

Schedule 'C' Municipal Class
Environmental Assessment

**County Road 22 (Horseshoe Valley Road)
Transportation Improvements
(From 3rd Line to 4th Line, Oro-Medonte)**

County of Simcoe



OCTOBER 2017

AINLEY FILE # 112166

Appendix E

County Traffic Data

County of Simcoe

Transportation and Engineering Department

Midhurst, Ontario

705-726-9300

Site Code: 022 02

County Road 22 - Spring 2011

Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Date Start: 03-May-11

Date End: 05-May-11

Start Time	02-May-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	20	10	16	11	25	28	*	*	*	*	*	*	20	16
01:00	*	*	10	7	11	10	10	3	*	*	*	*	*	*	10	7
02:00	*	*	6	4	6	2	4	4	*	*	*	*	*	*	5	3
03:00	*	*	7	0	7	2	6	6	*	*	*	*	*	*	7	3
04:00	*	*	4	4	6	5	7	4	*	*	*	*	*	*	6	4
05:00	*	*	8	10	6	13	6	14	*	*	*	*	*	*	7	12
06:00	*	*	21	38	19	41	25	40	*	*	*	*	*	*	22	40
07:00	*	*	58	100	68	99	63	91	*	*	*	*	*	*	63	97
08:00	*	*	119	192	129	172	112	181	*	*	*	*	*	*	120	182
09:00	*	*	98	179	106	190	118	190	*	*	*	*	*	*	107	186
10:00	*	*	102	118	129	119	102	136	*	*	*	*	*	*	111	124
11:00	*	*	82	76	95	95	113	117	*	*	*	*	*	*	97	96
12:00 PM	*	*	102	100	88	111	115	123	*	*	*	*	*	*	102	111
01:00	*	*	110	107	112	108	116	120	*	*	*	*	*	*	113	112
02:00	*	*	120	97	131	118	104	108	*	*	*	*	*	*	118	108
03:00	*	*	108	123	138	94	148	130	*	*	*	*	*	*	131	116
04:00	*	*	148	127	141	141	183	133	*	*	*	*	*	*	157	134
05:00	*	*	212	148	225	196	224	197	*	*	*	*	*	*	220	180
06:00	*	*	215	143	244	146	238	158	*	*	*	*	*	*	232	149
07:00	*	*	141	110	178	112	189	132	*	*	*	*	*	*	169	118
08:00	*	*	92	70	129	91	150	92	*	*	*	*	*	*	124	84
09:00	*	*	62	38	112	60	99	47	*	*	*	*	*	*	91	48
10:00	*	*	70	23	85	50	87	36	*	*	*	*	*	*	81	36
11:00	*	*	28	18	46	31	48	47	*	*	*	*	*	*	41	32
Lane Day	0	0	1943	1842	2227	2017	2292	2137	0	0	0	0	0	0	2154	1998
AM Peak Vol.			3785		4244		4429		0		0		0		4152	
PM Peak Vol.																
Comb. Total	0		3785		4244		4429		0		0		0		4152	
ADT	ADT 4,153		AA DT 4,153													

County of Simcoe

Transportation and Engineering Department

Midhurst, Ontario

705-726-9300

Site Code: 022 03

County Road 22 - Spring 2011

Horseshoe Valley Resort Ent. to
CR 93

Date Start: 03-May-11

Date End: 05-May-11

Start Time	02-May-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	22	15	22	13	26	28	*	*	*	*	*	*	23	19
01:00	*	*	11	5	11	7	9	7	*	*	*	*	*	*	10	6
02:00	*	*	9	5	8	4	7	4	*	*	*	*	*	*	8	4
03:00	*	*	7	1	7	3	7	3	*	*	*	*	*	*	7	2
04:00	*	*	5	3	8	3	3	7	*	*	*	*	*	*	5	4
05:00	*	*	8	9	6	8	10	10	*	*	*	*	*	*	8	9
06:00	*	*	19	49	13	49	24	43	*	*	*	*	*	*	19	47
07:00	*	*	60	99	70	108	58	102	*	*	*	*	*	*	63	103
08:00	*	*	121	217	118	185	114	198	*	*	*	*	*	*	118	200
09:00	*	*	129	193	147	218	156	214	*	*	*	*	*	*	144	208
10:00	*	*	123	134	151	136	121	158	*	*	*	*	*	*	132	143
11:00	*	*	96	85	111	120	123	125	*	*	*	*	*	*	110	110
12:00 PM	*	*	120	118	106	115	129	150	*	*	*	*	*	*	118	128
01:00	*	*	131	127	126	120	131	130	*	*	*	*	*	*	129	126
02:00	*	*	144	116	137	128	129	122	*	*	*	*	*	*	137	122
03:00	*	*	107	134	150	114	159	153	*	*	*	*	*	*	139	134
04:00	*	*	148	148	164	143	180	165	*	*	*	*	*	*	164	152
05:00	*	*	226	164	240	196	231	197	*	*	*	*	*	*	232	186
06:00	*	*	246	166	282	177	242	169	*	*	*	*	*	*	257	171
07:00	*	*	184	119	205	126	241	137	*	*	*	*	*	*	210	127
08:00	*	*	108	77	120	105	162	110	*	*	*	*	*	*	130	97
09:00	*	*	72	47	125	72	123	56	*	*	*	*	*	*	107	58
10:00	*	*	76	20	94	56	102	39	*	*	*	*	*	*	91	38
11:00	*	*	32	23	61	31	57	45	*	*	*	*	*	*	50	33
Lane Day	0	0	2204	2074	2482	2237	2544	2372	0	0	0	0	0	0	2411	2227
AM Peak Vol.			4278		4719		4916		0		0		0		4638	
PM Peak Vol.																
Comb. Total	0		4278		4719		4916		0		0		0		4638	
ADT	Not Calculated															

County of Simcoe

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(705)-726-9300

County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	70	35	1	13	0	0	0	0	1	0	0	0	0	120
13:00	0	77	31	0	7	0	0	1	0	0	0	0	0	0	116
14:00	1	80	35	0	6	2	0	3	0	0	0	0	0	2	129
15:00	0	66	36	1	3	1	0	0	0	0	0	0	0	1	108
16:00	0	98	39	2	8	1	0	1	1	1	0	0	0	1	152
17:00	0	156	49	2	6	0	0	2	2	0	0	0	0	3	220
18:00	4	160	52	0	13	0	0	0	0	2	0	0	0	3	234
19:00	2	103	41	0	9	1	0	0	1	0	0	0	0	6	163
20:00	2	82	19	0	0	0	0	0	0	0	0	0	0	0	103
21:00	0	64	12	0	5	0	0	0	0	0	0	0	0	0	81
22:00	6	49	14	0	0	0	0	1	0	0	0	0	0	2	72
23:00	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
Total	15	1028	367	6	71	5	0	8	4	4	0	0	0	18	1526
Percent	1.0%	67.4%	24.0%	0.4%	4.7%	0.3%	0.0%	0.5%	0.3%	0.3%	0.0%	0.0%	0.0%	1.2%	

AM Peak Vol.	22:00	18:00	18:00	16:00	12:00	14:00	14:00	17:00	18:00	19:00	18:00
PM Peak Vol.	6	160	52	2	13	2	3	2	2	6	234

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Site Code: 022 02

Date Start: 02-May-11
Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	1	16	2	1	0	0	0	0	0	0	0	0	0	0	20
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	2	0	0	2	0	0	0	0	0	0	0	0	8
06:00	0	11	7	0	0	1	0	0	1	1	0	0	0	0	21
07:00	1	24	19	2	9	1	0	0	1	0	0	0	0	1	58
08:00	0	75	28	1	8	1	0	2	0	0	0	0	0	5	120
09:00	0	53	24	4	6	4	0	0	2	1	0	0	0	3	97
10:00	1	55	26	4	7	2	0	3	2	1	0	0	0	1	102
11:00	0	47	22	0	4	2	0	4	0	2	0	0	0	1	82
12 PM	0	67	29	1	4	0	0	0	0	0	0	0	1	0	102
13:00	2	79	22	0	4	0	0	2	0	0	0	0	0	1	110
14:00	0	77	33	3	6	2	0	2	0	0	0	0	0	1	124
15:00	0	71	25	1	4	2	0	1	0	0	0	0	0	1	105
16:00	2	87	39	5	4	1	0	4	0	1	0	0	0	6	149
17:00	0	145	55	4	8	0	0	0	0	0	0	0	0	0	212
18:00	1	145	54	0	9	0	0	0	1	1	0	0	0	3	214
19:00	0	105	32	0	2	0	0	1	0	0	0	0	0	0	140
20:00	0	65	26	0	1	0	0	0	0	0	0	0	0	0	92
21:00	0	41	14	0	4	0	0	0	1	1	0	0	0	1	62
22:00	0	51	14	0	2	0	0	0	0	0	0	0	0	3	70
23:00	0	20	6	0	2	0	0	0	0	0	0	0	0	0	28
Total	8	1262	481	26	85	18	0	19	8	8	0	0	1	27	1943
Percent	0.4%	65.0%	24.8%	1.3%	4.4%	0.9%	0.0%	1.0%	0.4%	0.4%	0.0%	0.0%	0.1%	1.4%	
AM Peak	00:00	08:00	08:00	09:00	07:00	09:00		11:00	09:00	11:00				08:00	08:00
Vol.	1	75	28	4	9	4		4	2	2				5	120
PM Peak	13:00	17:00	17:00	16:00	18:00	14:00		16:00	18:00	16:00			12:00	16:00	18:00
Vol.	2	145	55	5	9	2		4	1	1			1	6	214

County of Simcoe

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Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	14	0	1	0	0	0	0	0	1	0	0	0	0	16
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	8	7	0	3	0	0	0	0	1	0	0	0	0	19
07:00	0	31	22	3	8	2	0	0	2	0	0	0	0	0	68
08:00	0	74	41	3	6	3	0	0	1	0	0	0	0	2	130
09:00	0	67	28	3	2	1	0	1	0	0	0	0	0	5	107
10:00	0	74	30	1	9	3	0	1	5	0	0	0	0	4	127
11:00	1	50	29	0	5	5	0	1	2	0	0	0	0	3	96
12 PM	0	59	21	2	4	0	0	0	1	1	0	0	0	1	89
13:00	0	79	24	1	6	1	0	0	0	0	0	0	0	1	112
14:00	2	94	30	2	2	0	0	1	0	0	0	0	0	1	132
15:00	6	86	27	2	6	1	0	5	0	1	0	0	0	2	136
16:00	1	95	33	2	6	0	0	3	0	0	0	0	0	1	141
17:00	2	150	52	1	7	0	0	7	0	0	0	0	0	6	225
18:00	0	169	61	5	7	3	0	1	0	0	0	0	0	1	247
19:00	2	115	48	0	5	1	0	2	1	0	0	0	0	2	176
20:00	1	94	24	0	3	1	0	2	0	0	0	0	0	2	127
21:00	1	79	27	0	6	0	0	1	0	0	0	0	0	0	114
22:00	0	60	18	1	1	0	0	2	0	0	0	0	0	1	83
23:00	1	31	12	0	1	0	0	0	0	0	0	0	0	1	46
Total	17	1458	541	27	87	21	0	27	12	4	0	0	0	33	2227
Percent	0.8%	65.5%	24.3%	1.2%	3.9%	0.9%	0.0%	1.2%	0.5%	0.2%	0.0%	0.0%	0.0%	1.5%	
AM Peak	11:00	08:00	08:00	07:00	10:00	11:00		09:00	10:00	00:00				09:00	08:00
Vol.	1	74	41	3	9	5		1	5	1				5	130
PM Peak	15:00	18:00	18:00	18:00	17:00	18:00		17:00	12:00	12:00				17:00	18:00
Vol.	6	169	61	5	7	3		7	1	1				6	247

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Site Code: 022 02

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Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	21	3	1	0	0	0	0	0	0	0	0	0	0	25
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
05:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
06:00	0	9	11	0	0	0	0	0	3	2	0	0	0	0	25
07:00	0	29	17	3	8	3	0	0	0	3	0	0	0	0	63
08:00	0	63	39	2	4	1	0	1	1	2	0	0	0	1	114
09:00	0	70	29	3	6	3	0	1	2	0	0	0	0	3	117
10:00	1	66	26	0	1	2	0	2	2	2	0	0	0	1	103
11:00	3	64	29	4	9	2	0	2	0	0	0	0	0	0	113
12 PM	0	62	32	0	9	4	0	2	2	0	0	0	0	3	114
13:00	2	63	30	1	7	4	0	3	2	0	0	0	0	4	116
14:00	4	66	18	2	6	2	0	2	1	2	0	0	0	1	104
15:00	1	91	35	1	7	7	0	3	0	0	0	0	0	3	148
16:00	0	104	57	1	10	6	0	4	0	1	0	0	0	1	184
17:00	3	151	45	2	6	1	0	1	2	0	0	0	0	11	222
18:00	5	155	60	0	11	1	0	2	0	0	0	0	0	4	238
19:00	4	133	47	0	7	0	0	1	0	0	0	0	0	0	192
20:00	1	108	29	0	7	1	0	0	0	0	0	0	0	1	147
21:00	2	74	19	0	5	1	0	0	0	0	0	0	0	0	101
22:00	1	64	16	0	4	0	0	0	0	0	0	0	0	0	85
23:00	0	36	8	0	3	0	0	1	0	0	0	0	0	0	48
Total	27	1452	556	20	111	38	0	25	18	12	0	0	0	33	2292
Percent	1.2%	63.4%	24.3%	0.9%	4.8%	1.7%	0.0%	1.1%	0.8%	0.5%	0.0%	0.0%	0.0%	1.4%	
AM Peak	11:00	09:00	08:00	11:00	11:00	07:00		10:00	06:00	07:00				09:00	09:00
Vol.	3	70	39	4	9	3		2	3	3				3	117
PM Peak	18:00	18:00	18:00	14:00	18:00	15:00		16:00	12:00	14:00				17:00	18:00
Vol.	5	155	60	2	11	7		4	2	2				11	238

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Site Code: 022 02

Date Start: 02-May-11
Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	19	3	1	1	0	0	0	0	0	0	0	0	0	24
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
04:00	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	7	2	0	0	3	0	1	0	1	0	0	0	0	14
07:00	0	30	22	3	8	5	0	2	0	2	0	0	0	2	74
08:00	0	76	25	2	4	2	0	1	1	0	0	0	0	1	112
09:00	0	67	26	2	3	3	0	1	0	0	0	0	0	5	107
10:00	1	58	27	2	8	4	0	1	1	2	0	0	0	2	106
11:00	0	61	47	1	8	3	0	2	1	1	0	0	0	1	125
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	345	160	12	34	20	0	8	3	6	0	0	0	11	600
Percent	0.2%	57.5%	26.7%	2.0%	5.7%	3.3%	0.0%	1.3%	0.5%	1.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	10:00	08:00	11:00	07:00	07:00	07:00		07:00	08:00	07:00				09:00	11:00
Vol.	1	76	47	3	8	5		2	1	2				5	125
PM Peak															
Vol.															
Grand Total	68	5545	2105	91	388	102	0	87	45	34	0	0	1	122	8588
Percent	0.8%	64.6%	24.5%	1.1%	4.5%	1.2%	0.0%	1.0%	0.5%	0.4%	0.0%	0.0%	0.0%	1.4%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	68	29	0	7	0	0	2	1	0	0	0	0	0	107
13:00	1	66	26	2	12	1	0	3	0	0	0	0	0	2	113
14:00	3	58	26	0	11	2	0	5	0	1	0	0	0	6	112
15:00	0	72	33	0	7	0	0	1	1	1	0	0	0	2	117
16:00	0	73	26	1	7	0	0	1	0	0	0	0	1	3	112
17:00	0	85	39	3	12	0	0	1	1	1	0	0	0	6	148
18:00	4	115	45	0	9	2	0	1	0	0	0	0	0	1	177
19:00	2	82	29	0	10	0	0	0	0	0	0	0	0	4	127
20:00	1	54	11	0	2	0	0	1	0	0	0	0	0	0	69
21:00	1	41	15	0	2	0	0	0	0	0	0	0	0	0	59
22:00	0	35	8	0	2	0	0	0	0	1	0	0	0	0	46
23:00	0	11	8	0	2	0	0	0	0	0	0	0	0	0	21
Total	12	760	295	6	83	5	0	15	3	4	0	0	1	24	1208
Percent	1.0%	62.9%	24.4%	0.5%	6.9%	0.4%	0.0%	1.2%	0.2%	0.3%	0.0%	0.0%	0.1%	2.0%	

AM Peak Vol.	18:00	18:00	18:00	17:00	13:00	14:00		14:00	12:00	14:00		16:00	14:00	18:00
PM Peak Vol.	4	115	45	3	12	2		5	1	1		1	6	177

County of Simcoe

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County Road 22 - Spring 2011
Coulson/ 7th Line to
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Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	24	13	0	1	0	0	0	0	0	0	0	0	0	38
07:00	0	62	28	1	7	0	0	0	0	0	0	0	0	2	100
08:00	0	121	55	3	6	1	0	1	0	0	0	0	0	5	192
09:00	1	124	32	2	8	1	0	5	1	0	0	0	0	6	180
10:00	1	77	31	0	6	1	0	2	1	0	0	0	0	0	119
11:00	0	50	18	1	2	0	0	1	0	0	0	0	0	2	74
12 PM	0	63	22	3	10	0	0	2	0	0	0	0	0	1	101
13:00	0	72	27	0	3	1	0	0	0	0	0	0	1	3	107
14:00	0	61	23	1	9	0	0	1	0	1	0	0	0	1	97
15:00	0	85	32	0	2	0	0	2	0	0	0	0	0	2	123
16:00	2	75	24	2	13	1	0	1	0	1	0	0	0	8	127
17:00	1	81	45	5	11	0	0	2	0	0	0	0	0	2	147
18:00	0	87	42	1	7	1	0	1	0	1	0	0	0	3	143
19:00	0	70	27	0	9	0	1	2	0	1	0	0	0	0	110
20:00	0	48	22	0	0	0	0	0	0	0	0	0	0	0	70
21:00	0	26	9	0	4	0	0	0	0	0	0	0	0	0	39
22:00	0	16	3	0	2	0	0	1	0	0	0	0	0	0	22
23:00	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
Total	5	1178	468	19	102	6	1	21	2	4	0	0	1	35	1842
Percent	0.3%	64.0%	25.4%	1.0%	5.5%	0.3%	0.1%	1.1%	0.1%	0.2%	0.0%	0.0%	0.1%	1.9%	
AM Peak Vol.	09:00	09:00	08:00	08:00	09:00	08:00		09:00	09:00					09:00	08:00
PM Peak Vol.	16:00	18:00	17:00	17:00	16:00	13:00	19:00	12:00		14:00			13:00	16:00	17:00

County of Simcoe

Transportation and Engineering Department
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County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	23	15	0	2	0	0	1	0	0	0	0	0	0	41
07:00	0	53	31	0	14	0	0	1	0	0	0	0	0	2	101
08:00	1	112	44	2	8	0	0	0	0	0	0	0	0	3	170
09:00	0	132	34	5	10	3	0	1	1	0	0	0	0	5	191
10:00	0	81	24	0	8	0	0	1	0	0	0	0	0	4	118
11:00	0	60	25	0	7	0	0	1	0	0	0	0	0	3	96
12 PM	1	74	27	1	4	0	0	1	0	1	0	0	1	1	111
13:00	0	72	27	0	5	2	0	1	1	0	0	0	0	0	108
14:00	2	71	29	3	9	0	0	1	0	0	0	0	0	2	117
15:00	1	67	16	0	4	1	0	2	2	0	0	0	0	2	95
16:00	0	93	34	2	7	1	0	1	0	0	0	0	0	2	140
17:00	2	140	36	3	6	1	0	2	0	2	0	0	0	8	200
18:00	2	100	25	1	7	1	0	1	0	0	1	0	0	7	145
19:00	1	62	33	0	5	0	0	1	0	0	0	0	0	7	109
20:00	0	69	14	0	4	0	0	2	0	0	0	0	0	2	91
21:00	2	43	10	0	4	0	0	1	0	0	0	0	0	0	60
22:00	0	30	19	0	2	0	0	0	0	0	0	0	0	0	51
23:00	1	23	4	0	2	0	0	0	0	0	0	0	0	0	30
Total	14	1334	460	17	108	9	0	18	4	3	1	0	1	48	2017
Percent	0.7%	66.1%	22.8%	0.8%	5.4%	0.4%	0.0%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak	05:00	09:00	08:00	09:00	07:00	09:00		06:00	09:00					09:00	09:00
Vol.	1	132	44	5	14	3		1	1					5	191
PM Peak	14:00	17:00	17:00	14:00	14:00	13:00		15:00	15:00	17:00	18:00		12:00	17:00	17:00
Vol.	2	140	36	3	9	2		2	2	2	1		1	8	200

County of Simcoe

Transportation and Engineering Department
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County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	22	2	2	2	0	0	0	0	0	0	0	0	0	28
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	1	6	7	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	28	7	0	5	0	0	0	0	0	0	0	0	0	40
07:00	0	55	32	1	4	0	0	0	0	0	0	0	0	0	92
08:00	1	119	49	5	7	1	0	1	0	0	0	0	0	0	183
09:00	0	137	31	3	9	0	0	4	0	1	0	0	0	3	188
10:00	1	97	23	1	8	1	0	2	0	0	0	0	0	3	136
11:00	1	72	34	2	3	0	0	0	0	0	1	0	0	5	118
12 PM	1	69	22	2	15	4	1	4	2	1	0	0	0	1	122
13:00	1	77	24	1	8	2	0	2	0	0	0	0	0	6	121
14:00	3	65	23	0	9	2	0	0	0	0	0	0	0	5	107
15:00	3	78	26	1	9	5	0	1	1	0	0	0	0	5	129
16:00	0	78	34	3	9	3	0	2	0	0	0	0	0	5	134
17:00	3	131	37	2	10	4	0	1	0	0	0	0	0	11	199
18:00	3	101	31	1	11	1	0	2	0	1	0	0	1	3	155
19:00	0	84	34	1	13	1	0	1	0	0	0	0	0	0	134
20:00	2	52	21	3	7	0	0	0	1	0	0	0	0	4	90
21:00	0	33	12	0	2	0	0	0	0	0	0	0	0	0	47
22:00	1	28	6	0	2	0	0	0	0	0	0	0	0	0	37
23:00	0	34	9	0	3	0	0	0	0	0	0	0	0	0	46
Total	21	1379	468	28	136	24	1	20	4	3	1	0	1	51	2137
Percent	1.0%	64.5%	21.9%	1.3%	6.4%	1.1%	0.0%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak	05:00	09:00	08:00	08:00	09:00	08:00		09:00		09:00	11:00			11:00	09:00
Vol.	1	137	49	5	9	1		4		1	1			5	188
PM Peak	14:00	17:00	17:00	16:00	12:00	15:00	12:00	12:00	12:00	12:00			18:00	17:00	17:00
Vol.	3	131	37	3	15	5	1	4	2	1			1	11	199

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11
Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	4	0	0	0	1	0	0	1	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
05:00	1	10	3	1	0	0	0	0	1	0	0	0	0	0	16
06:00	0	19	11	0	0	0	0	1	0	0	0	0	0	0	31
07:00	1	50	25	0	9	0	0	2	0	0	0	0	0	1	88
08:00	0	118	38	4	8	0	0	3	0	1	0	0	0	3	175
09:00	1	125	31	4	8	0	0	2	0	0	0	0	0	8	179
10:00	1	64	38	3	9	4	0	1	0	0	0	0	0	3	123
11:00	0	66	26	2	13	5	0	2	0	0	0	0	0	1	115
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	495	181	14	49	10	0	11	2	1	0	0	0	16	783
Percent	0.5%	63.2%	23.1%	1.8%	6.3%	1.3%	0.0%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%	2.0%	
AM Peak	05:00	09:00	08:00	08:00	11:00	11:00		08:00	02:00	08:00				09:00	09:00
Vol.	1	125	38	4	13	5		3	1	1				8	179
PM Peak															
Vol.															
Grand Total	56	5146	1872	84	478	54	2	85	15	15	2	0	4	174	7987
Percent	0.7%	64.4%	23.4%	1.1%	6.0%	0.7%	0.0%	1.1%	0.2%	0.2%	0.0%	0.0%	0.1%	2.2%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	62	26	1	18	0	0	0	0	1	0	0	0	5	113
13:00	0	76	33	0	12	0	0	0	1	0	0	0	0	5	127
14:00	0	80	37	1	11	0	0	3	0	0	0	0	0	5	137
15:00	0	63	33	1	10	0	0	1	0	0	0	0	0	3	111
16:00	0	106	28	1	14	0	0	1	0	1	0	0	0	3	154
17:00	2	141	41	1	20	0	0	2	2	0	0	0	0	3	212
18:00	4	170	48	0	25	1	0	0	1	1	0	0	1	9	260
19:00	1	109	42	0	13	0	0	0	1	0	0	0	0	6	172
20:00	2	86	19	1	6	0	0	0	0	0	0	0	0	2	116
21:00	0	60	10	0	8	0	0	1	0	0	0	0	0	3	82
22:00	6	64	13	0	7	0	0	1	0	0	0	0	0	2	93
23:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
Total	15	1036	335	6	145	1	0	9	5	3	0	0	1	46	1602
Percent	0.9%	64.7%	20.9%	0.4%	9.1%	0.1%	0.0%	0.6%	0.3%	0.2%	0.0%	0.0%	0.1%	2.9%	

AM Peak Vol.	22:00	18:00	18:00	12:00	18:00	18:00	14:00	17:00	12:00	18:00	18:00	18:00
AM Peak Vol.	6	170	48	1	25	1	3	2	1	1	9	260

County of Simcoe

Transportation and Engineering Department
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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11
Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	16	3	1	1	0	0	0	0	0	0	0	0	1	22
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	5	1	0	1	1	0	0	0	0	0	0	0	0	8
06:00	0	7	7	1	2	2	0	0	1	0	0	0	0	0	20
07:00	0	26	16	2	11	1	0	0	1	0	0	0	0	2	59
08:00	1	70	28	0	16	1	0	2	0	0	0	0	0	3	121
09:00	3	59	30	4	17	4	1	1	1	1	0	0	0	9	130
10:00	1	68	28	2	8	4	0	3	1	1	0	0	0	7	123
11:00	0	58	21	1	5	3	0	4	0	1	0	0	0	4	97
12 PM	2	62	33	1	13	2	0	0	0	1	0	0	1	5	120
13:00	1	80	31	0	10	1	0	2	0	0	0	0	0	4	129
14:00	0	84	29	4	18	0	0	1	0	0	0	0	0	8	144
15:00	0	68	24	1	10	0	0	3	0	0	0	0	0	2	108
16:00	1	84	35	5	14	0	0	4	0	0	0	0	0	6	149
17:00	0	148	55	5	10	0	0	0	0	1	0	0	1	6	226
18:00	0	173	53	0	6	0	0	1	0	1	0	0	0	10	244
19:00	0	136	35	0	11	0	0	0	0	0	0	0	0	2	184
20:00	0	80	25	0	2	0	0	1	0	0	0	0	0	0	108
21:00	0	48	18	0	4	0	0	0	1	1	0	0	0	0	72
22:00	0	62	12	0	3	0	0	0	0	0	0	0	0	0	77
23:00	0	23	5	0	3	0	0	1	0	0	0	0	0	0	32
Total	9	1383	492	27	168	19	1	23	5	7	0	0	2	69	2205
Percent	0.4%	62.7%	22.3%	1.2%	7.6%	0.9%	0.0%	1.0%	0.2%	0.3%	0.0%	0.0%	0.1%	3.1%	
AM Peak	09:00	08:00	09:00	09:00	09:00	09:00	09:00	11:00	06:00	09:00				09:00	09:00
Vol.	3	70	30	4	17	4	1	4	1	1				9	130
PM Peak	12:00	18:00	17:00	16:00	14:00	12:00		16:00	21:00	12:00			12:00	18:00	18:00
Vol.	2	173	55	5	18	2		4	1	1			1	10	244

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	18	1	1	0	0	0	0	0	1	0	0	0	0	21
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	6	4	0	1	0	0	0	0	0	0	0	0	2	13
07:00	0	30	24	3	6	2	0	0	2	0	0	0	1	2	70
08:00	0	66	38	1	9	2	0	0	0	0	0	0	0	5	121
09:00	0	79	44	4	8	0	0	2	1	0	0	0	0	6	144
10:00	1	88	31	1	13	6	0	1	1	2	0	0	0	7	151
11:00	1	63	32	1	7	4	0	1	0	0	0	0	0	2	111
12 PM	0	69	25	1	5	0	0	2	2	1	0	0	0	2	107
13:00	1	82	27	0	10	1	0	1	0	0	0	0	0	3	125
14:00	2	89	35	2	7	1	0	1	0	0	0	0	0	1	138
15:00	6	98	35	2	5	1	0	3	1	0	0	0	0	1	152
16:00	2	102	40	1	10	0	0	4	0	0	0	0	0	3	162
17:00	2	164	54	1	12	1	0	4	0	0	0	0	0	5	243
18:00	2	184	65	4	9	2	0	4	0	0	0	0	0	12	282
19:00	0	136	46	1	10	1	0	4	0	0	0	0	0	5	203
20:00	0	88	24	0	3	1	0	1	1	0	0	0	0	0	118
21:00	1	87	28	0	6	0	0	2	0	0	0	0	0	1	125
22:00	0	73	16	1	2	0	0	2	0	0	0	0	0	1	95
23:00	2	42	16	0	1	0	0	0	0	0	0	0	0	0	61
Total	20	1596	593	24	124	22	0	32	8	4	0	0	1	58	2482
Percent	0.8%	64.3%	23.9%	1.0%	5.0%	0.9%	0.0%	1.3%	0.3%	0.2%	0.0%	0.0%	0.0%	2.3%	
AM Peak Vol.	10:00	10:00	09:00	09:00	10:00	10:00		09:00	07:00	10:00			07:00	10:00	10:00
PM Peak Vol.	15:00	18:00	18:00	18:00	17:00	18:00		16:00	12:00	12:00				18:00	18:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	20	3	1	0	0	0	0	0	0	0	0	0	1	25
01:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
05:00	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
06:00	0	9	8	0	0	0	0	0	4	1	0	0	0	2	24
07:00	0	26	16	2	8	3	0	0	0	2	0	0	0	3	60
08:00	1	56	39	2	6	0	0	2	1	2	0	0	1	6	116
09:00	2	89	33	4	8	4	0	3	2	0	0	0	0	8	153
10:00	0	78	31	0	4	1	0	1	1	2	0	0	0	4	122
11:00	2	69	26	7	11	2	1	2	0	0	0	0	0	1	121
12 PM	2	59	39	1	11	4	0	4	2	0	0	0	0	7	129
13:00	1	74	34	1	6	5	1	4	1	0	0	0	0	4	131
14:00	6	79	27	4	9	3	0	1	1	0	0	0	0	1	131
15:00	2	92	43	2	5	5	0	5	0	1	0	0	0	2	157
16:00	3	107	43	1	8	3	0	5	0	1	0	0	0	10	181
17:00	6	153	51	1	10	1	0	1	1	0	0	0	0	6	230
18:00	7	178	44	1	12	2	0	2	1	0	0	0	0	4	251
19:00	4	151	57	0	9	0	0	2	0	0	0	0	0	10	233
20:00	2	112	33	0	6	2	0	0	0	0	0	0	0	8	163
21:00	1	87	25	0	8	0	0	0	0	0	0	0	0	0	121
22:00	1	74	21	0	3	1	0	0	0	0	0	0	0	2	102
23:00	0	40	12	0	2	0	0	1	0	0	0	0	0	2	57
Total	40	1578	592	27	127	36	2	33	17	9	0	0	1	81	2543
Percent	1.6%	62.1%	23.3%	1.1%	5.0%	1.4%	0.1%	1.3%	0.7%	0.4%	0.0%	0.0%	0.0%	3.2%	
AM Peak	09:00	09:00	08:00	11:00	11:00	09:00	11:00	09:00	06:00	07:00			08:00	09:00	09:00
Vol.	2	89	39	7	11	4	1	3	4	2			1	8	153
PM Peak	18:00	18:00	19:00	14:00	18:00	13:00	13:00	15:00	12:00	15:00				16:00	18:00
Vol.	7	178	57	4	12	5	1	5	2	1				10	251

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	21	5	1	1	0	0	0	0	0	0	0	0	0	28
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
04:00	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
06:00	0	7	2	0	1	3	0	0	0	1	0	0	0	0	14
07:00	0	33	16	3	6	4	0	3	0	2	0	0	0	3	70
08:00	1	64	32	3	4	3	0	2	0	0	0	0	0	6	115
09:00	2	79	40	2	2	3	1	1	2	0	0	0	0	3	135
10:00	1	80	33	1	6	4	0	3	0	1	0	0	0	2	131
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	317	134	11	22	17	1	9	2	4	0	0	0	14	535
Percent	0.7%	59.3%	25.0%	2.1%	4.1%	3.2%	0.2%	1.7%	0.4%	0.7%	0.0%	0.0%	0.0%	2.6%	
AM Peak	09:00	10:00	09:00	07:00	07:00	07:00	09:00	07:00	09:00	07:00				08:00	09:00
Vol.	2	80	40	3	6	4	1	3	2	2				6	135
PM Peak															
Vol.															
Grand Total	88	5910	2146	95	586	95	4	106	37	27	0	0	5	268	9367
Percent	0.9%	63.1%	22.9%	1.0%	6.3%	1.0%	0.0%	1.1%	0.4%	0.3%	0.0%	0.0%	0.1%	2.9%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11
Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	69	30	0	7	0	0	2	1	0	0	0	0	3	112
13:00	0	78	33	2	7	1	0	3	1	0	0	0	0	1	126
14:00	0	61	34	1	8	1	0	2	2	2	0	0	0	3	114
15:00	0	74	39	0	2	2	0	0	0	1	0	0	0	3	121
16:00	0	74	30	1	11	0	0	2	1	0	0	0	0	2	121
17:00	0	90	38	1	8	0	0	1	0	1	0	0	0	3	142
18:00	6	119	38	0	5	0	0	1	2	0	0	0	0	4	175
19:00	1	86	35	0	6	0	0	1	0	0	0	0	0	1	130
20:00	0	41	11	0	3	0	0	2	0	0	0	0	0	0	57
21:00	0	47	12	0	0	0	0	0	0	0	0	0	0	0	59
22:00	0	32	7	0	3	0	0	0	0	1	0	0	0	0	43
23:00	0	12	7	0	2	0	0	0	0	0	0	0	0	0	21
Total	7	783	314	5	62	4	0	14	7	5	0	0	0	20	1221
Percent	0.6%	64.1%	25.7%	0.4%	5.1%	0.3%	0.0%	1.1%	0.6%	0.4%	0.0%	0.0%	0.0%	1.6%	

AM Peak Vol.	18:00	18:00	15:00	13:00	16:00	15:00	13:00	14:00	14:00	18:00	18:00
PM Peak Vol.	6	119	39	2	11	2	3	2	2	4	175

County of Simcoe

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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
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Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:00	1	32	14	0	1	0	0	0	0	0	0	0	0	1	49
07:00	0	62	34	0	3	0	0	0	0	0	0	0	0	1	100
08:00	1	145	57	3	7	1	0	2	0	0	0	0	0	1	217
09:00	1	134	38	2	8	1	0	3	1	0	0	0	0	4	192
10:00	2	88	30	0	7	0	0	3	1	1	0	0	0	3	135
11:00	0	60	17	1	5	0	0	2	0	0	0	0	0	0	85
12 PM	0	73	24	3	9	2	0	2	0	1	0	0	0	3	117
13:00	1	84	33	1	4	1	0	1	0	0	0	0	1	2	128
14:00	0	70	33	1	9	0	0	1	0	1	0	0	0	2	117
15:00	0	82	39	1	7	0	0	2	0	0	0	0	0	4	135
16:00	1	91	33	2	11	2	0	3	0	0	0	0	0	5	148
17:00	1	98	48	4	8	0	0	1	1	0	0	0	0	2	163
18:00	1	109	40	1	10	1	0	1	0	1	0	0	0	3	167
19:00	0	83	22	0	7	0	1	1	0	1	0	0	0	2	117
20:00	0	55	19	0	3	0	0	0	0	0	0	0	0	0	77
21:00	0	32	11	0	3	0	0	0	0	0	0	0	0	1	47
22:00	0	12	4	0	1	0	0	1	0	1	0	0	0	0	19
23:00	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
Total	9	1352	513	19	105	8	1	23	3	6	0	0	1	34	2074
Percent	0.4%	65.2%	24.7%	0.9%	5.1%	0.4%	0.0%	1.1%	0.1%	0.3%	0.0%	0.0%	0.0%	1.6%	
AM Peak Vol.	10:00	08:00	08:00	08:00	09:00	08:00		09:00	09:00	10:00				09:00	08:00
PM Peak Vol.	13:00	18:00	17:00	17:00	16:00	12:00	19:00	16:00	17:00	12:00			13:00	16:00	18:00
AM Peak	2	145	57	3	8	1		3	1	1				4	217
PM Peak	1	109	48	4	11	2	1	3	1	1			1	5	167

County of Simcoe

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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	2	5	0	0	0	0	0	0	0	0	0	0	1	9
06:00	1	33	14	0	0	0	0	1	0	0	0	0	0	0	49
07:00	0	62	38	0	7	0	0	1	0	0	0	0	0	1	109
08:00	0	128	45	1	7	0	0	1	0	0	0	0	0	2	184
09:00	0	159	36	4	10	5	0	0	1	0	0	0	0	2	217
10:00	1	95	30	0	5	0	0	2	0	0	0	0	0	3	136
11:00	0	80	29	1	6	0	0	1	0	0	0	0	0	3	120
12 PM	0	75	35	1	2	1	0	1	0	0	0	0	0	2	117
13:00	1	80	26	0	3	2	0	1	1	1	0	0	1	2	118
14:00	2	77	36	3	7	0	0	1	0	0	0	0	0	2	128
15:00	2	81	21	0	4	1	0	1	1	1	0	0	0	2	114
16:00	0	99	32	3	6	1	0	1	0	0	0	0	0	4	146
17:00	0	135	40	2	7	1	0	1	1	1	0	0	0	7	195
18:00	4	124	28	1	2	4	0	2	0	1	1	0	0	8	175
19:00	2	83	30	0	5	0	0	1	0	0	0	0	0	5	126
20:00	1	79	20	0	3	0	0	2	0	1	0	0	0	0	106
21:00	2	53	13	0	2	0	0	1	0	0	0	0	0	0	71
22:00	0	38	15	0	2	0	0	0	0	0	0	0	0	1	56
23:00	0	23	6	0	1	0	0	0	0	0	0	0	0	1	31
Total	17	1528	506	16	79	15	0	19	4	5	1	0	1	46	2237
Percent	0.8%	68.3%	22.6%	0.7%	3.5%	0.7%	0.0%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	2.1%	
AM Peak Vol.	05:00	09:00	08:00	09:00	09:00	09:00		10:00	09:00					10:00	09:00
PM Peak Vol.	18:00	17:00	17:00	14:00	14:00	18:00		18:00	13:00	13:00	18:00		13:00	18:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	21	4	2	1	0	0	0	0	0	0	0	0	0	28
01:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	30	11	0	2	0	0	0	0	0	0	0	0	1	44
07:00	1	63	30	1	4	1	0	0	0	0	0	0	0	2	102
08:00	1	132	49	5	5	0	0	1	0	0	0	0	0	4	197
09:00	1	162	38	2	5	3	0	2	0	0	0	0	0	6	219
10:00	0	100	31	3	7	1	0	4	0	0	0	0	0	8	154
11:00	3	85	29	0	3	1	0	0	0	0	0	0	0	3	124
12 PM	1	87	30	4	14	4	0	5	3	1	0	0	1	1	151
13:00	0	89	25	2	9	3	0	1	0	0	0	0	0	2	131
14:00	4	69	33	2	8	3	0	1	0	0	0	0	0	3	123
15:00	7	97	29	0	7	7	0	0	1	0	0	0	0	2	150
16:00	2	108	36	4	5	2	0	2	1	0	0	0	0	7	167
17:00	2	135	39	2	6	4	0	1	0	0	0	0	0	7	196
18:00	6	111	36	1	9	3	0	1	0	1	0	0	0	2	170
19:00	1	88	34	1	6	1	0	0	0	0	0	0	0	4	135
20:00	4	74	21	3	5	0	0	1	0	0	0	0	0	2	110
21:00	0	37	15	0	3	0	0	0	0	0	0	0	0	1	56
22:00	1	30	7	0	1	0	0	0	0	0	0	0	0	0	39
23:00	0	33	10	0	1	0	0	0	0	0	0	0	0	1	45
Total	35	1572	515	32	102	33	0	19	5	2	0	0	1	56	2372
Percent	1.5%	66.3%	21.7%	1.3%	4.3%	1.4%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak Vol.	11:00	09:00	08:00	08:00	10:00	09:00		10:00						10:00	09:00
PM Peak Vol.	15:00	17:00	17:00	12:00	12:00	15:00		12:00	12:00	12:00			12:00	16:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:00	1	7	2	1	0	0	0	0	1	0	0	0	0	0	12
06:00	0	26	13	0	0	0	0	1	0	0	0	0	0	0	40
07:00	0	67	23	0	3	0	0	2	0	1	0	0	0	0	96
08:00	1	127	41	2	8	1	0	1	1	1	0	0	0	2	185
09:00	2	131	33	4	5	0	0	4	2	0	0	0	0	5	186
10:00	2	87	38	3	7	6	0	1	2	0	0	0	0	1	147
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	494	158	10	25	8	0	9	6	2	0	0	0	8	726
Percent	0.8%	68.0%	21.8%	1.4%	3.4%	1.1%	0.0%	1.2%	0.8%	0.3%	0.0%	0.0%	0.0%	1.1%	
AM Peak Vol.	09:00	09:00	08:00	09:00	08:00	10:00		09:00	09:00	07:00				09:00	09:00
PM Peak Vol.	2	131	41	4	8	6		4	2	1				5	186
Grand Total	74	5729	2006	82	373	68	1	84	25	20	1	0	3	164	8630
Percent	0.9%	66.4%	23.2%	1.0%	4.3%	0.8%	0.0%	1.0%	0.3%	0.2%	0.0%	0.0%	0.0%	1.9%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11
Date End: 18-Aug-11

Start Time	15-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	25	26	25	26	29	28	20	21	*	*	*	*	*	*	25	25
01:00	22	22	12	12	10	20	16	13	*	*	*	*	*	*	15	17
02:00	6	14	4	5	6	9	8	12	*	*	*	*	*	*	6	10
03:00	4	18	5	8	11	16	3	20	*	*	*	*	*	*	6	16
04:00	10	13	6	8	4	11	4	16	*	*	*	*	*	*	6	12
05:00	8	18	9	13	13	15	19	9	*	*	*	*	*	*	12	14
06:00	30	26	25	32	44	36	38	28	*	*	*	*	*	*	34	30
07:00	90	49	72	70	79	51	86	61	*	*	*	*	*	*	82	58
08:00	123	78	135	111	141	110	117	115	*	*	*	*	*	*	129	104
09:00	156	124	161	137	171	124	144	105	*	*	*	*	*	*	158	122
10:00	161	122	135	139	155	157	167	137	*	*	*	*	*	*	154	139
11:00	225	163	148	138	177	144	166	156	*	*	*	*	*	*	179	150
12:00 PM	160	145	149	137	177	160	182	172	*	*	*	*	*	*	167	154
01:00	165	139	151	139	153	177	204	177	*	*	*	*	*	*	168	158
02:00	127	144	160	149	162	152	165	195	*	*	*	*	*	*	154	160
03:00	172	161	146	115	148	171	177	150	*	*	*	*	*	*	161	149
04:00	175	178	157	158	192	161	183	171	*	*	*	*	*	*	177	167
05:00	179	187	207	192	202	213	228	233	*	*	*	*	*	*	204	206
06:00	185	196	212	220	223	216	238	188	*	*	*	*	*	*	214	205
07:00	146	161	149	154	152	187	181	181	*	*	*	*	*	*	157	171
08:00	99	101	125	114	128	117	149	118	*	*	*	*	*	*	125	112
09:00	105	107	92	110	97	89	112	100	*	*	*	*	*	*	102	102
10:00	67	78	85	88	73	76	86	89	*	*	*	*	*	*	78	83
11:00	37	28	35	32	44	38	38	52	*	*	*	*	*	*	38	38
Lane	2477	2298	2405	2307	2591	2478	2731	2519	0	0	0	0	0	0	2551	2402
Day	4775		4712		5069		5250		0	0	0	0	0	0	4953	
AM Peak	11:00	11:00	09:00	10:00	11:00	10:00	10:00	11:00							11:00	11:00
Vol.	225	163	161	139	177	157	167	156							179	150
PM Peak	18:00	18:00	18:00	18:00	18:00	18:00	18:00	17:00							18:00	17:00
Vol.	185	196	212	220	223	216	238	233							214	206

Comb. Total	4775	4712	5069	5250	0	0	0	4953
ADT	ADT 4,952		AADT 4,952					

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 18-Aug-11

Start Time	15-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
12:00 AM	48	38	33	20	40	25	44	29	*	*	*	*	*	*	41	28		
01:00	33	15	24	15	21	16	25	13	*	*	*	*	*	*	26	15		
02:00	22	7	7	3	13	10	16	13	*	*	*	*	*	*	14	8		
03:00	6	19	8	7	13	15	13	18	*	*	*	*	*	*	10	15		
04:00	10	11	7	8	11	15	5	15	*	*	*	*	*	*	8	12		
05:00	8	22	7	19	9	18	16	19	*	*	*	*	*	*	10	20		
06:00	27	44	19	55	37	62	37	49	*	*	*	*	*	*	30	52		
07:00	82	92	71	112	60	102	79	105	*	*	*	*	*	*	73	103		
08:00	115	133	129	179	137	180	94	164	*	*	*	*	*	*	119	164		
09:00	214	187	196	211	217	205	167	194	*	*	*	*	*	*	198	199		
10:00	250	236	219	213	226	212	228	236	*	*	*	*	*	*	231	224		
11:00	240	232	186	210	199	249	199	253	*	*	*	*	*	*	206	236		
12:00 PM	192	237	198	235	226	231	226	248	*	*	*	*	*	*	210	238		
01:00	250	231	228	227	226	240	233	217	*	*	*	*	*	*	234	229		
02:00	175	204	224	188	219	220	196	236	*	*	*	*	*	*	204	212		
03:00	216	220	189	179	208	208	256	236	*	*	*	*	*	*	217	211		
04:00	250	248	214	248	250	236	286	224	*	*	*	*	*	*	250	239		
05:00	290	273	269	255	309	285	316	324	*	*	*	*	*	*	296	284		
06:00	291	260	387	248	354	273	338	290	*	*	*	*	*	*	342	268		
07:00	259	225	241	197	292	232	283	218	*	*	*	*	*	*	269	218		
08:00	174	148	178	160	188	206	219	172	*	*	*	*	*	*	190	172		
09:00	166	105	160	126	155	112	167	123	*	*	*	*	*	*	162	116		
10:00	133	74	143	124	136	85	164	107	*	*	*	*	*	*	144	98		
11:00	61	47	73	48	58	48	86	60	*	*	*	*	*	*	70	51		
Lane	3512	3308	3410	3287	3604	3485	3693	3563	0	0	0	0	0	0	3554	3412		
Day	6820		6697		7089		7256		0		0		0		6966			
AM Peak	10:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00									10:00	11:00
Vol.	250	236	219	213	226	249	228	253									231	236
PM Peak	18:00	17:00	18:00	17:00	18:00	17:00	18:00	17:00									18:00	17:00
Vol.	291	273	387	255	354	285	338	324									342	284

Comb. Total	6820	6697	7089	7256	0	0	0	6966
ADT	ADT 6,966		AADT 6,966					

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	45	1	0	4	0	0	0	0	0	0	0	0	0	115	165
14:00	32	1	0	2	0	0	0	0	0	0	0	0	0	92	127
15:00	36	0	0	7	0	0	0	0	0	0	0	0	0	129	172
16:00	39	0	0	5	0	0	0	0	0	0	0	0	0	131	175
17:00	53	1	0	7	0	0	0	0	0	0	0	0	0	118	179
18:00	50	2	0	7	0	0	0	0	0	0	0	0	0	126	185
19:00	40	0	0	2	0	0	0	0	0	0	0	0	0	104	146
20:00	20	1	0	0	0	0	0	0	0	0	0	0	0	78	99
21:00	19	1	0	1	0	0	0	0	0	0	0	0	0	84	105
22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	51	67
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
Total	349	7	0	36	0	0	0	0	0	0	0	0	0	1065	1457
Percent	24.0%	0.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	73.1%	

AM Peak Vol.															
PM Peak Vol.	17:00	18:00		15:00										16:00	18:00
	53	2		7										131	185

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	5	0	0	1	0	0	0	0	0	0	0	0	0	19	25
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	7	9
06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	24	25
07:00	4	0	0	0	0	1	0	0	0	0	0	0	0	67	72
08:00	22	2	0	3	0	2	0	0	0	0	0	0	0	106	135
09:00	30	3	0	7	0	1	0	0	0	0	0	0	0	120	161
10:00	22	2	0	3	0	1	0	0	0	0	0	0	0	107	135
11:00	32	0	0	6	0	1	0	0	0	0	0	0	0	109	148
12 PM	24	1	0	7	0	0	0	0	0	0	0	0	0	117	149
13:00	29	1	0	2	0	0	0	0	0	0	0	0	0	119	151
14:00	34	1	1	3	0	0	0	0	0	0	0	0	0	121	160
15:00	35	0	0	2	0	0	0	0	0	0	0	0	0	109	146
16:00	40	0	0	2	0	0	0	0	0	0	0	0	0	115	157
17:00	54	0	0	5	0	0	0	0	0	0	0	0	0	148	207
18:00	65	1	0	14	0	0	0	0	0	0	0	0	0	132	212
19:00	43	0	0	5	0	0	0	0	0	0	0	0	0	101	149
20:00	29	1	0	3	0	0	0	0	0	0	0	0	0	92	125
21:00	19	1	0	1	0	0	0	1	0	0	0	0	0	70	92
22:00	15	2	0	1	0	0	0	0	0	0	0	0	0	67	85
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	33	35
Total	504	18	1	65	0	6	0	2	0	0	0	0	0	1809	2405
Percent	21.0%	0.7%	0.0%	2.7%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	75.2%	
AM Peak	11:00	09:00		09:00		08:00		06:00						09:00	09:00
Vol.	32	3		7		2		1						120	161
PM Peak	18:00	22:00	14:00	18:00				21:00						17:00	18:00
Vol.	65	2	1	14				1						148	212

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	3	0	0	0	0	0	0	0	0	0	0	0	0	26	29
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	8	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
03:00	1	0	0	0	0	2	0	1	0	0	0	0	0	7	11
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	10	13
06:00	0	0	0	23	2	0	0	0	0	0	0	0	0	19	44
07:00	0	0	0	57	2	0	0	0	0	0	0	0	0	20	79
08:00	0	0	0	122	1	0	0	0	0	0	0	0	0	18	141
09:00	0	1	0	142	5	0	0	0	0	0	0	0	0	23	171
10:00	0	0	0	132	3	0	0	1	0	0	0	0	0	19	155
11:00	0	0	0	149	4	0	0	1	0	0	0	0	0	23	177
12 PM	0	0	0	148	6	0	0	0	0	0	0	0	0	23	177
13:00	0	0	0	135	2	0	0	0	0	0	0	0	0	16	153
14:00	0	0	0	125	5	0	0	0	0	0	0	0	0	32	162
15:00	0	0	0	137	1	0	0	0	0	0	0	0	0	10	148
16:00	0	0	0	165	0	0	0	0	0	0	0	0	0	27	192
17:00	0	0	1	174	0	1	0	0	0	0	0	0	0	26	202
18:00	0	0	0	192	5	0	0	0	0	0	0	0	0	26	223
19:00	0	0	0	140	0	0	0	2	0	0	0	0	0	10	152
20:00	0	0	0	113	1	0	0	0	0	0	0	0	0	14	128
21:00	0	0	0	84	0	0	0	0	0	0	0	0	0	13	97
22:00	0	0	0	68	0	0	0	0	0	0	0	0	0	5	73
23:00	0	0	0	40	1	0	0	0	0	0	0	0	0	3	44
Total	6	2	1	2148	39	3	0	5	0	0	0	0	0	387	2591
Percent	0.2%	0.1%	0.0%	82.9%	1.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	14.9%	
AM Peak	00:00	01:00		11:00	09:00	03:00		03:00						00:00	11:00
Vol.	3	1		149	5	2		1						26	177
PM Peak			17:00	18:00	12:00	17:00		19:00						14:00	18:00
Vol.			1	192	6	1		2						32	223

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

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Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	0	0	0	18	1	0	0	0	0	0	0	0	0	1	20
01:00	0	0	0	13	0	0	0	0	0	0	0	0	0	3	16
02:00	0	0	0	5	0	0	0	0	0	0	0	0	0	3	8
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
04:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	4
05:00	0	0	0	9	2	0	0	0	0	0	0	0	0	8	19
06:00	0	0	0	21	2	0	0	0	0	0	0	0	0	15	38
07:00	0	0	0	64	1	0	0	0	0	0	0	0	0	21	86
08:00	0	0	0	98	0	0	0	3	0	0	0	0	0	16	117
09:00	0	0	0	122	2	0	0	1	0	0	0	0	0	19	144
10:00	0	0	0	128	1	0	0	0	0	0	0	0	0	38	167
11:00	0	0	0	139	2	0	0	1	0	0	0	0	0	24	166
12 PM	0	0	0	148	2	0	0	1	0	0	0	0	0	31	182
13:00	0	0	0	171	2	0	0	1	0	0	0	0	0	30	204
14:00	0	0	1	144	0	0	0	0	0	0	0	0	0	20	165
15:00	0	0	0	145	2	0	0	0	0	0	0	0	0	30	177
16:00	0	0	0	155	2	0	0	2	0	0	0	0	0	24	183
17:00	0	0	0	195	0	0	0	1	0	0	0	0	0	32	228
18:00	0	0	0	204	2	0	0	1	0	0	0	0	0	31	238
19:00	0	0	0	159	3	0	0	1	0	0	0	0	0	18	181
20:00	0	0	0	136	2	0	0	0	0	0	0	0	0	11	149
21:00	0	0	0	96	1	0	0	0	0	0	0	0	0	15	112
22:00	0	0	0	75	1	0	0	0	0	0	0	0	0	10	86
23:00	0	0	0	37	0	0	0	0	0	0	0	0	0	1	38
Total	0	0	1	2286	28	0	0	12	0	0	0	0	0	404	2731
Percent	0.0%	0.0%	0.0%	83.7%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	14.8%	
AM Peak Vol.				139	2			3						38	167
PM Peak Vol.			1	204	3			2						32	238

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EB

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8/19/11	0	0	0	22	0	0	0	0	0	0	0	0	0	3	25
01:00	0	0	0	18	0	0	0	0	0	0	0	0	0	4	22
02:00	0	0	0	5	0	0	0	0	0	0	0	0	0	1	6
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4
04:00	0	0	0	6	0	0	0	0	0	0	0	0	0	4	10
05:00	0	0	0	6	0	0	0	0	0	0	0	0	0	2	8
06:00	0	0	0	16	1	0	0	0	0	0	0	0	0	13	30
07:00	0	0	0	59	3	0	0	0	0	0	0	0	0	28	90
08:00	0	0	0	106	1	0	0	0	0	0	0	0	0	16	123
09:00	0	0	0	130	3	0	0	0	0	0	0	0	0	23	156
10:00	0	0	0	132	4	0	0	0	0	0	0	0	0	25	161
11:00	0	0	0	187	2	0	0	1	0	0	0	0	0	35	225
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	689	14	0	0	1	0	0	0	0	0	156	860
Percent	0.0%	0.0%	0.0%	80.1%	1.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	18.1%	
AM Peak				11:00	10:00			11:00						11:00	11:00
Vol.				187	4			1						35	225
PM Peak															
Vol.															
Grand Total	859	27	3	5224	81	9	0	20	0	0	0	0	0	3821	10044
Percent	8.6%	0.3%	0.0%	52.0%	0.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	

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Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	41	1	0	3	0	1	0	0	0	0	0	0	0	93	139
14:00	27	2	0	3	0	0	0	0	0	0	0	0	0	112	144
15:00	42	1	0	11	1	0	0	0	0	0	0	0	0	106	161
16:00	44	1	1	9	0	2	0	0	0	0	0	0	0	121	178
17:00	53	1	0	8	2	1	0	0	0	0	0	0	0	122	187
18:00	50	1	0	11	0	0	0	0	0	0	0	0	0	134	196
19:00	45	0	0	6	0	0	0	0	0	0	0	0	0	110	161
20:00	21	0	0	5	0	0	0	0	0	0	0	0	0	75	101
21:00	18	0	0	2	0	0	0	0	0	0	0	0	0	87	107
22:00	14	0	0	2	0	0	0	0	0	0	0	0	0	62	78
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Total	355	7	1	60	3	4	0	0	0	0	0	0	0	1050	1480
Percent	24.0%	0.5%	0.1%	4.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.9%	

AM Peak Vol.	17:00	14:00	16:00	15:00	17:00	16:00	18:00	18:00
PM Peak Vol.	53	2	1	11	2	2	134	196

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8/16/11	4	0	0	0	0	0	0	0	0	0	0	0	0	22	26
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	7	8
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	11	13
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	31	32
07:00	6	2	0	0	0	0	0	0	0	0	0	0	0	62	70
08:00	15	1	0	1	0	0	0	0	0	0	0	0	0	94	111
09:00	33	3	0	5	0	0	0	0	0	0	0	0	0	96	137
10:00	29	1	0	4	0	0	0	0	0	0	0	0	0	105	139
11:00	32	2	0	5	0	0	0	0	0	0	0	0	0	99	138
12 PM	31	0	0	3	1	0	0	0	0	0	0	0	0	102	137
13:00	29	0	0	5	0	1	0	0	0	0	0	0	0	104	139
14:00	37	1	0	9	1	0	0	0	0	0	0	0	0	101	149
15:00	34	0	0	2	0	0	0	0	0	0	0	0	0	79	115
16:00	41	0	0	5	0	0	0	0	0	0	0	0	0	112	158
17:00	57	1	0	5	0	0	0	0	0	0	0	0	0	129	192
18:00	67	1	0	2	0	0	0	0	0	0	0	0	0	150	220
19:00	44	1	0	3	0	0	0	0	0	0	0	0	0	106	154
20:00	26	2	0	2	0	0	0	0	0	0	0	0	0	84	114
21:00	18	0	0	3	0	0	0	0	0	0	0	0	0	89	110
22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	72	88
23:00	4	0	0	1	0	1	0	0	0	0	0	0	0	26	32
Total	524	17	0	56	2	2	0	0	0	0	0	0	0	1706	2307
Percent	22.7%	0.7%	0.0%	2.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	73.9%	
AM Peak	09:00	09:00		09:00										10:00	10:00
Vol.	33	3		5										105	139
PM Peak	18:00	20:00		14:00	12:00	13:00								18:00	18:00
Vol.	67	2		9	1	1								150	220

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8/17/11	4	0	0	0	0	0	0	0	0	0	0	0	0	24	28
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	7	9
03:00	3	3	0	0	0	0	0	0	0	0	0	0	0	10	16
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	9	11
05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	12	15
06:00	0	0	0	32	0	0	0	0	0	0	0	0	0	4	36
07:00	0	0	0	39	1	0	0	1	0	0	0	0	0	10	51
08:00	0	0	0	97	3	0	0	0	0	0	0	0	0	10	110
09:00	0	0	0	98	3	0	0	0	0	0	0	0	0	23	124
10:00	0	2	1	129	1	0	0	0	0	0	0	0	0	24	157
11:00	0	0	0	123	2	0	0	1	0	0	0	0	0	18	144
12 PM	0	0	0	141	2	0	0	0	0	0	0	0	0	17	160
13:00	0	3	0	156	2	0	0	0	0	0	0	0	0	16	177
14:00	0	1	0	131	3	0	0	0	0	0	0	0	0	17	152
15:00	0	0	1	136	9	0	0	0	0	0	0	0	0	25	171
16:00	0	0	0	144	3	0	0	0	0	0	0	0	0	14	161
17:00	0	0	0	181	2	0	0	0	0	0	0	0	0	30	213
18:00	0	0	0	188	4	0	0	1	0	0	0	0	0	23	216
19:00	0	0	1	162	7	0	0	0	0	0	0	0	0	17	187
20:00	0	0	0	103	2	0	0	0	0	0	0	0	0	12	117
21:00	0	0	0	81	0	0	0	0	0	0	0	0	0	8	89
22:00	0	0	1	66	1	0	0	0	0	0	0	0	0	8	76
23:00	0	0	0	33	2	0	0	0	0	0	0	0	0	3	38
Total	9	10	4	2043	48	0	0	3	0	0	0	0	0	361	2478
Percent	0.4%	0.4%	0.2%	82.4%	1.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	14.6%	
AM Peak Vol.	00:00	03:00	10:00	10:00	08:00			07:00						00:00	10:00
PM Peak Vol.		13:00	15:00	18:00	15:00			18:00						17:00	18:00
	4	3	1	129	3			1						24	157
		3	1	188	9			1						30	216

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8/18/11	0	0	0	21	0	0	0	0	0	0	0	0	0	0	21
01:00	0	0	0	12	0	0	0	0	0	0	0	0	0	1	13
02:00	0	0	0	8	0	0	0	0	0	0	0	0	0	4	12
03:00	0	0	0	14	2	0	0	0	0	0	0	0	0	4	20
04:00	0	0	0	10	1	0	0	0	0	0	0	0	0	5	16
05:00	0	0	0	6	1	0	0	0	0	0	0	0	0	2	9
06:00	0	0	0	21	0	0	0	0	0	0	0	0	0	7	28
07:00	0	0	0	46	4	0	0	0	0	0	0	0	0	11	61
08:00	0	2	0	91	1	0	0	1	0	0	0	0	0	20	115
09:00	0	1	0	82	0	0	0	0	0	0	0	0	0	22	105
10:00	0	1	0	115	1	0	0	0	0	0	0	0	0	20	137
11:00	0	1	1	126	0	0	0	1	0	0	0	0	0	27	156
12 PM	0	0	0	148	1	0	0	0	0	0	0	0	0	23	172
13:00	0	1	0	153	5	0	0	0	0	0	0	0	0	18	177
14:00	0	0	0	159	5	0	0	0	0	0	0	0	0	31	195
15:00	0	0	1	121	5	0	0	0	0	0	0	0	0	23	150
16:00	0	0	0	140	3	0	0	0	0	0	0	0	0	28	171
17:00	0	0	0	197	1	0	0	1	0	0	0	0	0	34	233
18:00	0	0	1	168	2	0	0	0	0	0	0	0	0	17	188
19:00	0	0	0	162	2	0	0	3	0	0	0	0	0	14	181
20:00	0	0	0	107	1	0	0	0	0	0	0	0	0	10	118
21:00	0	0	0	92	2	0	0	0	0	0	0	0	0	6	100
22:00	0	0	0	75	3	0	0	1	0	0	0	0	0	10	89
23:00	0	2	0	48	0	0	0	0	0	0	0	0	0	2	52
Total	0	8	3	2122	40	0	0	7	0	0	0	0	0	339	2519
Percent	0.0%	0.3%	0.1%	84.2%	1.6%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	
AM Peak Vol.		08:00	11:00	11:00	07:00			08:00						11:00	11:00
PM Peak Vol.		23:00	15:00	17:00	13:00			19:00						17:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	0	0	23	0	0	0	0	0	0	0	0	0	3	26
01:00	0	0	0	21	0	0	0	0	0	0	0	0	0	1	22
02:00	0	0	0	9	1	0	0	0	0	0	0	0	0	4	14
03:00	0	0	0	11	1	0	0	0	0	0	0	0	0	6	18
04:00	0	0	0	7	1	0	0	0	0	0	0	0	0	5	13
05:00	0	0	0	11	1	0	0	0	0	0	0	0	0	6	18
06:00	0	1	0	22	0	0	0	0	0	0	0	0	0	3	26
07:00	0	0	0	41	0	0	0	0	0	0	0	0	0	8	49
08:00	0	0	0	59	2	0	0	0	0	0	0	0	0	17	78
09:00	0	1	0	102	5	0	0	0	0	0	0	0	0	16	124
10:00	0	1	0	103	0	0	0	0	0	0	0	0	0	18	122
11:00	0	1	0	138	3	0	0	0	0	0	0	0	0	21	163
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	4	0	547	14	0	0	0	0	0	0	0	0	108	673
Percent	0.0%	0.6%	0.0%	81.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
AM Peak Vol.		06:00		11:00	09:00									11:00	11:00
PM Peak Vol.		1		138	5									21	163
Grand Total	888	46	8	4828	107	6	0	10	0	0	0	0	0	3564	9457
Percent	9.4%	0.5%	0.1%	51.1%	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	37.7%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	114	38	0	14	2	0	9	2	2	0	0	0	8	192
13:00	4	160	57	3	13	4	0	2	1	0	0	0	0	6	250
14:00	1	111	29	1	9	3	0	3	1	5	0	0	1	11	175
15:00	4	139	37	1	21	5	0	0	0	3	0	0	0	6	216
16:00	3	170	50	2	14	1	0	2	0	2	0	0	0	6	250
17:00	5	182	53	0	31	2	0	5	0	2	0	0	0	10	290
18:00	6	198	53	0	28	0	0	1	1	1	0	0	0	3	291
19:00	5	181	44	0	19	2	0	1	0	0	0	0	0	7	259
20:00	7	119	33	0	12	0	0	0	0	1	0	0	0	2	174
21:00	2	127	26	0	7	1	0	2	0	0	0	0	0	1	166
22:00	0	98	25	0	6	2	0	0	0	0	0	0	0	2	133
23:00	0	45	11	0	4	1	0	0	0	0	0	0	0	0	61
Total	40	1644	456	7	178	23	0	25	5	16	0	0	1	62	2457
Percent	1.6%	66.9%	18.6%	0.3%	7.2%	0.9%	0.0%	1.0%	0.2%	0.7%	0.0%	0.0%	0.0%	2.5%	

AM Peak Vol.	20:00	18:00	13:00	13:00	17:00	15:00	12:00	12:00	14:00	14:00	14:00	14:00	18:00
PM Peak Vol.	7	198	57	3	31	5	9	2	5	1	11	291	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	0	25	7	1	0	0	0	0	0	0	0	0	0	0	33
01:00	0	18	1	0	4	0	0	0	0	1	0	0	0	0	24
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	1	0	0	0	0	1	0	1	0	0	0	0	8
04:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
05:00	0	1	2	0	0	1	0	0	0	2	0	0	0	1	7
06:00	0	5	2	1	4	4	0	0	2	0	0	0	0	1	19
07:00	1	35	12	1	14	4	0	1	0	2	0	0	0	1	71
08:00	0	57	26	0	25	7	0	1	5	4	0	0	0	4	129
09:00	1	107	39	2	23	4	0	3	3	5	0	0	0	9	196
10:00	2	139	34	2	25	3	0	3	2	4	0	0	0	5	219
11:00	4	122	37	2	7	4	0	2	2	2	0	0	0	4	186
12 PM	2	133	32	1	19	1	0	4	1	1	0	0	0	4	198
13:00	2	149	44	0	18	5	0	0	0	1	0	0	0	9	228
14:00	1	140	49	2	18	3	0	1	2	2	0	1	0	5	224
15:00	2	127	29	0	16	3	0	1	1	1	1	0	0	8	189
16:00	0	132	53	1	19	0	0	3	0	0	0	0	0	6	214
17:00	0	185	57	0	19	1	0	2	2	0	0	0	0	3	269
18:00	4	267	72	1	28	1	0	5	0	1	0	0	0	8	387
19:00	3	160	55	0	17	0	0	1	1	0	0	0	0	4	241
20:00	4	121	32	1	15	1	0	2	0	0	0	0	0	2	178
21:00	3	109	39	1	4	4	0	0	0	0	0	0	0	0	160
22:00	4	104	20	0	12	0	0	2	0	0	0	0	0	1	143
23:00	1	62	6	0	4	0	0	0	0	0	0	0	0	0	73
Total	34	2213	652	16	291	46	0	33	21	27	1	1	0	75	3410
Percent	1.0%	64.9%	19.1%	0.5%	8.5%	1.3%	0.0%	1.0%	0.6%	0.8%	0.0%	0.0%	0.0%	2.2%	
AM Peak Vol.	11:00	10:00	09:00	09:00	08:00	08:00		09:00	08:00	09:00				09:00	10:00
PM Peak Vol.	18:00	18:00	18:00	14:00	18:00	13:00		18:00	14:00	14:00	15:00	14:00		13:00	18:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	1	26	9	1	0	0	0	1	1	0	0	0	0	1	40
01:00	0	13	2	0	3	0	0	1	0	1	0	0	0	1	21
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	1	13
03:00	0	8	1	0	1	0	0	0	0	1	0	0	0	2	13
04:00	0	6	1	0	1	0	0	0	0	1	0	0	0	2	11
05:00	0	4	1	0	0	1	0	0	0	2	0	0	0	1	9
06:00	0	12	3	1	6	3	0	0	3	8	0	0	1	0	37
07:00	2	21	11	0	15	4	0	0	2	2	0	0	0	3	60
08:00	3	73	32	2	13	7	0	0	1	2	0	0	0	4	137
09:00	1	141	31	1	30	3	0	3	3	2	0	0	0	2	217
10:00	0	150	39	1	19	5	0	1	2	4	0	0	0	5	226
11:00	2	126	42	2	11	1	0	2	3	2	0	0	0	8	199
12 PM	3	152	42	1	15	7	0	1	1	0	0	0	0	4	226
13:00	2	146	42	2	21	0	0	2	1	0	0	0	0	10	226
14:00	2	132	48	2	13	1	0	9	5	2	0	0	1	4	219
15:00	1	135	44	1	13	3	0	0	0	1	0	0	0	10	208
16:00	4	166	50	4	18	0	0	2	1	0	0	0	0	5	250
17:00	7	194	68	2	22	0	0	5	0	1	0	0	0	10	309
18:00	5	238	60	0	30	1	0	5	1	1	0	0	1	12	354
19:00	6	182	63	0	25	1	0	1	0	1	0	0	0	13	292
20:00	6	130	34	0	11	3	0	1	0	0	0	0	0	3	188
21:00	3	108	32	1	4	2	0	2	0	1	0	0	0	2	155
22:00	0	109	20	1	5	0	0	1	0	0	0	0	0	0	136
23:00	0	43	4	0	7	0	0	0	0	0	0	0	0	4	58
Total	48	2327	679	22	283	42	0	37	24	32	0	0	3	107	3604
Percent	1.3%	64.6%	18.8%	0.6%	7.9%	1.2%	0.0%	1.0%	0.7%	0.9%	0.0%	0.0%	0.1%	3.0%	
AM Peak	08:00	10:00	11:00	08:00	09:00	08:00		09:00	06:00	06:00			06:00	11:00	10:00
Vol.	3	150	42	2	30	7		3	3	8			1	8	226
PM Peak	17:00	18:00	17:00	16:00	18:00	12:00		14:00	14:00	14:00			14:00	19:00	18:00
Vol.	7	238	68	4	30	7		9	5	2			1	13	354

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	1	32	9	1	1	0	0	0	0	0	0	0	0	0	44
01:00	0	13	2	0	4	0	0	2	1	2	0	0	0	1	25
02:00	0	11	1	1	1	0	0	0	0	1	0	0	0	1	16
03:00	0	7	1	0	2	0	0	0	0	1	0	0	0	2	13
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	1	5
05:00	0	6	2	0	1	0	0	0	3	2	0	0	0	2	16
06:00	0	13	6	0	6	1	0	0	5	5	0	0	0	1	37
07:00	1	40	13	4	13	4	0	0	0	2	0	0	0	2	79
08:00	0	55	19	0	11	1	0	2	0	4	0	0	0	2	94
09:00	1	87	37	3	22	4	1	5	2	3	0	0	0	2	167
10:00	3	132	37	4	28	5	0	5	2	7	0	0	0	5	228
11:00	2	119	41	4	15	3	0	2	6	3	0	0	1	3	199
12 PM	1	131	50	1	20	4	0	7	0	2	0	0	0	10	226
13:00	2	133	53	4	20	2	0	8	1	1	0	0	0	9	233
14:00	1	135	33	2	10	2	0	3	2	3	0	0	0	5	196
15:00	2	156	61	3	19	1	0	4	1	3	0	0	0	6	256
16:00	5	191	56	0	19	2	0	0	2	3	0	0	0	8	286
17:00	4	200	65	2	28	2	0	1	0	1	0	0	0	13	316
18:00	5	235	59	4	23	0	0	1	0	1	0	0	0	10	338
19:00	2	190	44	2	39	0	0	2	1	0	0	0	0	3	283
20:00	4	150	46	0	13	3	0	0	0	1	0	0	0	2	219
21:00	4	115	30	1	11	2	0	1	0	0	0	0	0	3	167
22:00	1	121	26	0	13	1	0	1	0	0	0	0	0	1	164
23:00	0	66	14	1	5	0	0	0	0	0	0	0	0	0	86
Total	39	2341	705	37	325	37	1	44	26	45	0	0	1	92	3693
Percent	1.1%	63.4%	19.1%	1.0%	8.8%	1.0%	0.0%	1.2%	0.7%	1.2%	0.0%	0.0%	0.0%	2.5%	
AM Peak	10:00	10:00	11:00	07:00	10:00	10:00	09:00	09:00	11:00	10:00			11:00	10:00	10:00
Vol.	3	132	41	4	28	5	1	5	6	7			1	5	228
PM Peak	16:00	18:00	17:00	13:00	19:00	12:00		13:00	14:00	14:00				17:00	18:00
Vol.	5	235	65	4	39	4		8	2	3				13	338

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	33	9	1	5	0	0	0	0	0	0	0	0	0	48
01:00	0	25	5	0	0	0	0	2	0	1	0	0	0	0	33
02:00	0	17	3	0	0	0	0	0	0	0	0	0	0	2	22
03:00	0	5	0	0	0	0	0	0	0	1	0	0	0	0	6
04:00	0	5	0	0	1	1	0	0	2	1	0	0	0	0	10
05:00	0	2	3	0	1	1	0	0	0	1	0	0	0	0	8
06:00	0	7	2	2	3	2	0	1	2	7	0	0	0	1	27
07:00	1	39	10	5	12	7	0	1	3	2	0	0	0	2	82
08:00	1	64	27	0	13	3	0	2	1	1	0	0	0	3	115
09:00	1	131	37	7	25	5	0	3	4	0	0	0	0	1	214
10:00	2	155	48	3	23	5	0	5	0	3	0	0	0	6	250
11:00	4	143	49	4	17	4	0	2	1	5	0	0	0	11	240
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	626	193	22	100	28	0	16	13	22	0	0	0	26	1055
Percent	0.9%	59.3%	18.3%	2.1%	9.5%	2.7%	0.0%	1.5%	1.2%	2.1%	0.0%	0.0%	0.0%	2.5%	
AM Peak	11:00	10:00	11:00	09:00	09:00	07:00		10:00	09:00	06:00				11:00	10:00
Vol.	4	155	49	7	25	7		5	4	7				11	250
PM Peak															
Vol.															
Grand Total	170	9151	2685	104	1177	176	1	155	89	142	1	1	5	362	14219
Percent	1.2%	64.4%	18.9%	0.7%	8.3%	1.2%	0.0%	1.1%	0.6%	1.0%	0.0%	0.0%	0.0%	2.5%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	162	42	0	14	1	0	1	1	0	0	0	0	13	237
13:00	5	150	44	2	10	1	0	3	0	2	0	0	0	14	231
14:00	1	120	45	2	8	2	0	5	0	0	1	0	0	20	204
15:00	2	135	43	0	15	2	0	2	1	0	0	0	0	20	220
16:00	3	172	37	0	10	0	0	5	1	1	0	0	0	19	248
17:00	8	158	51	1	18	0	0	4	1	2	0	0	0	30	273
18:00	8	156	52	2	24	0	0	1	0	0	1	0	0	16	260
19:00	3	144	52	0	13	1	0	4	0	0	0	0	0	8	225
20:00	0	105	23	0	8	0	0	2	0	0	0	0	0	10	148
21:00	2	70	22	0	3	0	0	0	1	2	0	0	0	5	105
22:00	0	57	12	0	3	0	0	1	0	0	0	0	0	1	74
23:00	1	33	11	0	1	0	0	0	0	0	0	0	0	1	47
Total	36	1462	434	7	127	7	0	28	5	7	2	0	0	157	2272
Percent	1.6%	64.3%	19.1%	0.3%	5.6%	0.3%	0.0%	1.2%	0.2%	0.3%	0.1%	0.0%	0.0%	6.9%	

AM Peak Vol.	17:00	16:00	18:00	13:00	18:00	14:00	14:00	12:00	13:00	14:00	17:00	17:00
PM Peak Vol.	8	172	52	2	24	2	5	1	2	1	30	273

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
01:00	0	11	1	0	1	0	0	1	0	0	0	0	0	1	15
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	6	0	0	0	0	0	0	0	2	0	0	0	0	8
05:00	0	8	4	1	3	0	0	0	1	1	0	0	0	1	19
06:00	0	34	11	0	6	0	0	1	1	1	0	0	0	1	55
07:00	3	60	33	0	10	0	0	2	1	1	0	0	0	2	112
08:00	5	106	39	1	17	0	0	1	3	3	0	0	0	4	179
09:00	1	138	41	3	13	2	0	4	0	4	0	0	0	5	211
10:00	2	127	49	1	18	0	0	5	1	1	0	0	0	9	213
11:00	1	138	31	1	18	0	0	5	2	0	0	0	0	14	210
12 PM	3	154	61	1	7	1	0	3	0	0	0	0	0	5	235
13:00	1	147	40	1	16	1	0	3	0	0	0	0	0	18	227
14:00	2	132	30	1	13	0	0	2	0	0	0	0	0	8	188
15:00	3	107	37	3	9	2	0	2	0	0	0	0	0	16	179
16:00	4	153	45	1	13	1	0	4	0	0	0	0	0	27	248
17:00	2	143	48	4	19	0	0	3	1	0	0	0	0	35	255
18:00	6	156	56	1	15	0	0	3	0	0	0	0	0	11	248
19:00	1	128	38	1	17	1	0	1	0	0	0	0	0	10	197
20:00	2	102	37	1	7	0	0	3	0	0	0	0	0	8	160
21:00	0	87	28	1	5	0	0	1	0	0	0	0	0	4	126
22:00	2	86	28	1	5	0	0	0	0	0	0	0	0	2	124
23:00	1	33	10	0	2	0	0	0	0	0	0	1	0	1	48
Total	39	2075	676	23	215	8	0	44	10	13	0	1	0	183	3287
Percent	1.2%	63.1%	20.6%	0.7%	6.5%	0.2%	0.0%	1.3%	0.3%	0.4%	0.0%	0.0%	0.0%	5.6%	
AM Peak	08:00	09:00	10:00	09:00	10:00	09:00		10:00	08:00	09:00				11:00	10:00
Vol.	5	138	49	3	18	2		5	3	4				14	213
PM Peak	18:00	18:00	12:00	17:00	17:00	15:00		16:00	17:00			23:00		17:00	17:00
Vol.	6	156	61	4	19	2		4	1			1		35	255

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	0	14	5	0	2	0	0	0	1	0	0	0	0	3	25
01:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	5	1	0	1	0	0	0	1	2	0	0	0	0	10
03:00	0	8	2	0	1	0	0	0	2	1	0	0	0	1	15
04:00	0	7	1	1	0	1	0	1	2	1	0	0	0	1	15
05:00	0	10	0	0	2	1	0	0	1	3	0	0	0	1	18
06:00	1	33	19	0	6	0	0	1	0	2	0	0	0	0	62
07:00	2	56	24	0	9	0	0	2	1	3	0	0	0	5	102
08:00	1	116	45	0	7	3	0	1	2	0	0	0	0	5	180
09:00	3	134	37	3	13	3	1	3	0	0	0	0	0	8	205
10:00	0	132	49	1	12	2	0	6	1	2	0	0	1	6	212
11:00	3	168	48	3	16	0	0	2	4	0	0	0	0	5	249
12 PM	0	173	45	2	4	1	0	1	0	0	0	0	0	5	231
13:00	2	155	46	0	11	3	0	4	1	0	0	0	0	18	240
14:00	2	136	45	5	18	2	0	2	0	0	0	0	0	10	220
15:00	2	141	39	2	10	0	0	3	1	0	0	0	0	10	208
16:00	3	162	38	1	18	0	0	6	0	0	0	0	0	8	236
17:00	2	186	63	2	19	0	0	1	1	0	0	0	0	11	285
18:00	4	169	59	0	24	2	0	4	0	0	0	0	0	11	273
19:00	5	145	49	0	20	0	0	3	1	0	0	0	0	9	232
20:00	2	145	46	0	10	0	0	1	0	0	0	0	0	2	206
21:00	0	74	26	0	7	0	0	1	0	0	0	0	0	4	112
22:00	1	61	17	0	5	0	0	0	0	0	0	0	0	1	85
23:00	0	38	5	0	2	0	0	1	0	0	0	0	0	2	48
Total	33	2281	712	20	217	18	1	43	19	14	0	0	1	126	3485
Percent	0.9%	65.5%	20.4%	0.6%	6.2%	0.5%	0.0%	1.2%	0.5%	0.4%	0.0%	0.0%	0.0%	3.6%	
AM Peak	09:00	11:00	10:00	09:00	11:00	08:00	09:00	10:00	11:00	05:00			10:00	09:00	11:00
Vol.	3	168	49	3	16	3	1	6	4	3			1	8	249
PM Peak	19:00	17:00	17:00	14:00	18:00	13:00		16:00	13:00					13:00	17:00
Vol.	5	186	63	5	24	3		6	1					18	285

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	0	19	9	0	0	0	0	0	1	0	0	0	0	0	29
01:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
02:00	0	7	2	0	0	0	0	0	1	2	0	0	0	1	13
03:00	0	11	2	0	1	0	0	3	0	0	0	0	0	1	18
04:00	0	11	0	0	0	0	0	0	2	1	0	0	0	1	15
05:00	1	11	2	0	1	0	0	1	2	1	0	0	0	0	19
06:00	0	29	11	0	5	1	0	1	1	1	0	0	0	0	49
07:00	0	60	27	1	10	1	1	3	1	0	0	0	0	1	105
08:00	1	101	41	2	11	0	0	1	2	3	0	0	0	2	164
09:00	2	128	36	2	20	0	0	1	0	1	0	0	0	4	194
10:00	1	149	49	2	16	1	0	4	1	3	0	1	0	9	236
11:00	0	162	53	5	16	2	0	5	0	3	0	0	0	7	253
12 PM	2	154	54	1	16	2	0	7	0	1	0	0	0	11	248
13:00	2	120	51	2	17	1	0	2	0	0	0	0	0	22	217
14:00	4	144	41	3	19	2	0	4	2	0	0	0	0	17	236
15:00	4	146	38	4	18	2	0	3	0	0	0	0	0	21	236
16:00	3	119	49	3	18	1	0	1	0	0	0	0	0	30	224
17:00	5	187	64	2	25	2	0	4	2	2	0	0	0	31	324
18:00	1	177	59	3	23	1	0	3	0	0	0	0	0	23	290
19:00	1	147	35	1	16	0	0	3	0	0	0	0	0	15	218
20:00	1	121	34	0	11	0	0	0	0	0	0	0	0	5	172
21:00	1	86	22	0	8	0	0	0	0	0	0	0	0	6	123
22:00	3	70	24	1	9	0	0	0	0	0	0	0	0	0	107
23:00	0	39	15	0	3	0	0	1	0	0	0	0	1	1	60
Total	32	2206	722	32	264	16	1	47	15	18	0	1	1	208	3563
Percent	0.9%	61.9%	20.3%	0.9%	7.4%	0.4%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	5.8%	
AM Peak	09:00	11:00	11:00	11:00	09:00	11:00	07:00	11:00	04:00	08:00		10:00		10:00	11:00
Vol.	2	162	53	5	20	2	1	5	2	3		1		9	253
PM Peak	17:00	17:00	17:00	15:00	17:00	12:00		12:00	14:00	17:00			23:00	17:00	17:00
Vol.	5	187	64	4	25	2		7	2	2			1	31	324

