** | **0** | **4** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **539** |
| **Approach %** | 0 | 100 | 0 | 0 | | - | 0 | 100 | 0 | 0 | | - | 42.9 | 0 | 57.1 | 0 | | - | 0 | 0 | 0 | 0 | | - | |
| **Totals %** | 0 | 46.4 | 0 | 0 | | 46.4 | 0 | 52.3 | 0 | 0 | | 52.3 | 0.6 | 0 | 0.7 | 0 | | 1.3 | 0 | 0 | 0 | 0 | | 0 | |
| **PHF** | **0** | **0.76** | **0** | **0** | | **0.76** | **0** | **0.94** | **0** | **0** | | **0.94** | **0.75** | **0** | **0.25** | **0** | | **0.35** | **0** | **0** | **0** | **0** | | **0** | **0.9** |
| **Cars** | 0 | 239 | 0 | 0 | | 239 | 0 | 271 | 0 | 0 | | 271 | 2 | 0 | 3 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 515 |
| **% Cars** | 0 | 95.6 | 0 | 0 | | 95.6 | 0 | 96.1 | 0 | 0 | | 96.1 | 66.7 | 0 | 75 | 0 | | 71.4 | 0 | 0 | 0 | 0 | | 0 | 95.5 |
| **Trucks** | 0 | 9 | 0 | 0 | | 9 | 0 | 8 | 0 | 0 | | 8 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 17 |
| **% Trucks** | 0 | 3.6 | 0 | 0 | | 3.6 | 0 | 2.8 | 0 | 0 | | 2.8 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 3.2 |
| **Aggregate Trucks** | 0 | 2 | 0 | 0 | | 2 | 0 | 3 | 0 | 0 | | 3 | 1 | 0 | 1 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 7 |
| **% Aggregate Trucks** | 0 | 0.8 | 0 | 0 | | 0.8 | 0 | 1.1 | 0 | 0 | | 1.1 | 33.3 | 0 | 25 | 0 | | 28.6 | 0 | 0 | 0 | 0 | | 0 | 1.3 |
| **Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| **% Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

# APPENDIX B

## Capacity Analysis

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 3 | 221 | 10 | 2 | 187 |
| Future Volume (Veh/h) | 15 | 3 | 221 | 10 | 2 | 187 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 17 | 3 | 246 | 11 | 2 | 208 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 458 | 246 | | | 257 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 458 | 246 | | | 257 | |
| tC, single (s) | 6.4 | 7.1 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.1 | | | 2.2 | |
| p0 queue free % | 97 | 100 | | | 100 | |
| cM capacity (veh/h) | 564 | 622 | | | 1320 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 246 | 11 | 210 |
| Volume Left | 17 | 0 | 0 | 2 |
| Volume Right | 3 | 0 | 11 | 0 |
| cSH | 572 | 1700 | 1700 | 1320 |
| Volume to Capacity | 0.03 | 0.14 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.8 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 11.5 | 0.0 | 0.0 | 0.1 |
| Lane LOS | B | | | A |
| Approach Delay (s) | 11.5 | 0.0 | | 0.1 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 5 | 6 | 282 | 0 | 0 | 250 |
| Future Volume (Veh/h) | 5 | 6 | 282 | 0 | 0 | 250 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 6 | 7 | 313 | 0 | 0 | 278 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 591 | 313 | | | 313 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 591 | 313 | | | 313 | |
| tC, single (s) | 7.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.4 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 99 | | | 100 | |
| cM capacity (veh/h) | 341 | 732 | | | 1259 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 13 | 313 | 0 | 278 |
| Volume Left | 6 | 0 | 0 | 0 |
| Volume Right | 7 | 0 | 0 | 0 |
| cSH | 479 | 1700 | 1700 | 1259 |
| Volume to Capacity | 0.03 | 0.18 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 12.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | | | |
| Approach Delay (s) | 12.7 | 0.0 | | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 24.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |