



Final Transportation Plan
For
Burl's Creek Event Grounds
Oro-Medonte, On

Prepared by

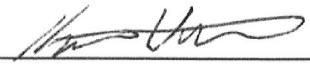
2 Winners Circle
Albany, NY 12205

For
Burl's Creek Event Grounds Inc.
180 8th Line South
Oro-Medonte, ON/Canada

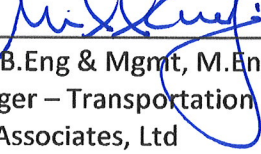
Version 6,
July 31, 2015

Sign-off Sheet

This document, entitled "Final Transportation Plan for Burl's Creek Event Grounds," dated July 31, 2015, was prepared by Creighton Manning Engineering, LLP and reviewed by C.C. Tatham & Associates, Ltd for Burl's Creek Event Grounds.

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Event Transportation Plan: Burl's Creek Event Grounds, Oro-Medonte, Ontario

- A. Purpose - The purpose of this report is to summarize the transportation plan and to finalize it based on agency feedback. Modifications were made to this plan based on the feedback from the Ministry of Transportation, OPP, County, Township, and field observations from WayHome Music Festival.
- B. Introduction – The Burl's Creek Event Grounds is located in the County of Simcoe and the Township of Oro-Medonte, located 110 km north of Toronto, near the shores of Lake Simcoe. The venue is located on Line 8 South between Highway 11 and Ridge Road East (Simcoe County Road 20). The venue has hosted music events and recreational events in the past and has a series of events planned for 2015, with the capacity to accommodate up to 40,000 ticket holders. This transportation plan establishes the basic elements for an efficient and successful transportation operation for an event with up to 40,000-ticketed attendees. This sketch plan focuses mainly on two events:
- **Boots & Hearts:** The event is scheduled from Thursday, August 6 through Sunday, August 9, 2015. This is a 4-day country music festival with an attendance of 40,000-ticketed patrons.
 - **WayHome Music and Arts Festival:** The event is scheduled from Friday, July 24 through Sunday, July 26, 2015. This is a 3-day music festival with expected attendance of 30,000-ticketed patrons.

The Burl's Creek 2011 Operations Plan for the CMT Festival was considered in the development of this Transportation Sketch Plan. This plan is generally designed around the WayHome and Boots & Hearts music festivals but may be applied to other similar events.

- C. Schedule – For Boots and Hearts, a kick-off party will be held on Thursday, August 6 at 5:00 pm and will only be for those attendees camping at the event. Day parking will not be allowed or provided for the kick-off party. The main music programming will begin on Friday at 11:00 am. Gates to the event will open prior to the official announced opening time to remove early arrivals from the road network (soft opening). The official announced opening time is scheduled to be 3:00 pm Wednesday, August 5, with the soft opening occurring several hours before hand. The soft opening time is not for public release as it could cause more early arrivals and negatively influence the plan. The final music programming is scheduled to end by 11:00 pm on Sunday, August 9, with the campground closing on Monday at 10:00 am. If congestion on Monday morning restricts the exit flow, campers will be allowed to continue exiting past 10:00 am.

For WayHome, the music programming begins on Friday, July 24 at 12:00 pm. The official announced opening time is scheduled to be 3:00 pm on Thursday, July 23, with the soft opening occurring several hours before hand. The final music programming is scheduled to end by 11:00 pm on Sunday, July 26, with the campground closing on Monday morning at 10:00. If congestion on Monday morning restricts the exit flow, campers will be allowed to continue exiting past 10:00 am.

It is the current policy of both festivals that earlier arrivals will not be allowed enter the gates before the opening time and attendees will be turned away. It is recommended that Burl's Creek work with the Ontario Provincial Police (OPP) to implement this policy to the extent practicable. Regardless, of the policy, past experience shows that there will be early arrivals to the event.

- D. Camping and Parking Locations – Camping is divided on both sides of the main venue, as shown on Figure 1. General admission (GA) ticket holders will park and camp in areas off Line 7 and Line 9 roads.

GA traffic entering through Gate 7B/C will utilize the GA west camping area off Line 7. GA traffic entering through Gate 9A will utilize the east camping area off Line 9. The accessible parking located in the west camping area will utilize Gate 7B/C off Line 7. VIP camping and VIP RV's will enter through Gate 8B off Line 8 road and loop around the main venue area using internal roads to camp in the area south of the venue, next to the racetrack. The GA RV's will also enter Gate 8B off Line 8 into the GA RV1 and GA RV2 lots. Day parking and drop off/pick ups are accommodated at Gates 7A and 9A.

- E. Parking Demand and Mode Split – The target breakdown of travel modes and parking types is provided in Table 1.

Table 1 - Modal Split

Mode	People	Vehicles
GA - Car Camping/Parking	25,000	10,000
GA - RV's	4,000	1,200
Premium Camping	4,000	1,500
Day Parking	6,500	2,760
Charter Bus	100	2
Off-site Hotel Shuttles	400	8
Total	40,000	15,470
Tickets Available	40,000	

WayHome is currently tracking to reach 30,000 tickets sold, equivalent to approximately 12,000 vehicles.

The number of persons per vehicle (2.5) and RV (3.5) is a planning number based on data collected by Creighton Manning at 12 music festivals. In total, approximately 15,000 to 16,000 vehicles (excluding staff, production, artist, etc.) will park on-site. Attendees that have purchased hotel packages will be shuttled to the site via buses or passenger vans and a chartered bus service will offer additional transportation options to the site. Outside of these, staff, artists and services (water, septic, deliveries) will comprise most of the day-to-day traffic. This could equate to a few hundred vehicles over several hours of the day. These vehicles will primarily use the Line 8 entrances, but are minimal compared to the attendee arrival and departure volumes.

- F. Basic Transportation Strategies – The flow of traffic is generally affected by three components - the roadway network, the tollbooth operation, and the parking operation. Three primary strategies are proposed to optimize traffic operations: 1) maximize the service rate, 2) minimize the peak arrival demand, and 3) use multiple routes to the site. Even with these strategies, some congestion can be expected on the adjacent roadways during peak times.

- o Maximizing the Service Rate –The average sustained arrival rate of traffic will vary, but the roadways are generally capable of delivering traffic to the site at a maximum rate of up to 1,400 vehicles per hour (vph) one-way, however, a lower rate of 800 vph will likely be sustained over a longer period when taking into account the influence of intersections. The flow of traffic entering the site will pass through a tollbooth operation that will validate tickets/wristbands and search vehicles. A total of 43 tollbooth lanes will be provided (18 lanes at Line 7, 16 lanes at Line 9, and an additional 9 lanes will be provided on Line 8 for VIP and RV traffic) are anticipated to be open during the peak arrival period. Based on a 2-minute service time per vehicle, each GA tollbooth can accommodate 30 vehicles per hour, which equates to a total service volume of 1,020 vehicles per hour. With longer service times for RV's, the nine tollbooths at Gate 8B will process approximately 135 vph. Keeping all lanes occupied will maximize the processing flow.

It is noted that day parking at each of the tollbooth gates on Line 7 and Line 9 will be separated from the camping traffic. On Line 7, day parking will enter Gate 7A and will not

be processed through the tollbooth. Likewise, day parking on Line 9 will enter Gate 9A and be diverted to the left of the tollbooth operations. This feature will help reduce queue lengths by separating the different traffic flows. Day parkers (their persons) will be searched separately as they exit the day parking lot and enter the event.

Several parking crews will be utilized to park multiple areas simultaneously. Adequately staffing the parking areas will help ensure that vehicles are parking at a similar rate to which they are processed through the tollbooths.

- Minimizing the Peak Arrival Demand – Assuming 40,000 ticketholders arrive by car/RV, there will be approximately 15,000 to 16,000 vehicles arriving to the area. For Boots & Hearts, the announced opening will be up to 24-hours before the kick-off party begins, and nearly 24 hours before for WayHome. Given the ticket level for each of these events, it is critical that gates open 24 hours before music programming begins. This will allow the demand to arrive over a longer period, thus reducing the peak demand. The event programming for Boots & Hearts is as follows:
 - Thursday, August 6: 5:00 pm - 2:00 am
 - Friday, August 7 – Saturday, August 8: 11:00 am - 2:00 am
 - Sunday, August 9: 10:00 am - 11:00 pm

The majority of the GA camping traffic (up to 85%) is expected to arrive by Friday morning, thus avoiding the “cottage traffic” that typically passes through the area on Friday afternoon. According to MTO traffic counts, Friday afternoon traffic on Highway 11 increases by approximately 50% over the average weekday (Monday-Thursday) volumes. Day parkers will only be allowed to park on Friday, Saturday, and Sunday. Given they will be arriving and departing each day, their arrival mid-day is expected to be more concentrated than the camping traffic. As such, traffic volumes are expected to peak around the venue opening times Friday through Sunday. Some day parking will overlap with cottage traffic on Friday afternoon. Chart 1 highlights the arrival flows of camping traffic (blue area) and the day parkers (red area) to the venue region. The Chart 2 highlights the exiting flows of the camping and day parking traffic. Charts 3 and 4 overlay the event arrival (red) and exiting (green) volumes onto the directional traffic flow along the Highway 11 (blue) based on data received from the MTO.

In the case of the WayHome Festival, the announced opening of the gates is on Thursday, July 23, with the soft opening occurring several hours beforehand. The attendees will have about 24 hours to arrive to the event before the main acts on Friday, July 24. The programming for the festival is as follows:

- Friday, July 24 – Saturday, July 25: 12:00 pm – 2:00 am
- Sunday, July 26 10:00 am – 11:00 pm

The traffic arrival is expected to be high throughout the evening on Thursday and peak again Friday morning, until the music programming begins. It is expected that most of the festival traffic will arrive by Friday noon, thus minimizing and overlap with cottage traffic. Day parking will open on Friday and will likely have some overlap with Friday afternoon traffic on Highway 11. Charts 5 and 6 highlights the arrival and exiting flows of camping traffic (blue area) and the day parkers (red area) to the venue region. Charts 7 and 8 overlay the event arrival (red) and exiting (green) volumes onto the directional traffic flow along the Highway 11 (blue) based on data received from the MTO.

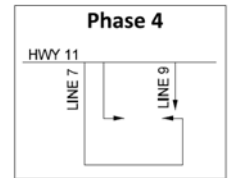
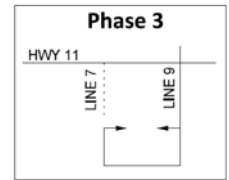
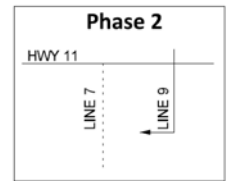
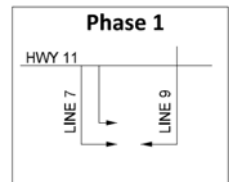
A count program of the venue's gates for both the festivals will be implemented to collect vehicle occupancy and arrival distributions to monitor and record actual data from the events.

- Arrival Routes – Based on a postal code analysis of a sample of the ticket sales, 70 percent of attendees are expected to arrive from the south and about 30 percent will arrive from the north for Boots & Hearts festival. For WayHome festival, 90 percent attendees are expected to arrive from the south and 10 percent from the north. The strategy proposed to manage arriving traffic is to use multiple routes to access the venue and direct GA traffic from Hwy 11 directly towards the main gates. The specific routes for each group are described below in Section G – Access.

G. Access – Access to the site and on area roadways will vary based on the specific groups that will travel to and from the event. The following describes the various groups and the intended arrival routes and access points to the venue. *These routes were amended based on the review by the Township, Simcoe County, and MTO.*

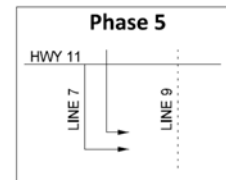
- General Admission (GA, Figures 2 & 3) – The GA traffic from the south (Barrie) will be directed to arrive from Highway 11 northbound to Line 7 South to Gate 7B/C. The GA traffic arriving from the north will be directed to Line 9 South to Gate 9A. During peak arrival times, some of the south traffic will be directed¹ to Line 9 to Gate 9A in order to maximize efficiency at each tollbooth and minimize queuing. The GA RVs from both directions will use Line 5 onto Ridge Road (CR 20), then turn north on Line 8 to Gate 8B. Day-parkers will be accommodated at both the entrances off Line 7 and Line 9 and will use the same route as GA traffic. Accessible ticketholders will be directed to Line 7 south to Gate 7B/C. The following contingencies and trigger points are included in this version of the TMP and will be implemented as/if necessary in coordination with OPP, the event organizers, and the other agencies:

- Phase 1: Northbound Hwy 11 GA traffic will use two southbound lanes on Line 7 and may use Line 9. Southbound Hwy 11 GA traffic will use Line 9.
- Phase 2: When Line 7 south queues up to the Hwy 11 overpass, Hwy 11 northbound traffic will be redirected (using PCMS and OPP) to Line 9.
- Phase 3: When traffic on Line 9 backs up to the Hwy 11 overpass, OPP may divert traffic south to Ridge Road and north on Line 7. Alternatively, and subject to traffic conditions, OPP may consider using two southbound only lanes between the Hwy 11 overpass and Gate 9A.
- Phase 4: If queues on Line 7 affect Hwy 11, and it is desirable to keep Line 7 open, OPP may divert traffic from Line 7 to Line 9 via Ridge Road.



¹ OPP and/or other traffic control personnel will be instructed when and by how much to divert traffic on each route based on observations of each tollbooth.

- Phase 5: If the traffic on Line 9 backs up to Hwy 11 overpass, and Line 7 can accommodate more traffic, access to Line 9 may be closed and Hwy 11 southbound traffic will be diverted to Line 7 using OPP and PCMS.



It may not be necessary to implement all of these options and some options may be used in combination with others. Feedback on the tollbooth processing, queues, parking, and highway impacts by event staff and OPP will determine which option should be implemented. If a change is considered necessary, CM will help coordinate the changes with all parties involved in implementing that change. OPP will be primarily responsible for local traffic changes, while CM or the sign contractor will be responsible for changing the PCMS to the applicable message. Any new messages that have not already been reviewed and approved by the MTO will first be circulated to the MTO supervisor on duty before implementation, or reviewed with OPP before implementation.

- Premium/VIP/RV's (Figures 2 & 3) - Specialty groups like VIP camping and RV's will be separated from the GA traffic as they arrive to the area. The VIP camping and RV traffic from either direction will be directed (via instructions to those ticket holders only and temporary signs) to arrive on Highway 11 to Line 5 south and turn left on CR 20/Ridge Road to Line 8 and into to Gate 8B. These ticket holders will also receive hangtags or parking passes identifying their vehicles as VIP/RV, allowing traffic control point personnel to distinguish their vehicles and allow entry to Line 8.
- Production Access (Figures 4 & 5) – Access for event production, staff and artists will be from Highway 11 northbound directly to Line 8 using Gates 8C to access the site.
- Police/Fire/EMS (Figures 4 & 5) – The police, fire, and EMS staff will enter from Gate 8F off Line 8 directly off Highway 11 northbound. Alternatively, Line 8 from CR 20/Ridge Road can also be used, particularly after VIP traffic has arrived. In an emergency, responders may enter any of the gates.
- Shuttles (Figure 4 & 5) – The charter buses for the event will get off Highway 11 on Line 5 to CR 20/Ridge Road and north on Line 7 to Gate 7B. It is expected that there will be a limited number of charter buses arriving to the event. The majority of these buses are expected to drop off patrons on Thursday and Friday for WayHome, and Friday for Boots and Hearts. For both events, most of the return buses will pick up patrons on Sunday night and early Monday morning. The hotel shuttles will get off Highway 11 on Line 5 to CR 20/Ridge Road and north on Line 8 to Gate 8J. Due to the limited number of hotel packages reserved, limited number of attendees will arrive by shuttles. Shuttle operations will only begin just before the gates open for the venue each day. If there is significant congestion on Hwy 11 due to event or cottage traffic, hotel shuttles may use Ridge Road as an alternate route to access the venue.
- Festival Emergency Access (Figures 5) – Emergency responders may use all the entrance gates shown on the site plan if needed. However, access to the primary medical post in the production compound will be through Gate 8F on Line 8 off Highway 11. This access will primarily be used for emergency services to enter the event site.
- Controlled/Restricted Roads (Figure 4 & 5) – To facilitate the transportation plan, some local roadways will be restricted during the event, beginning the morning of July 24th through July 27th, and August 5th through August 10th. Line 7, Line 8 and Line 9 between Highway 11 interchange to CR 20/Ridge Road will be very congested during the peak arrival times. Line 7 and Line 9 is expected to remain open to the public during peak periods, although local residents will find quicker access

via alternative routes. OPP may restrict non-resident traffic on Lines 7 and 9 to discourage additional congestion in the area. Line 8 is proposed to be restricted during the entire festival. Checkpoints staffed by police and/or private security will be set up at the ends of and within the closures to ensure vehicles are authorized to access the area. All the other local roads as well as Highway 11 will be open for general use.

- Resident Access (Figure 6) - Local residents living on controlled/restricted roads will be provided with credentials (neighbor hangtags will be distributed by the festival) that would signify they are allowed to travel within the restricted areas. However, potential delays to residents outside and within the restricted roads during the peak arrival and exit times are to be expected. Figure 6 summarizes the restricted/controlled roadways and expected schedule of event traffic related impacts (areas of queues and delays) that will affect resident access. For most areas, the most significant impact will be the presence of additional traffic in the area. Given the generally low background traffic volumes, most residents (and business customers/owners) will experience an increase in travel times and delays at some intersections. Regardless, these delays are expected to be minimal, with the exception being the areas immediately surrounding the site. With congestion and travel restrictions on Line 7, Line 8, and Line 9, residents that live on these roads or typically use these travel routes can expect significant increases in delays as high as 30 to 60 minutes if they choose to travel through the entrance areas. As such, it is recommended that residents avoid the area and use alternative routes during the peak load in and out of the site.

As part of the traveler information, the locations and periods of affected roadways will be communicated to the area residents so they may plan their travel to avoid the congested areas and times, and, if applicable, obtain resident access passes for those residing within the closures. (See attached Neighbour Info Packet.) Resident access to the Lake Simcoe shore communities can be via Line 5 and Line 6 on the west side of the event and Line 10 and Line 11 on the east side. The use of these routes are recommended to avoid the event traffic, especially during peak arrival times. However, emergency responders will be free to use any road they wish.

- H. Queuing – The data collected at the 2014 Boots & Hearts Festival and the planned attendance for the 2015 event was used to calculate the arrival flow and the estimated time of traffic arrival for the event. Additionally, data from similar other events like the Bonnaroo Music Festival, Tennessee, is used to estimate the traffic flow, estimated arrival flow, and average vehicle occupancy. The arrival flow of GA traffic to the area is estimated to peak at approximately 500 vph on Wednesday and Thursday, 850 vph on Friday, and 500 vph on Saturday and Sunday as shown on Chart 1. Gates 7B/C and 9A can process about 1,020 vph; therefore, the tollbooths are generally expected to keep up with the arrival demand, thereby minimizing queuing. However, based on experience there are a number of variables that can affect traffic flow and queues should be expected.

A total queue of 6 km (4 miles) was observed in 2014 with an attendance level of 30,000 people and 20 tollbooth lanes. At Burl's Creek, we would anticipate a peak queue of approximate 8 km (5 miles) which would be split across the approaches to Gates 7B/C and 9A on Line 7 and Line 9. With OPP facilitating the traffic plan, Line 7 may be converted to two lanes southbound between the overpass ramp and Gates 7B/C, which will accommodate 1.2 km of queuing along Line 7. In addition, Line 9 can accommodate 1.2 km of single lane queuing or 2.4 km assuming two lanes under one-way operations between the Hwy 11 overpass and Gate 9A. The positions of the tollbooths allow approximately 500 cars to be queued on site between the tollbooths and the public roadway. This is equivalent to about 4 km of single lane queuing. In total, there is approximately 7.6 km of queuing space available before traffic would cross the Hwy 11 overpass, assuming two lane operations on Line 7 and Line 9. The areas

of congestion around the event are illustrated on Figure 7. Changes in the arrival pattern (both time of day and directional split), auto occupancy, and roadside conditions (vehicles parked on shoulders, intersection traffic control) may affect these estimates. However, these potential queues are expected to be rolling, meaning traffic is moving, albeit slowly, and not at a standstill for any significant periods.

- I. Traveler Information – Prior to the event, traveler information will be made available via traditional media, internet, social media, and emails to ticket buyers. Information regarding a GPS address to the event will also be provided on the website to guide drivers to the gates. During the event, traveler information will be provided by fixed signs and digital message signs. A sign plan has been developed to direct attendees to the event. Other traffic advisory updates may be provided by social media, Sirius XM (media partner) and the events smart phone application. The Ministry of Transportation's 511 Traveller Information Services will provide regional roadway conditions, particularly around the greater Toronto area. Advanced messaging locally will notify residents of the event and can reduce background traffic during peak times.
- J. Other Traffic Control and Traffic Management Measures – Law enforcement personnel, event staff, and other measures (traffic cones, barricades, etc.) will be used at key locations to facilitate traffic flow. Specific locations may include:
 - Line 5 S/Ridge Road/CR 20
 - Line 7 N/Highway 11 interchange overpass
 - Exit off Highway 11 northbound to Line 7
 - Line 7 S/Highway 11 interchange overpass
 - Line 7 S/Gate 7A/B/C
 - Line 7 S/Ridge Road/CR 20
 - Exit off Highway 11 northbound to Line 8
 - Line 8/Gate A, B, C, D, E, F, J, K
 - CR 20/Ridge Road/Line 8
 - Line 9 N/Highway 11 interchange overpass
 - Exit off Highway 11 northbound to Line 9
 - Line 9 S/Highway 11 interchange overpass
 - Line 9/Gate 9A/B
 - CR 20/Ridge Road/Line 9

Key intersections will be confirmed with security and police agencies. A transportation command structure consisting of contacts for key individuals and responsibilities will be established before the event to coordinate all traffic operations between the different transportation providers during the event.

A detailed signing plan (Figures 9 through 12) has been designed to help facilitate the transportation plan. Temporary signs and portable changeable message signs (PCMS) are proposed to direct arriving traffic on the designated arrival routes. With the various options for redirecting traffic from Hwy 11 to Lines 7 and 9, eight PCMS are proposed along Hwy 11 to facilitate timely changes in directional signing. Using the PCMS will provide greater flexibility in shifting traffic to different exits as compared to covering and uncovering temporary signs. Given the highway speeds on Hwy 11, PCMS is likely to hold the attention of drivers better than temporary signs along the highway.

PCMS 2 and 6 will be placed on Hwy 11 as a queue-end warning system. A number of different messages may be displayed at this location subject to the prevailing traffic conditions. PCMS 9 along Ridge Road

is designed to redirect line cutters back to Hwy 11 and discourage use of Ridge Road by event traffic. OPP should redirect event traffic found arriving via Ridge Road back to Hwy 11, unless one of the alternative routing phases (Section G) specifically directs traffic to Ridge Road.

All the PCMS and event signing will be manufactured and installed by the event and its contractors, subject to the approval by MTO, the County, and the Township.

- K. Exit Plan (Figure 8) – The exit will be facilitated by event staff and law enforcement directing traffic at key locations. Day-parkers will primarily be directed north on Line 7 or Line 9 directly to Highway 11 in either direction. For the exit of the camping areas at the end of the event, traffic near Gate 9A will be directed north on Line 9 to Highway 11. The camping traffic near Gate 7A/B/C will be directed north on Line 7 to Highway 11. The VIP and RV traffic will generally be directed out to Line 7. Alternatively, they may be directed to Line 8 and up to Hwy 11 or south to Ridge Road if acceptable with internal site operations and OPP. The production/staff will exit via Line 8 north for Highway 11. This will dissipate traffic quicker by allowing vehicles to exit in multiple directions. Facilitating traffic movements at some of the key intersections to and on Highway 11 may be necessary.

The PCMS are proposed to be used to help facilitate the exit plan by warning Hwy 11 drivers of heavy traffic flows entering the highway. When possible, PCMS can be used to shift through traffic to the left lane, to allow easier access for entering traffic to merge into the traffic stream. In addition, PCMS 1 and the relocation of PCMS 9 are proposed to facilitate the egress movements for traffic destined for Hwy 11 southbound.

Traffic exiting the event is expected to be concentrated late Sunday night and on Monday preceding the closure of the campgrounds. Sunday night, background traffic volumes on Highway 11 are very low, typically about 10% of the peak hour for the day. We do not anticipate any significant congestion related to the exit on Sunday night outside of the traffic flow exiting the campgrounds and onto Line 7 and Line 9 approaching Highway 11. On Monday, event traffic will continue exiting the site, generally peaking between 9:00 am and 11:00 am. Queues can be expected on Line 7 and Line 9 approaching Highway 11, but will dissipate in just a few hours. Traffic exiting the venue will be allowed remain on site past 10:00 am. The 10:00 am “closing” is designed to motivate campers to pack up and make their way to the exit so cleanup operations can begin.

WayHome experienced its peak exit between 9:45 PM and 1:00 AM Sunday night. An estimated 30-40% of campers remained overnight, with about 5% remaining through 10 AM Monday.
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With the higher concentrated demand exiting, we expect that the exit points and intersections of Line 7 and Line 9 with Hwy 11 will meter the exit volumes. Each of the interchanges provide acceleration lanes, but we expect additional congestion at the Hwy 11/Line 7/Esso gas station as some attendees seek to use the facility to gas up before leaving the area. OPP will be needed to keep each intersection clear at the interchanges allowing traffic to enter Hwy 11 as traffic conditions allow. We do not propose any active police traffic control on Hwy 11 to facilitate entering traffic.

L. Other Considerations –

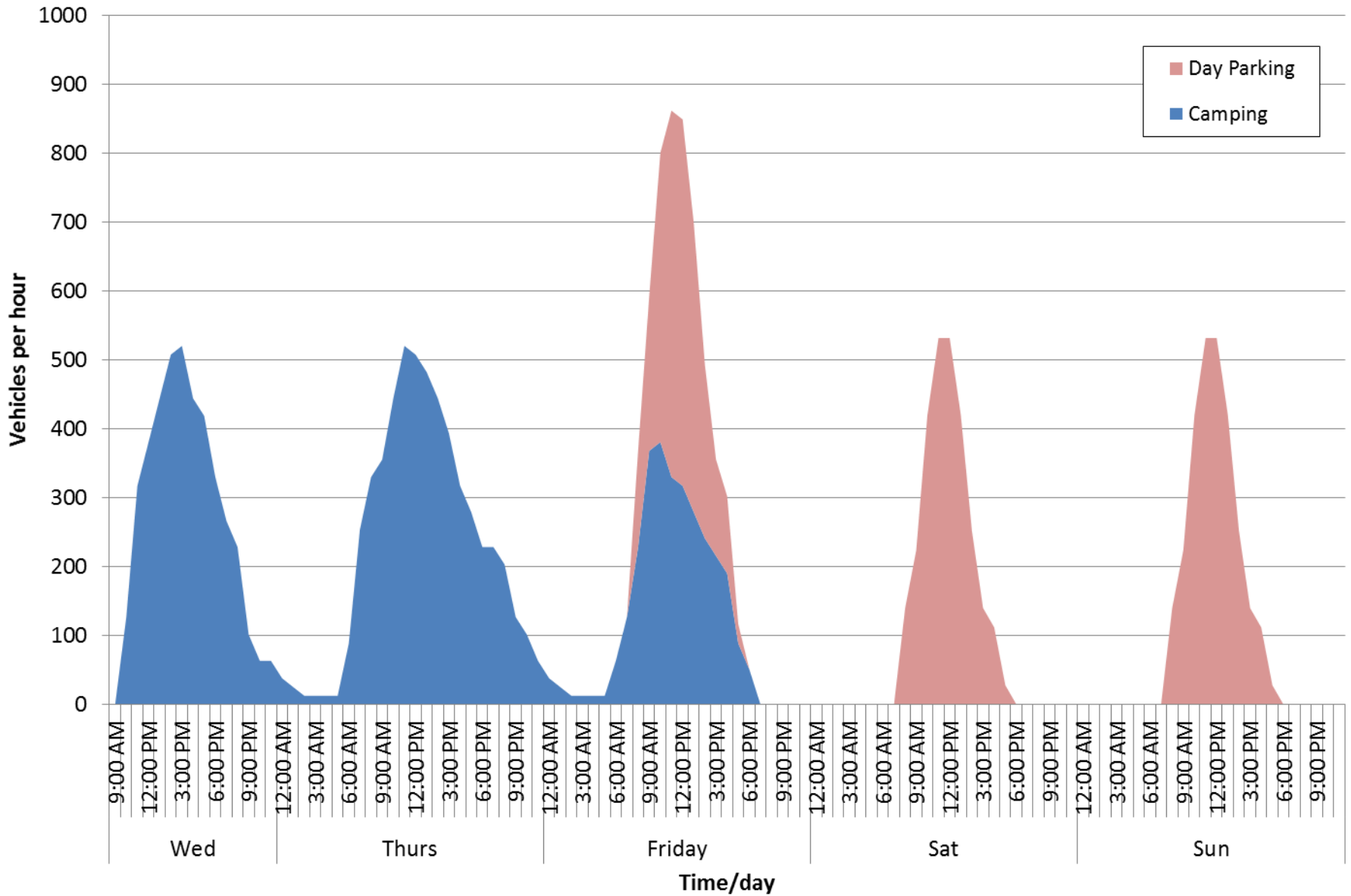
- o Other Events: The schedule for the WayHome event will coincide with the last weekend of the 2015 PAN AM games being held in the greater Toronto area. Mountain biking events will be held in Oro-Medonte at the Hardwood Mountain Bike Park on Old Barrie Road (RR 11 near Line 6 N) approximately 7 km north of Burls Creek. Races will take place on Sunday July 12, and will not

overlap with any Burls Creek event traffic. The Boots & Hearts event will coincide with the opening weekend of the Parapan AM games; however, no events are scheduled for the Oro-Medonte region.

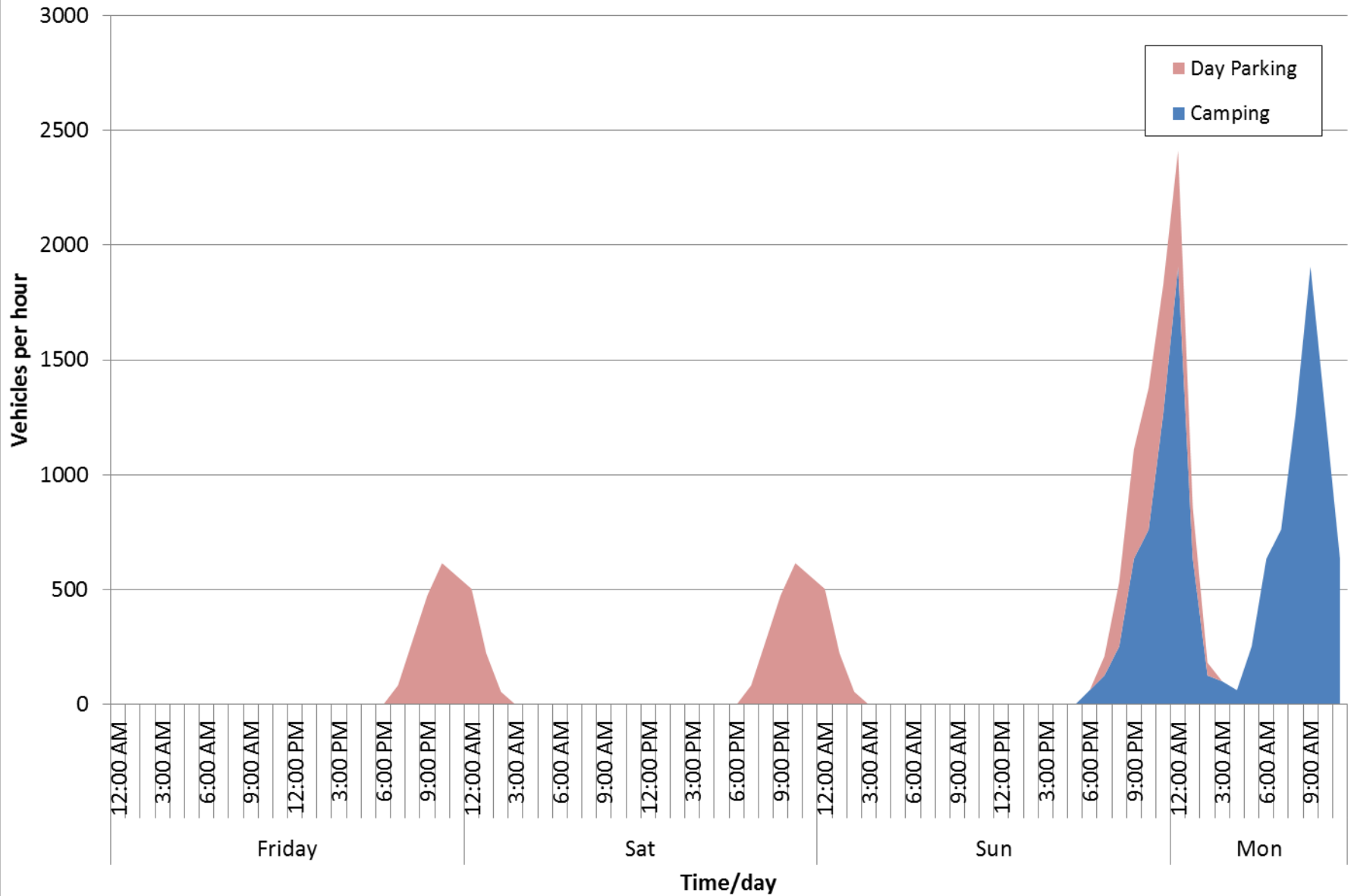
- Towing and Breakdowns: The OPP indicated that they will have towing services ready and in waiting in and around the event area to quickly respond to accidents and attend to emergencies if they arise.
- Tollbooth Placement: The tollbooths are placed such to balance the amount of on-site parking and off-street queue space between the search and ticketing operations and the local road system. The placement of each will accommodate an estimated 500 cars to be queued on-site and off the local roadway. Upon the completion of the WayHome, we propose to review the operations of the tollbooths and identify if any improvements are necessary before the Boots & Hearts event.
- Recap Meeting: Following the completion of each event, CM will prepare a memo summarizing their observations and findings of the traffic data collection program. It is expected that representatives of each of the agencies and Burls Creek will meet to discuss what worked and what did not for the purposes of improving future events.
- Pedestrians: Based on field observations, high pedestrian activity was noticed on Line 7. Some attendees were noticed walking down on Line 7 to the General Store at Ridge Road or to the town beach. The Township should review any needs for additional pedestrian warning signs along Line 7, Line 8, and Line 9.

Queuing was generally accommodated on-site for WayHome.

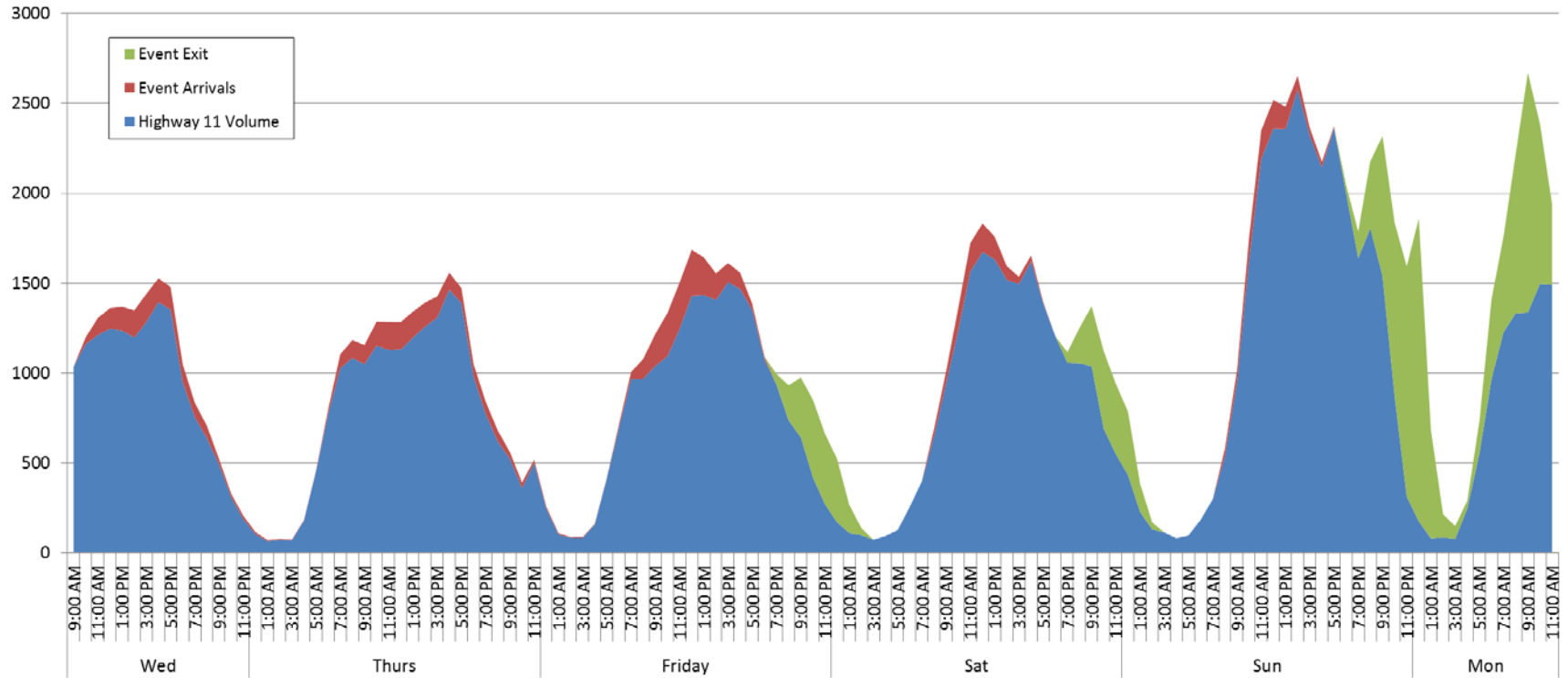
**Chart 1 - Boots & Hearts Arrivals
(On-Site Camping and Day Parking)**



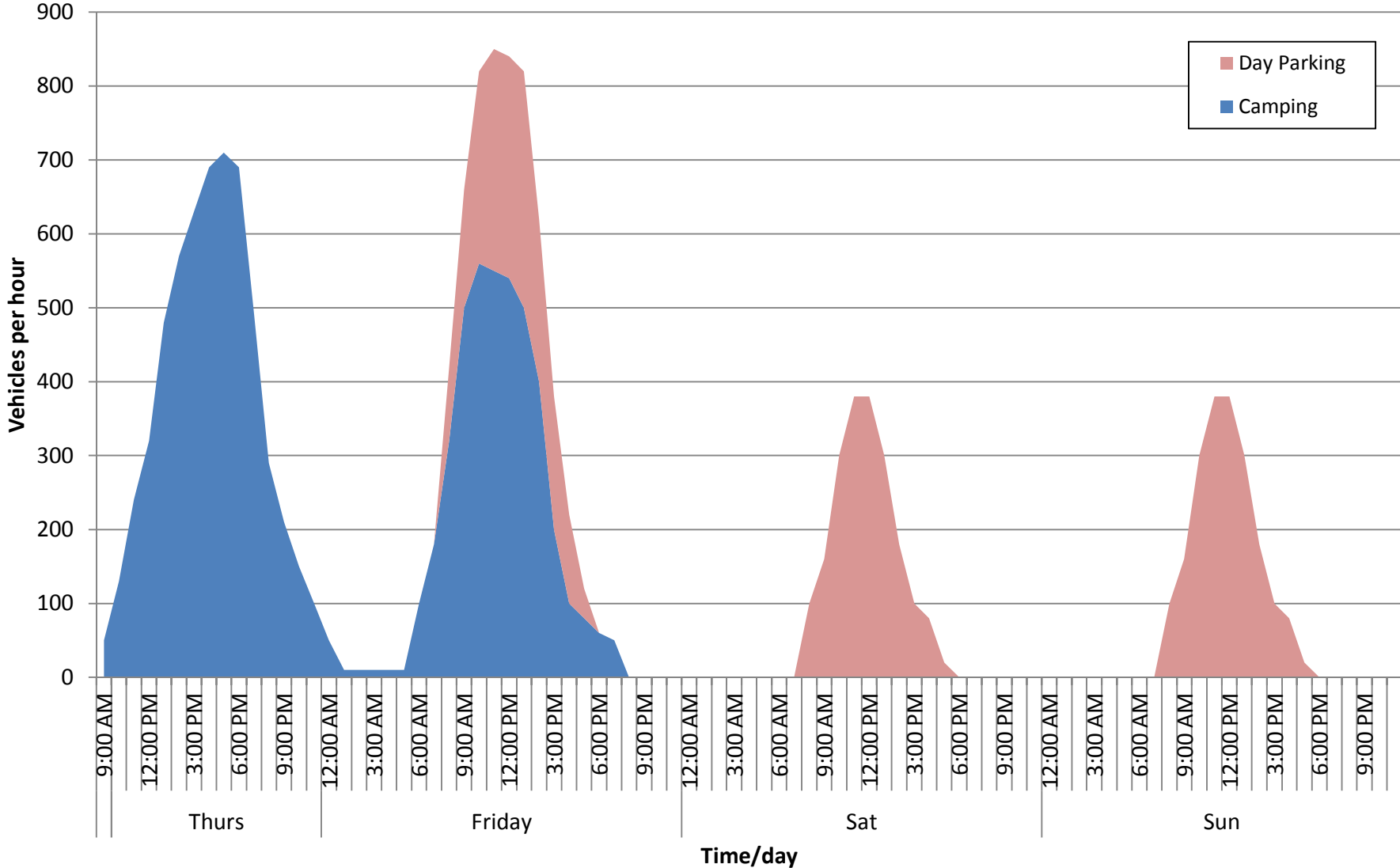
**Chart 2 - Boots & Hearts Exit
(On-Site Camping and Day Parking)**



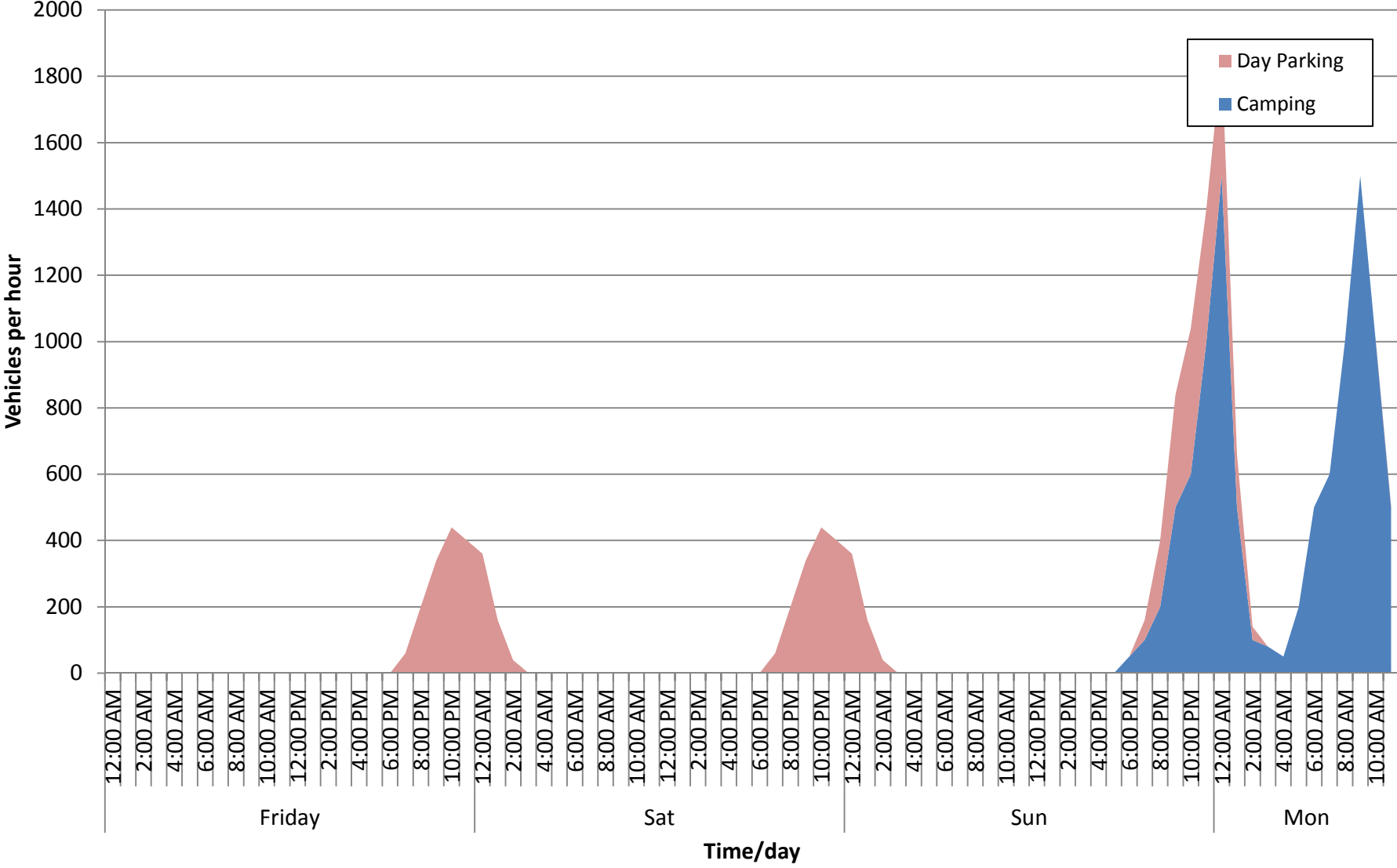
**Chart 4 - B&H Southbound Hwy 11 Volumes
(Event Arrival/Exit and Highway 11 Traffic Data)**



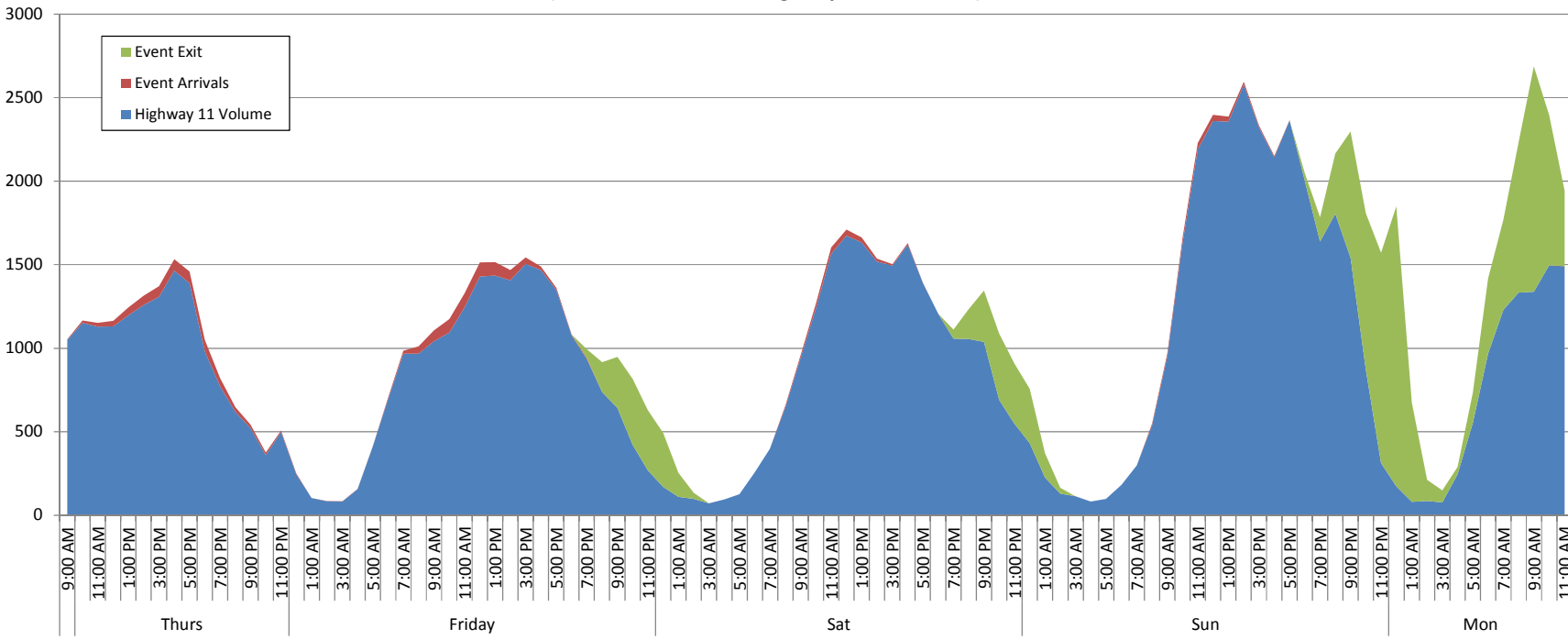
**Chart 5 - WayHome Event Arrivals
(On-Site Camping and Day Parking)**



**Chart 6 - WayHome Event Exit
(On-Site Camping and Day Parking)**



**Chart 8 - WayHome Southbound Hwy 11 Volumes
(Event Arrival/Exit and Highway 11 Traffic Data)**



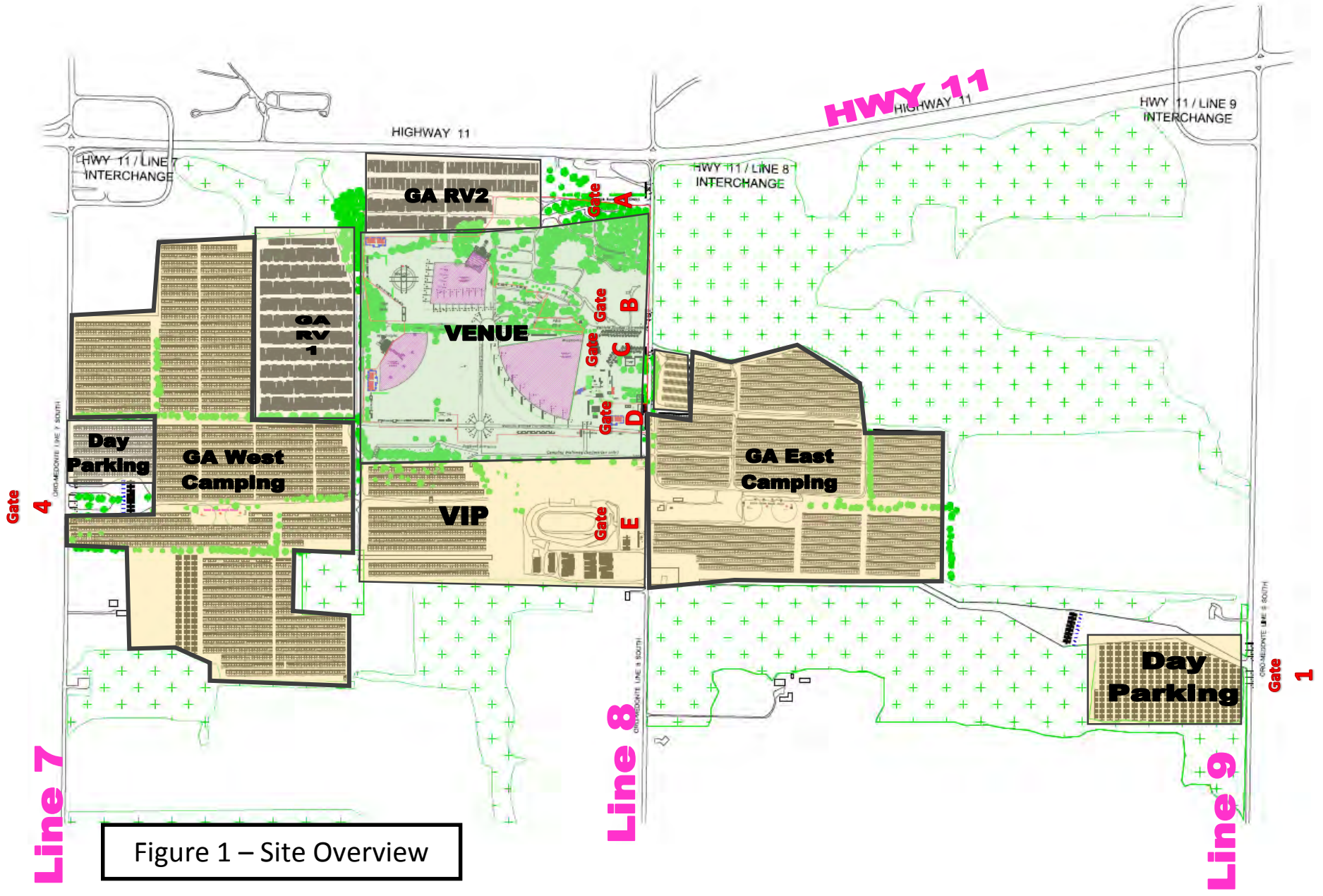
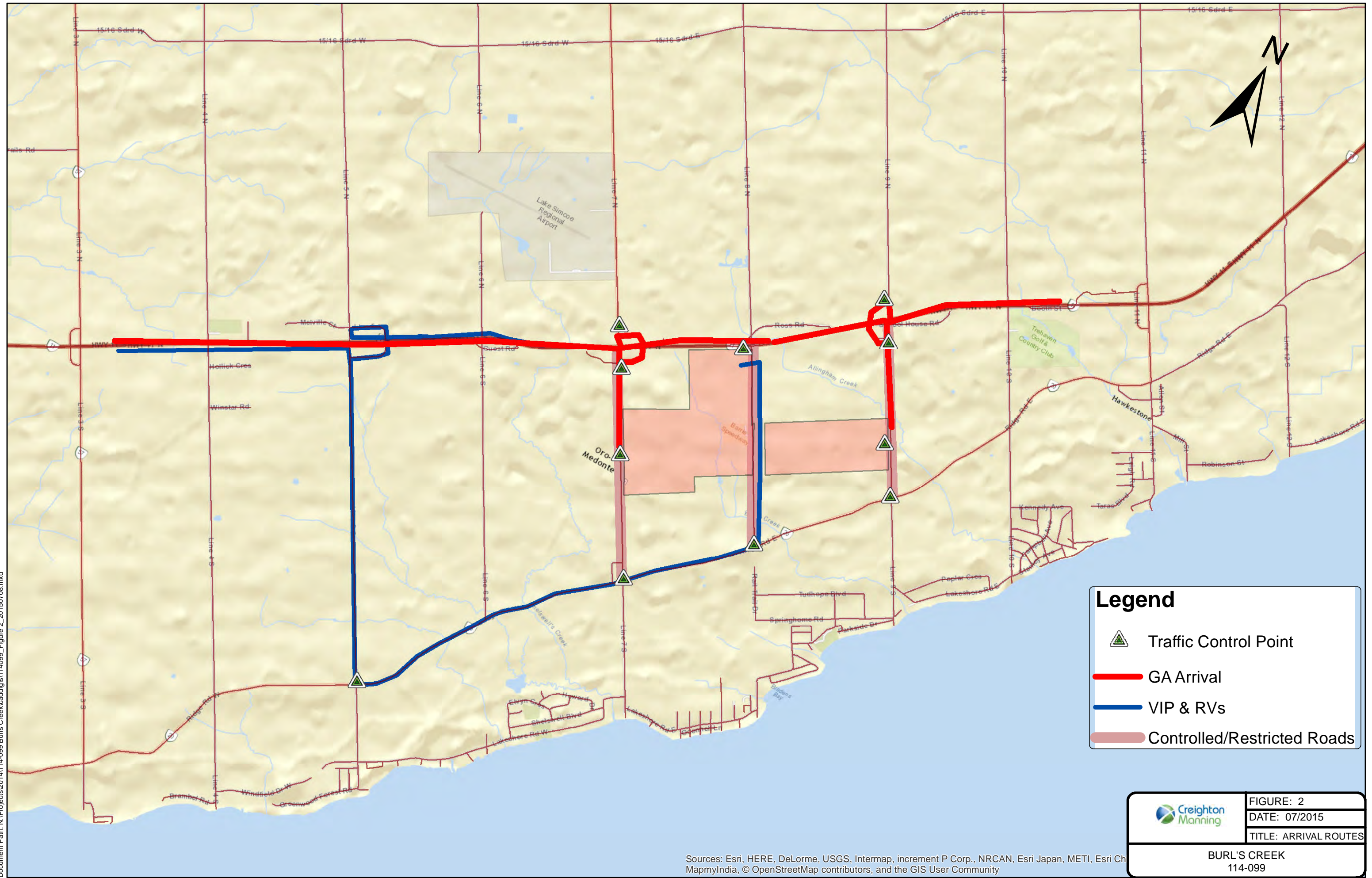







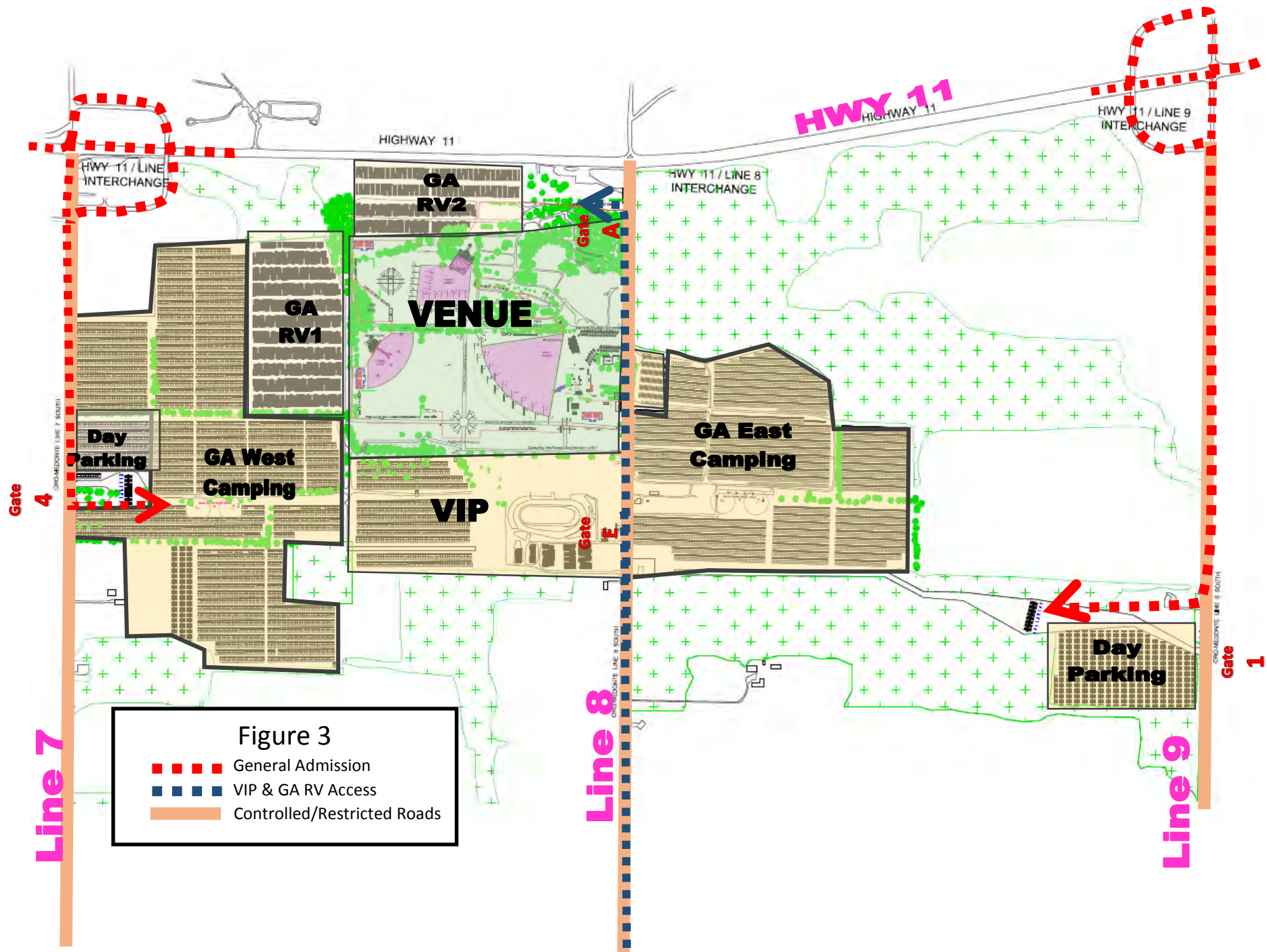
Figure 1 – Site Overview

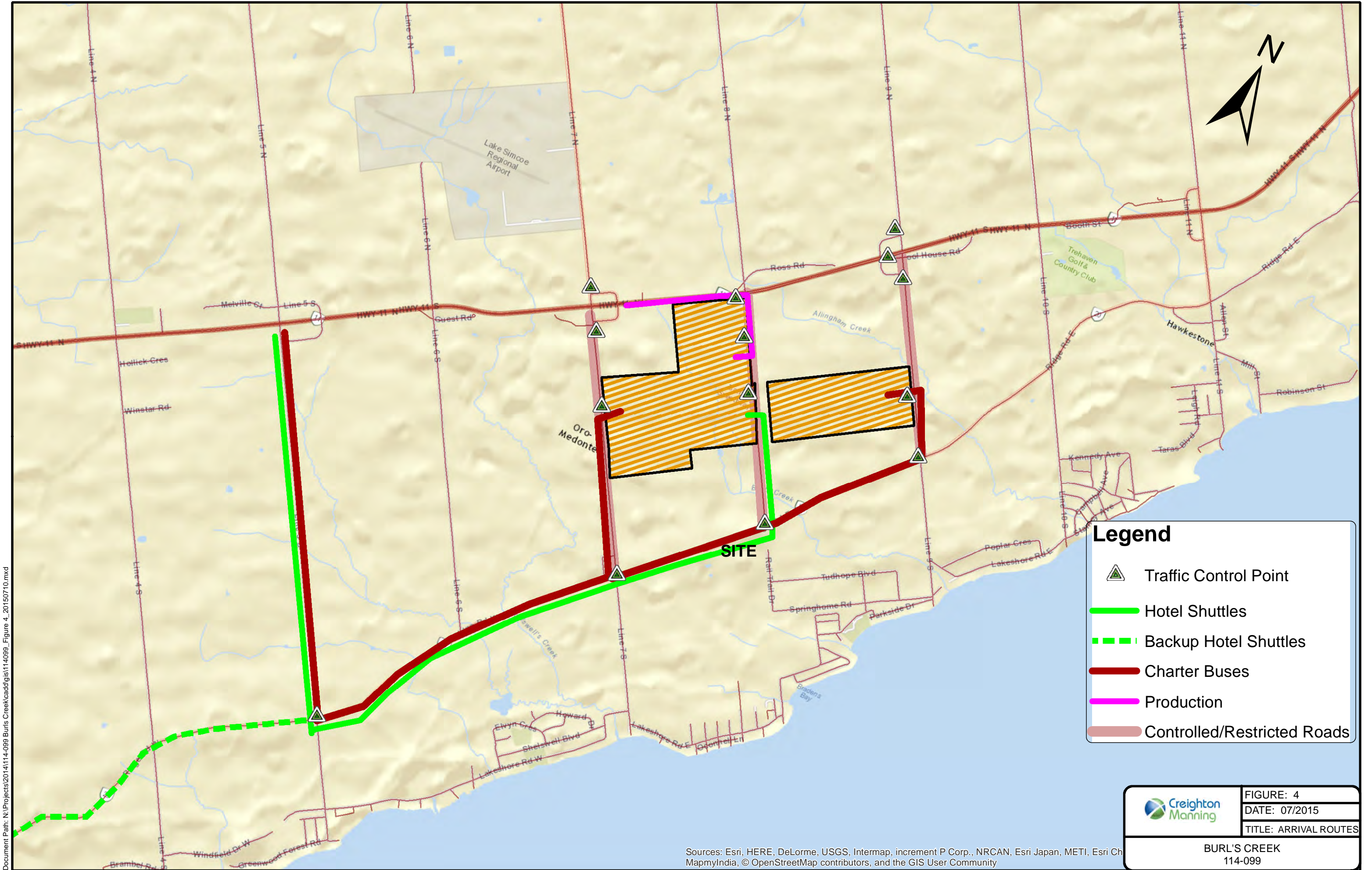


Legend

-  Traffic Control Point
-  GA Arrival
-  VIP & RVs
-  Controlled/Restricted Roads







	FIGURE: 2
	DATE: 07/2015
	TITLE: ARRIVAL ROUTES
BURL'S CREEK 114-099	






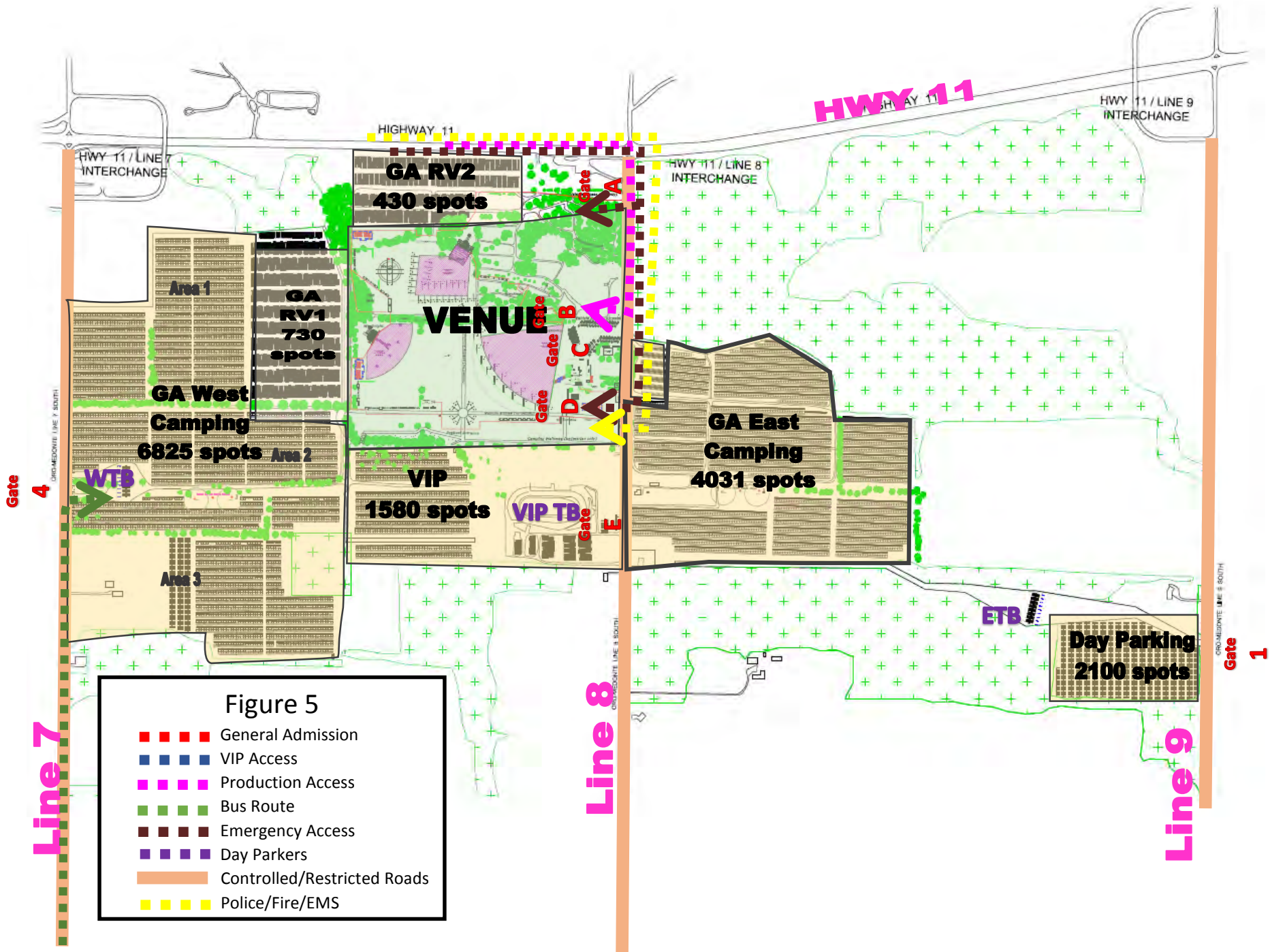
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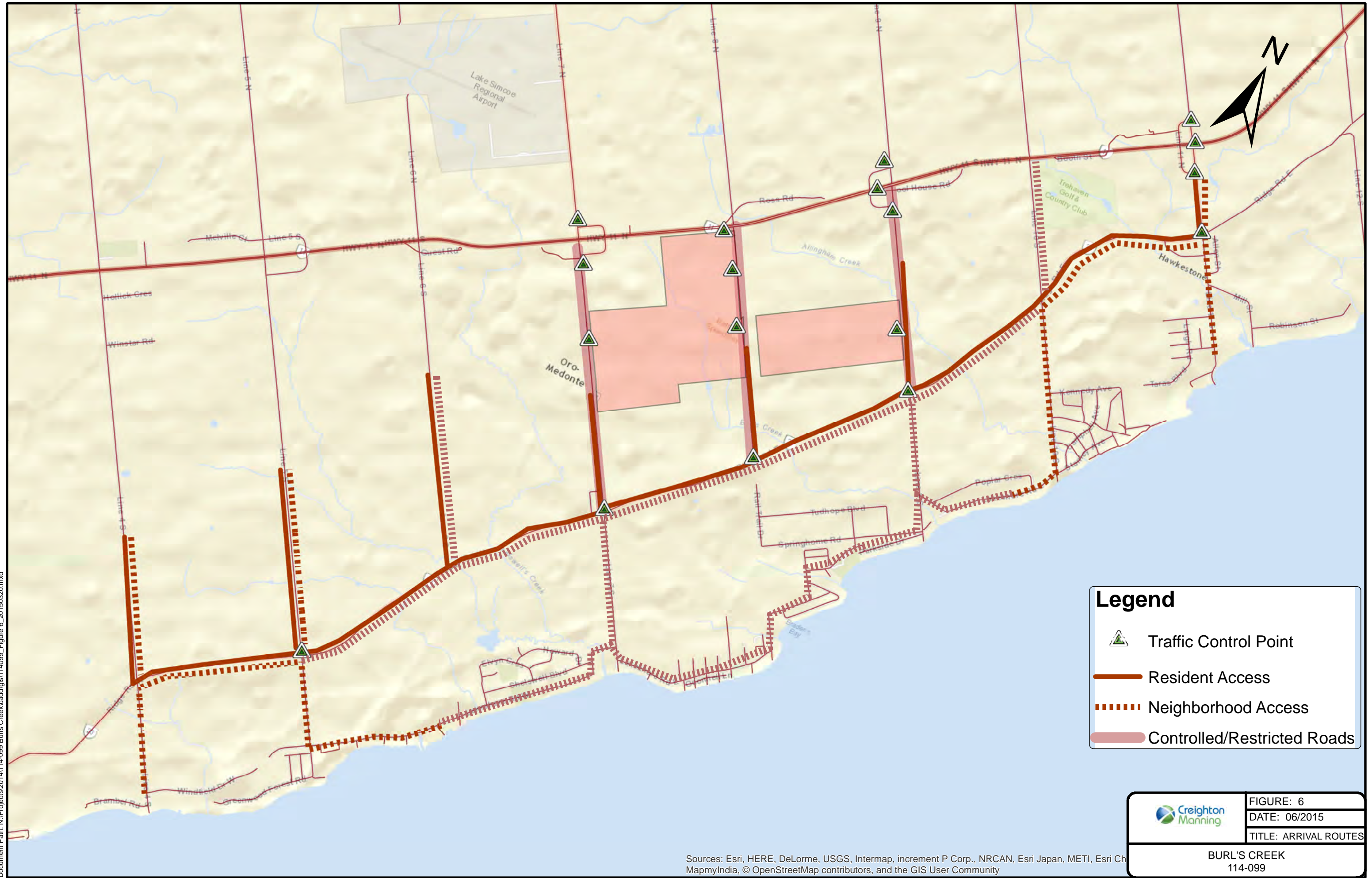
-  Traffic Control Point
-  Hotel Shuttles
-  Backup Hotel Shuttles
-  Charter Buses
-  Production
-  Controlled/Restricted Roads

	FIGURE: 4
	DATE: 07/2015
	TITLE: ARRIVAL ROUTES
BURL'S CREEK 114-099	

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community




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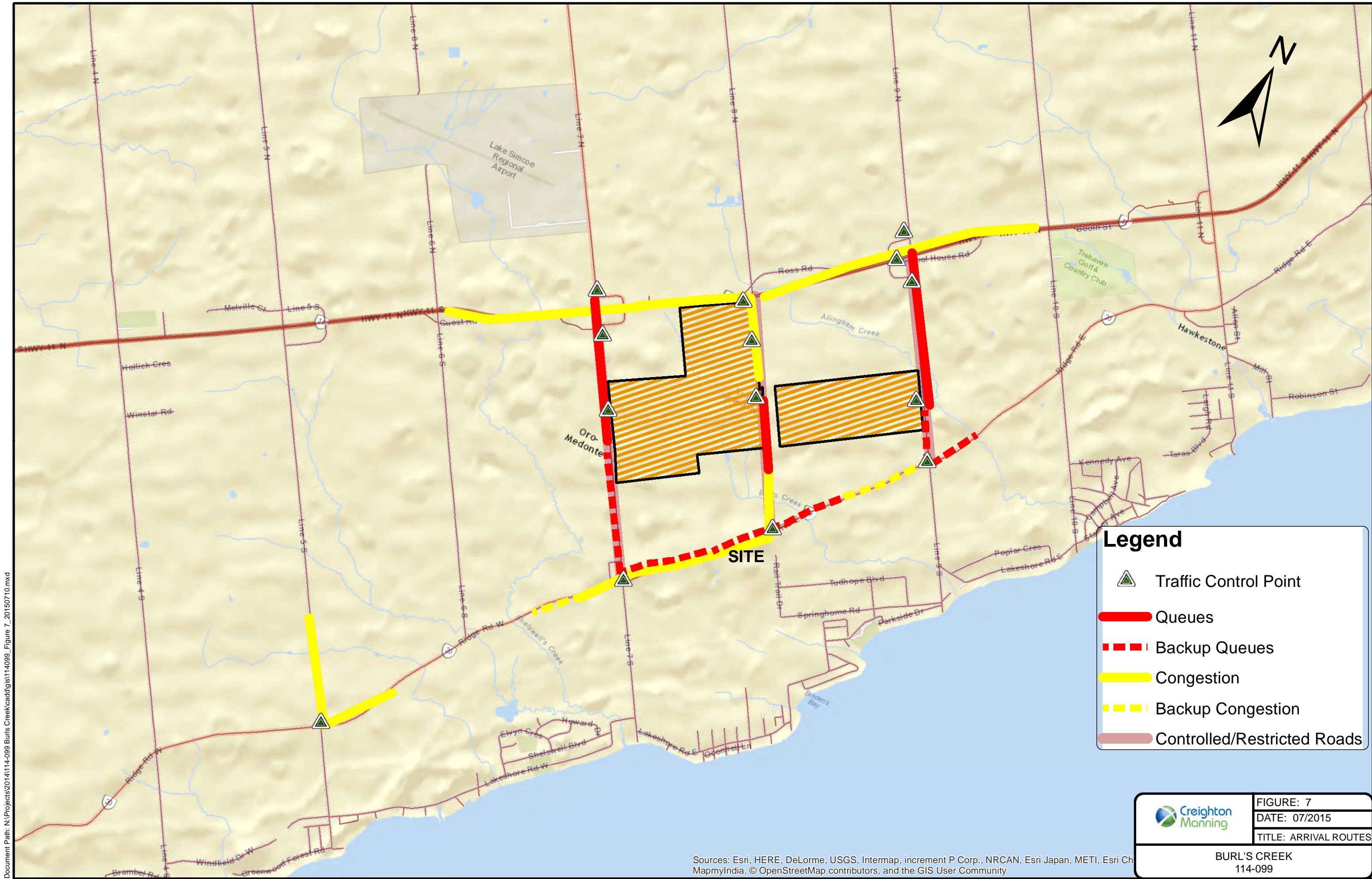


Legend

-  Traffic Control Point
-  Resident Access
-  Neighborhood Access
-  Controlled/Restricted Roads

	FIGURE: 6
	DATE: 06/2015
	TITLE: ARRIVAL ROUTES
BURL'S CREEK 114-099	







Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri Ch, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community




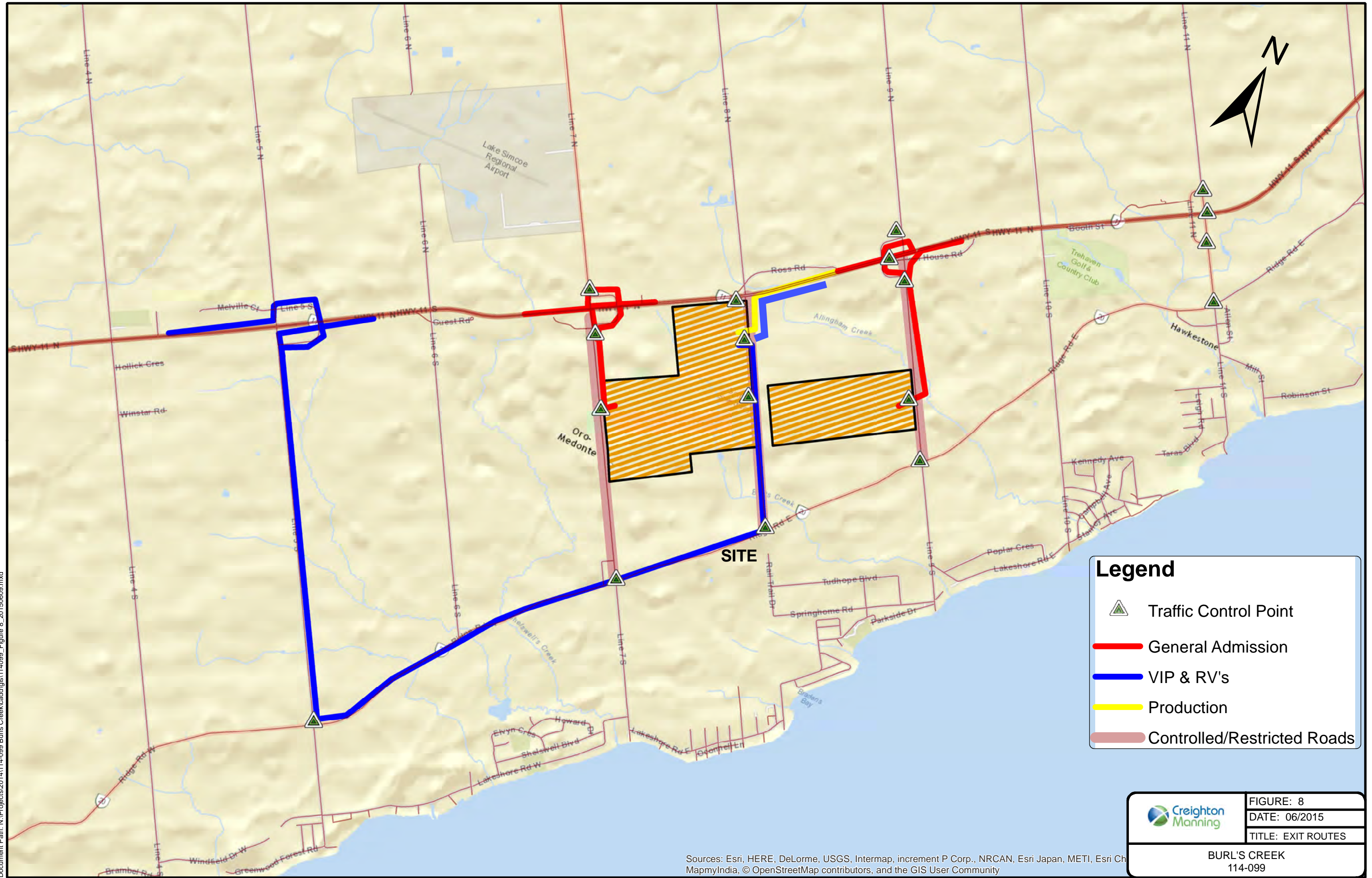
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Legend

-  Traffic Control Point
-  Queues
-  Backup Queues
-  Congestion
-  Backup Congestion
-  Controlled/Restricted Roads

	FIGURE: 7
	DATE: 07/2015
	TITLE: ARRIVAL ROUTES
BURL'S CREEK 114-099	

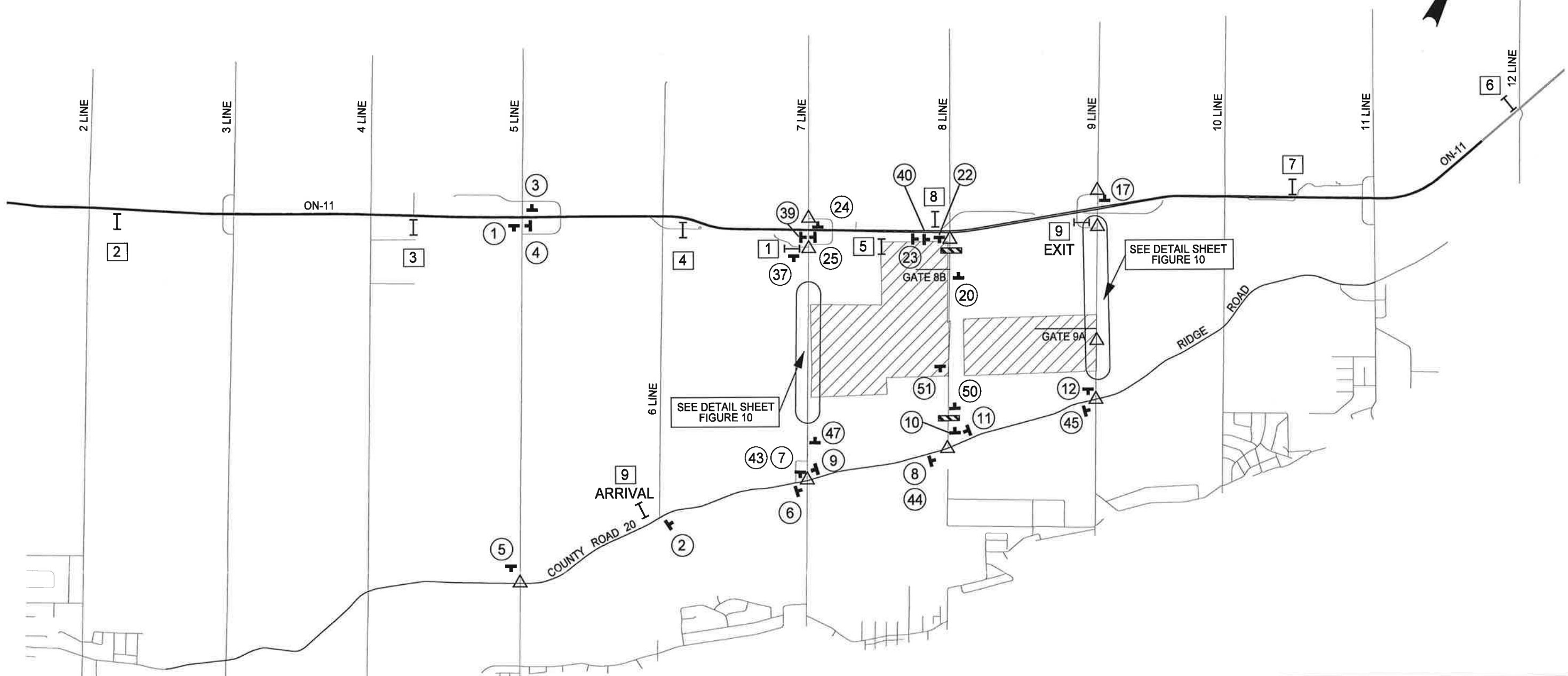


Legend

- Traffic Control Point
- General Admission
- VIP & RV's
- Production
- Controlled/Restricted Roads

FIGURE: 8
DATE: 06/2015
TITLE: EXIT ROUTES

BURL'S CREEK
114-099



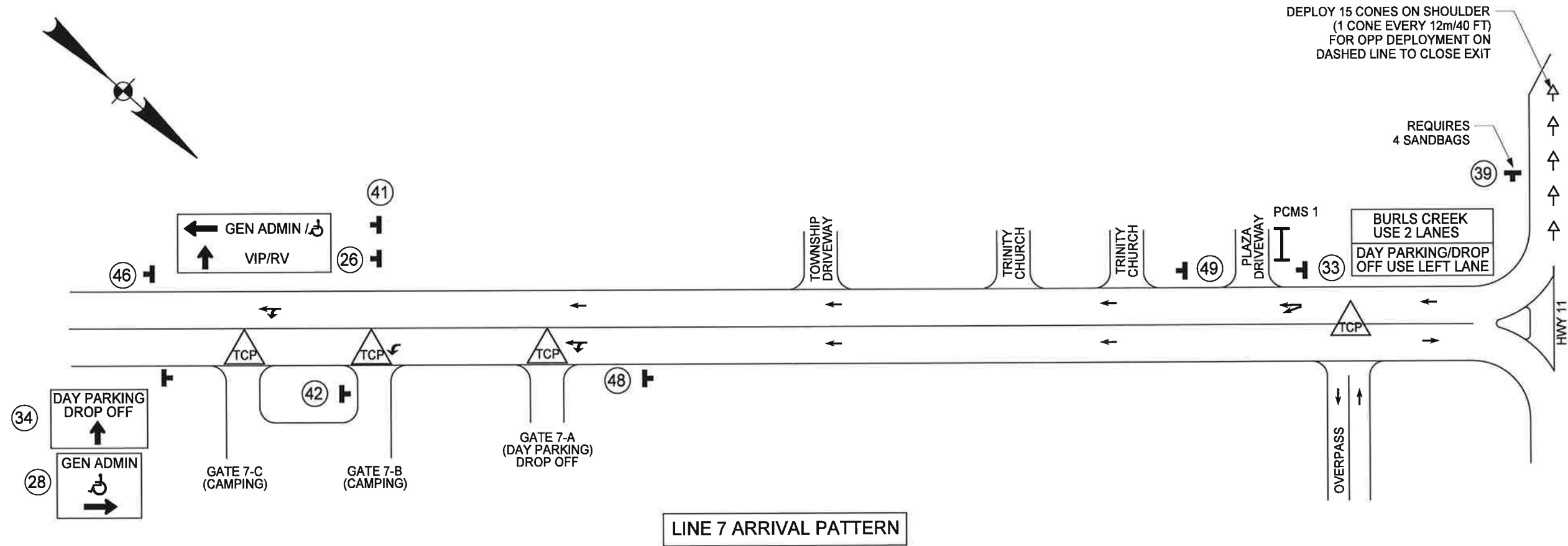
LEGEND	
(X)	TEMPORARY SIGNS
(Y)	PCMS (PORTABLE CHANGABLE MESSAGE SIGN)
	BARRICADE (TC-53A)
	TRAFFIC CONTROL POINT (TCP)

SIGN PLAN
 BURL'S CREEK EVENT
 GROUNDS
 ORO-MEDONTE, ON

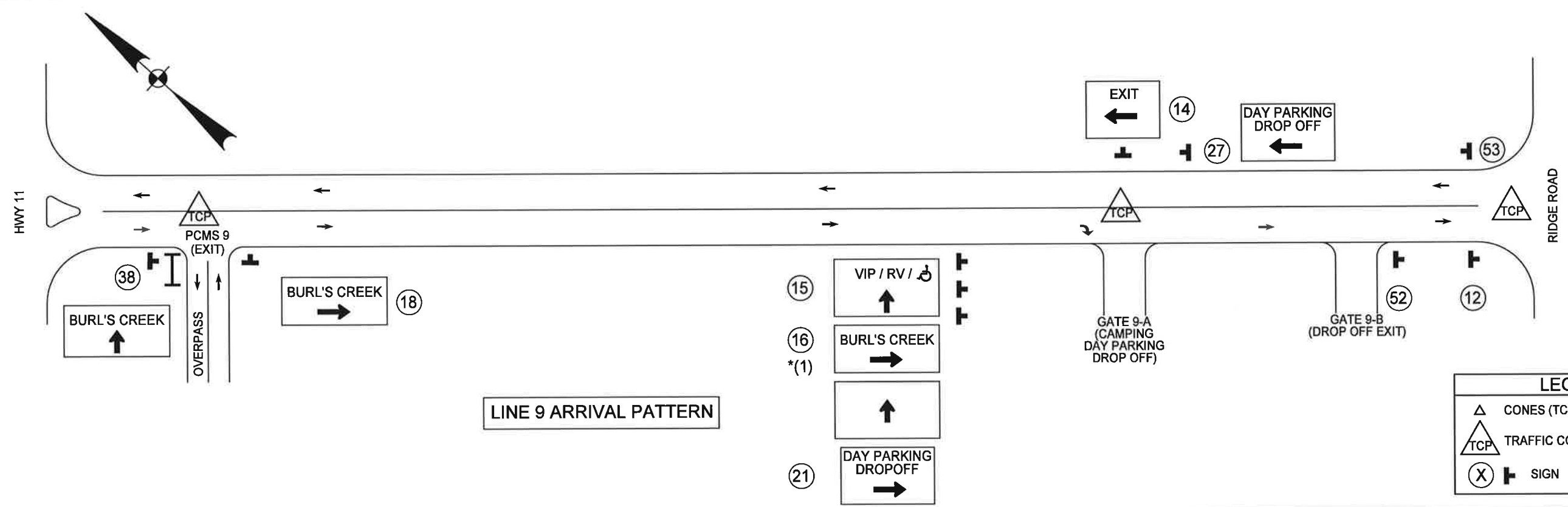


**Creighton
Manning**

PROJECT: 114-099	DATE: 07/31/2015	FIGURE: 9
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LINE 7 ARRIVAL PATTERN



LINE 9 ARRIVAL PATTERN

LEGEND	
△	CONES (TC-51B)
△ TCP	TRAFFIC CONTROL POINT (TCP)
⊕	SIGN

(1)* COVER RIGHT ARROW WITH UP ARROW DURING PHASES 4 & 5.

LINE 7 & LINE 9 TRAFFIC CONTROL		
BURL'S CREEK EVENT GROUNDS ORO-MEDONTE, ON		
PROJECT: 114-099	DATE: 07/31/2015	FIGURE: 10

SIGN FACE	LOCATION	SIZE	COLOR
BURLS CREEK VIP/RV USE LINE 5	1,2	1200x2400	WHITE ON BLUE
BURLS CREEK VIP/RV →	3	900xVAR	WHITE ON BLUE
BURLS CREEK VIP/RV ←	4,5,7,8,20	900xVAR	WHITE ON BLUE
BURLS CREEK VIP/RV ↑	1, 6 2	900xVAR	WHITE ON BLUE
GEN ADMIN ↻	9,28	900x900	WHITE ON BLUE
ROAD CLOSED LOCAL ACCESS ONLY	10,22	900xVAR	BLACK ON ORANGE
↑ GEN ADMIN / ↻ → VIP/RV	11	900xVAR	WHITE ON BLUE
GEN ADMIN VIP/RV / ↻ →	12	900xVAR	WHITE ON BLUE
ROAD CLOSED AHEAD	13 (SEE NOTE 8)	600x900	BLACK ON WHITE
EXIT ←	14	600x600	BLACK ON ORANGE
VIP/RV / ↻ ↑	15	900xVAR	WHITE ON BLUE
BURLS CREEK → ↑	16 (SEE NOTE 7)	600xVAR 300xVAR	WHITE ON BLUE
BURLS CREEK ←	17,25	600xVAR	WHITE ON BLUE

SIGN FACE	LOCATION	SIZE	COLOR
BURLS CREEK →	18,24	600xVAR	WHITE ON BLUE
→ TORONTO ← ORILLIA	19	600xVAR	WHITE ON GREEN
DAY PARKING DROP OFF →	21	600xVAR	WHITE ON BLUE
LINE 8 EMERGENCY RESIDENT PRODUCTION ACCESS ONLY	23, 40	1200x1200	WHITE ON BLUE
← GEN ADMIN / ↻ ↑ VIP/RV	26	900xVAR	WHITE ON BLUE
DAY PARKING DROP OFF ←	27	900xVAR	WHITE ON BLUE
→ TORONTO ← ORILLIA	29	600xVAR	WHITE ON GREEN
ORILLIA →	30	300xVAR	WHITE ON GREEN
TORONTO →	31	300xVAR	WHITE ON GREEN
TORONTO RIGHT LN ORILLIA LEFT LN	32	900xVAR	WHITE ON GREEN
DAY PARKING DROP OFF ↑	34	900xVAR	WHITE ON BLUE
BURLS CREEK USE 2 LANES DAY PARKING/DROP OFF USE LEFT LANE	33	1200x2400	WHITE ON BLUE

↖ ORILLIA ↙ TORONTO	35	600xVAR	WHITE ON GREEN
ORILLIA RIGHT LN TORONTO LEFT LN	36	900xVAR	WHITE ON GREEN
BURLS CREEK ↑	37, 38	900xVAR	WHITE ON BLUE
BURLS CREEK USE LINE 9	39	1200x2400	WHITE ON BLUE
← DROP OFF/ PICKUP	41	600xVAR	WHITE ON BLUE
DROP OFF/ PICKUP →	42	600xVAR	WHITE ON BLUE
DAY PARKING ↑	44	900xVAR	WHITE ON BLUE
← DAY PARKING	43, 45	900xVAR	WHITE ON BLUE
WALK ON LEFT FACING TRAFFIC	46, 47, 48, 49, 50, 51, 52, 53	600x450	BLACK ON WHITE

BURL'S CREEK SIGN PLAN NOTES

- ALL EVENT SIGNS ON TOWNSHIP, COUNTY, AND PROVINCIAL ROADS SHALL BE TEMPORARY. ALL SIGN STANDS SHALL BE TEMPORARY STANDS COMFORMING TO THE ONTARIO TRAFFIC MANUAL. DRIVE-IN POSTS SHALL NOT BE ALLOWED.
- TEMPORARY SIGNS SHALL BE INSTALLED 24 TO 48 HOURS BEFORE GATES OPEN AND REMOVED AS DETERMINED BY THE RESPECTIVE AGENCIES.
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE INSTALLED WITH THE PRE-EVENT MESSAGE ACTIVATED 1 WEEK BEFORE THE EVENT. ALL PCMS SHALL BE ACTIVATED WITH THEIR RESPECTIVE MESSAGES ON THE DAY OF THE EVENT, AND TURNED OFF AT THE CONCLUSION OF THE EVENT OR WHEN NOT IN USE PCMS SHALL BE REMOVED FOLLOWING THE EVENT AND SUBJECT TO PERMITTING AGENCIES.
- EVENT SIGNS SHALL NOT INTERFERE WITH EXISTING TRAFFIC SIGNS OR INTERSECTION SIGHT DISTANCES. EVENT SIGNS MAY REQUIRE FIELD ADJUSTMENTS.
- TEMPORARY SIGNS SHALL BE 2 METERS OR MORE FROM THE TRAVEL LANE. PCMS 1-8 SHALL BE 9 METERS OR MORE FROM THE NEAREST THROUGH TRAVEL LANE EDGE (WHITE LINE). NO EVENT SIGNS ARE ALLOWED WITHIN A 20X20 METER SIGHT TRIANGLE OF INTERSECTING ROADS. PCMS SHALL HAVE REFLECTIVE BARRELS (MINIMUM OF 4) PLACED AROUND THE SIGN.
- ADDITIONAL "NO PARKING" AND "NO STOPPING" SIGNS, NOT SHOWN ON THE PLAN, SHALL BE INSTALLED AND REMOVED BY THE TOWNSHIP OF ORO-MEDONTE AT THEIR DISCRETION.
- COVER RIGHT ARROW WITH UP ARROW DURING PHASE 4 & 5.
- SIGNS 13, 19, 29-32, 35, 36 ARE NOT CURRENTLY USED.
- PCMS 1 AND 9 TO BE DEPLOYED ON SUNDAY FOR THE EXIT.

SIZE = HEIGHT X WIDTH (mm)
VAR = VARIABLE

SIGN PLAN
TABLES AND NOTES
BURL'S CREEK EVENT
GROUNDS
ORO-MEDONTE, ON

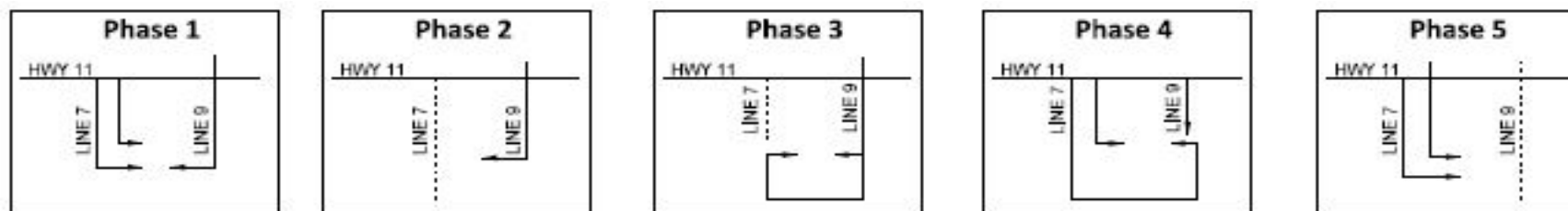


	Pre-event Boots & Hearts	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	EXIT	
PCMS1 44*28'37.56"N 79*31'58.09"W	Message 1						TORONTO ----->	
	Message 2						ORILLIA STRAIGHT AHEAD	
PCMS3 44*27'45.62"N 79*34'20.90"W	Message 1	BURLS CREEK MUSIC FESTIVAL	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	MERGING TRAFFIC LINE 7 TO 9
	Message 2	WED, AUG 5 TO SUN, AUG 9	GENERAL ADMISSION USE LINE 7	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 7	GENERAL ADMISSION USE LINE 7	THROUGH TRAFFIC KEEP LEFT
PCMS4 44*28'25.01"N 79*32'48.42"W	Message 1		BURLS CREEK GEN ADM USE LINE 7	BURLS CREEK GEN ADM USE LINE 9	BURLS CREEK GEN ADM USE LINE 9	BURLS CREEK GEN ADM USE LINE 7	BURLS CREEK GEN ADM USE LINE 7	MERGING TRAFFIC ON RIGHT
	Message 2		LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	THROUGH TRAFFIC KEEP LEFT
PCMS5 44*28'53.39"N 79*31'34.07"W See note 3, 4	Message 1	BURLS CREEK MUSIC FESTIVAL	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	LINE 8 FOR RESTRICTED ACCESS ONLY
	Message 2	WED, AUG 5 TO SUN, AUG 9	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	LINE 8 FOR RESTRICTED ACCESS ONLY	
PCMS7 44*30'12.28"N 79*29'4.47"W	Message 1	BURLS CREEK MUSIC FESTIVAL	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	MERGING TRAFFIC ON RIGHT
	Message 2	WED, AUG 5 TO SUN, AUG 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 9	GENERAL ADMISSION USE LINE 7	THROUGH TRAFFIC KEEP LEFT
PCMS8 44*29'4.77"N 79*31'10.66"W See note 4	Message 1	BURLS CREEK MUSIC FESTIVAL	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK GEN ADM USE LINE 9	BURLS CREEK GEN ADM USE LINE 9	BURLS CREEK VIP&RV USE LINE 5	BURLS CREEK VIP&RV USE LINE 5	MERGING TRAFFIC ON RIGHT
	Message 2	WED, AUG 5 TO SUN, AUG 9	GENERAL ADMISSION USE LINE 7	USE LINE 7 FOR HWY 11 NORTH	USE LINE 7 FOR HWY 11 NORTH	GENERAL ADMISSION USE LINE 7	GENERAL ADMISSION USE LINE 7	THROUGH TRAFFIC KEEP LEFT
PCMS9 44*26'58.52"N 79*31'52.83"W 44*29.30.87N 79*30'12.79"W See Note 2	Message 1	BURLS CK EVENT 8/5-10	NO GEN ADM ACCESS	NO GEN ADM ACCESS	NO GEN ADM ACCESS	NO GEN ADM ACCESS	NO GEN ADM ACCESS	TORONTO <-----
	Message 2	EXPECT DELAYS LINE 7-9	RETURN TO HWY 11	RETURN TO HWY 11	RETURN TO HWY 11	RETURN TO HWY 11	RETURN TO HWY 11	ORILLIA STRAIGHT AHEAD
PCMS10	Message 1							
	Message 2							

	Message 1	Message 2	Message 3	Message 4
PCMS2 44*26'50.76N 79*36'33.07W See note 1	Message 1	WATCH FOR SLOW TRAFFIC	WATCH FOR STOPPED TRAFFIC	
	Message 2	LINE _ TO LINE _	LINE _ TO LINE _	
PCMS6 44*31'13.01"N 79*27'59.14"W See Note 1	Message 1	WATCH FOR SLOW TRAFFIC	WATCH FOR STOPPED TRAFFIC	
	Message 2	LINE _ TO LINE _	LINE _ TO LINE _	

Notes:

1. Activate PCMS 2 and 6 messages as necessary based on current traffic conditions.
2. During the exit, redeploy PCMS 9 to Line 9 S/overpass and activate exit message.
3. PCMS 5 and 8 will direct event drivers that missed their intended exit (Line 7 and Line 9 respectively) to the next downstream exit that allows them to make a u-turn. OPP will then redirect drivers back to Hwy 11 towards an open entrance, or detour them via Ridge Road.



TRAFFIC ROUTING OPTIONS

SIGN PLAN
TABLES AND NOTES
BURL'S CREEK EVENT
GROUNDS
ORO-MEDONTE, ON