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	29	6	1	1	0	0	0	1	0	0	0	0	0	38
01:00	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
02:00	0	4	0	0	0	0	0	0	1	2	0	0	0	0	7
03:00	0	7	1	1	1	0	0	2	2	3	0	0	0	2	19
04:00	0	7	0	0	2	0	0	0	0	2	0	0	0	0	11
05:00	0	10	4	0	2	0	0	1	2	2	0	0	0	1	22
06:00	1	30	8	0	3	0	0	0	0	2	0	0	0	0	44
07:00	2	52	24	1	10	0	0	1	0	0	0	0	0	2	92
08:00	2	80	33	1	14	0	1	1	0	0	0	0	0	1	133
09:00	2	125	37	2	15	1	0	2	0	0	0	0	0	3	187
10:00	0	153	45	3	20	3	0	3	2	0	0	0	0	7	236
11:00	1	165	37	1	9	0	0	1	0	5	0	0	1	12	232
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	8	672	199	10	78	4	1	11	8	16	0	0	1	28	1036
Percent	0.8%	64.9%	19.2%	1.0%	7.5%	0.4%	0.1%	1.1%	0.8%	1.5%	0.0%	0.0%	0.1%	2.7%	
AM Peak	07:00	11:00	10:00	10:00	10:00	10:00	08:00	10:00	03:00	11:00				11:00	10:00
Vol.	2	165	45	3	20	3	1	3	2	5			1	12	236
PM Peak															
Vol.															
Grand Total	148	8696	2743	92	901	53	3	173	57	68	2	2	3	702	13643
Percent	1.1%	63.7%	20.1%	0.7%	6.6%	0.4%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	5.1%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Date Start: 17-Oct-11
Date End: 20-Oct-11

Start Time	17-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
12:00 AM	10	5	5	9	4	7	6	7	*	*	*	*	*	*	6	7		
01:00	10	6	1	4	4	7	0	6	*	*	*	*	*	*	4	6		
02:00	3	6	4	6	2	9	3	8	*	*	*	*	*	*	3	7		
03:00	7	3	5	5	7	3	2	5	*	*	*	*	*	*	5	4		
04:00	4	5	6	6	12	4	10	4	*	*	*	*	*	*	8	5		
05:00	32	23	36	27	36	21	32	17	*	*	*	*	*	*	34	22		
06:00	84	55	100	65	86	47	78	47	*	*	*	*	*	*	87	54		
07:00	172	112	194	101	165	111	170	108	*	*	*	*	*	*	175	108		
08:00	158	99	179	114	153	91	148	121	*	*	*	*	*	*	160	106		
09:00	142	100	146	104	124	92	126	73	*	*	*	*	*	*	134	92		
10:00	126	1	134	84	113	107	94	99	*	*	*	*	*	*	117	73		
11:00	132	115	103	108	99	102	132	83	*	*	*	*	*	*	116	102		
12:00 PM	125	124	109	113	112	107	107	106	*	*	*	*	*	*	113	112		
01:00	141	99	132	99	122	102	145	119	*	*	*	*	*	*	135	105		
02:00	125	130	111	120	103	104	94	130	*	*	*	*	*	*	108	121		
03:00	143	169	126	160	113	130	136	150	*	*	*	*	*	*	130	152		
04:00	157	193	145	180	159	186	159	177	*	*	*	*	*	*	155	184		
05:00	165	201	168	204	149	171	176	195	*	*	*	*	*	*	164	193		
06:00	102	129	106	129	109	124	112	129	*	*	*	*	*	*	107	128		
07:00	67	72	72	90	67	99	85	102	*	*	*	*	*	*	73	91		
08:00	38	50	64	70	44	54	50	64	*	*	*	*	*	*	49	60		
09:00	28	59	25	43	41	48	34	37	*	*	*	*	*	*	32	47		
10:00	24	36	24	25	16	23	21	31	*	*	*	*	*	*	21	29		
11:00	9	9	10	15	14	16	22	23	*	*	*	*	*	*	14	16		
Lane	2004	1801	2005	1881	1854	1765	1942	1841	0	0	0	0	0	0	1950	1824		
Day	3805		3886		3619		3783		0		0		0		3774			
AM Peak	07:00	11:00	07:00	08:00	07:00	07:00	07:00	08:00									07:00	07:00
Vol.	172	115	194	114	165	111	170	121									175	108
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	17:00	17:00									17:00	17:00
Vol.	165	201	168	204	159	186	176	195									164	193

Comb. Total	3805	3886	3619	3783	0	0	0	3774
ADT	ADT 3,773		AADT 3,773					

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 18-Oct-11

Date End: 19-Oct-11

Start Time	17-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	20	16	26	14	*	*	*	*	*	*	*	*	23	15
01:00	*	*	14	4	11	4	*	*	*	*	*	*	*	*	12	4
02:00	*	*	5	0	3	3	*	*	*	*	*	*	*	*	4	2
03:00	*	*	15	2	7	3	*	*	*	*	*	*	*	*	11	2
04:00	*	*	9	0	5	4	*	*	*	*	*	*	*	*	7	2
05:00	*	*	17	0	9	8	*	*	*	*	*	*	*	*	13	4
06:00	*	*	70	1	34	39	*	*	*	*	*	*	*	*	52	20
07:00	*	*	151	11	65	76	*	*	*	*	*	*	*	*	108	44
08:00	*	*	192	184	155	175	*	*	*	*	*	*	*	*	174	180
09:00	*	*	176	183	173	202	*	*	*	*	*	*	*	*	174	192
10:00	*	*	172	149	169	144	*	*	*	*	*	*	*	*	170	146
11:00	*	*	171	127	134	154	*	*	*	*	*	*	*	*	152	140
12:00 PM	*	*	178	94	114	136	*	*	*	*	*	*	*	*	146	115
01:00	*	*	221	67	186	145	*	*	*	*	*	*	*	*	204	106
02:00	*	*	192	83	227	83	*	*	*	*	*	*	*	*	210	83
03:00	*	*	183	101	223	70	*	*	*	*	*	*	*	*	203	86
04:00	*	*	266	115	210	114	*	*	*	*	*	*	*	*	238	114
05:00	*	*	301	145	247	201	*	*	*	*	*	*	*	*	274	173
06:00	*	*	329	154	258	162	*	*	*	*	*	*	*	*	294	158
07:00	*	*	245	128	213	107	*	*	*	*	*	*	*	*	229	118
08:00	*	*	166	91	173	66	*	*	*	*	*	*	*	*	170	78
09:00	*	*	115	68	102	42	*	*	*	*	*	*	*	*	108	55
10:00	*	*	61	34	88	33	*	*	*	*	*	*	*	*	74	34
11:00	*	*	48	30	50	24	*	*	*	*	*	*	*	*	49	27
Lane	0	0	3317	1787	2882	2009	0	0	0	0	0	0	0	0	3099	1898
Day	0	0	5104	1787	4891	2009	0	0	0	0	0	0	0	0	4997	1898
AM Peak			08:00	08:00	09:00	09:00									08:00	09:00
Vol.			192	184	173	202									174	192
PM Peak			18:00	18:00	18:00	17:00									18:00	17:00
Vol.			329	154	258	201									294	173

Comb. Total	0	5104	4891	0	0	0	0	4997
ADT	ADT 4,910	AADT 4,910						

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
County Road 93

Start Time	12-May-14		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	12	13	13	13	19	11	15	12	*	*	*	*	*	*	15	12
01:00	17	13	5	7	7	5	8	5	*	*	*	*	*	*	9	8
02:00	8	9	8	2	10	3	12	3	*	*	*	*	*	*	10	4
03:00	5	2	10	3	3	1	8	4	*	*	*	*	*	*	6	2
04:00	3	9	8	7	3	7	4	13	*	*	*	*	*	*	4	9
05:00	9	12	18	46	21	37	21	40	*	*	*	*	*	*	17	34
06:00	16	37	34	85	48	86	36	88	*	*	*	*	*	*	34	74
07:00	47	79	100	170	102	167	74	174	*	*	*	*	*	*	81	148
08:00	119	144	177	267	132	235	168	258	*	*	*	*	*	*	149	226
09:00	124	211	143	163	138	174	155	167	*	*	*	*	*	*	140	179
10:00	144	120	135	122	119	95	136	123	*	*	*	*	*	*	134	115
11:00	135	136	119	124	107	125	124	111	*	*	*	*	*	*	121	124
12:00 PM	125	159	127	117	159	133	161	132	*	*	*	*	*	*	143	135
01:00	107	130	151	147	135	131	155	159	*	*	*	*	*	*	137	142
02:00	138	113	124	149	158	154	163	161	*	*	*	*	*	*	146	144
03:00	175	139	158	137	133	133	195	167	*	*	*	*	*	*	165	144
04:00	212	157	234	182	222	181	240	184	*	*	*	*	*	*	227	176
05:00	258	159	255	182	279	237	289	208	*	*	*	*	*	*	270	196
06:00	244	135	240	180	258	180	235	142	*	*	*	*	*	*	244	159
07:00	143	82	185	116	142	92	145	102	*	*	*	*	*	*	154	98
08:00	97	64	98	71	110	60	121	68	*	*	*	*	*	*	106	66
09:00	68	54	87	69	112	58	109	58	*	*	*	*	*	*	94	60
10:00	59	38	47	46	78	38	65	34	*	*	*	*	*	*	62	39
11:00	21	16	32	27	33	31	36	34	*	*	*	*	*	*	30	27
Lane	2286	2031	2508	2432	2528	2374	2675	2447	0	0	0	0	0	0	2498	2321
Day	4317		4940		4902		5122		0	0	0	0	0	0	4819	
AM Peak	10:00	09:00	08:00	08:00	09:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	144	211	177	267	138	235	168	258	-	-	-	-	-	-	149	226
PM Peak	17:00	12:00	17:00	16:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	258	159	255	182	279	237	289	208	-	-	-	-	-	-	270	196

Comb. Total	4317	4940	4902	5122	0	0	0	4819
ADT	ADT 4,820	AADT 4,820						

County of Simcoe
 Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

EB, WB - 022-02 Spring 2014 - Coulson/7th Line to Horseshoe Valley Resort Entrance

Top = Axle Classification Side = Length in Inches. From:12-May-14 11:00 AM To:16-May-14 08:00 AM

Grand Total	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total	%
1 - 71	69													281	350	2.0
72 - 120	25	10611	413			4									11053	64.1
121 - 179	9	1	3281		1383	12								6	4692	27.2
180 - 239		19		11	60	29								1	120	0.7
240 - 299		49	20	147		113		2						3	334	1.9
300 - 359		27	97	46		15	1	66							252	1.5
360 - 479		1	28	4				132	6					1	172	1.0
480 - 599		2						27	10	6				2	47	0.3
600 - 719		24		1		4		4	36	29			1		99	0.6
720 - 839		15	2	3		9			19	56		1	1		106	0.6
840 - 959										1	1		4	6	12	0.1

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

EB, WB - 022-03 Spring 2014 - Horseshoe Valley Resort Entrance to County Road 93

Top = Axle Classification Side = Length in Inches. From:12-May-14 11:00 AM To:16-May-14 08:00 AM

Grand Total	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total	%
1 - 71	69													266	335	1.8
72 - 120	32	11935	473			7								2	12449	65.5
121 - 179	13	2	3811		1220	19								10	5075	26.7
180 - 239		9		14	58	23								1	105	0.6
240 - 299		64	28	148		113		1							354	1.9
300 - 359		27	92	43		14	3	55						2	236	1.2
360 - 479		5	39	3				119	3					3	172	0.9
480 - 599		6						22	11	3					42	0.2
600 - 719		25		2		5		2	37	29			1		101	0.5
720 - 839		16	2	4		8		2	19	56	1	1	1		110	0.6
840 - 959										1			4	7	12	0.1

County of Simcoe

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	81	40	0	8	0	0	1	1	0	0	0	0	0	131
12 PM	0	59	29	1	6	6	0	1	1	1	0	0	0	2	106
13:00	0	71	18	1	10	1	0	1	0	0	0	0	0	2	104
14:00	1	77	31	1	6	0	0	5	1	0	0	0	0	0	122
15:00	1	96	32	4	10	3	0	1	0	0	0	0	0	3	150
16:00	1	131	46	1	12	2	0	2	0	0	0	0	0	5	200
17:00	0	165	43	0	13	1	0	3	1	0	0	0	0	10	236
18:00	1	146	47	2	12	1	0	1	1	1	0	0	0	2	214
19:00	1	77	29	0	4	1	0	0	1	0	0	0	0	0	113
20:00	1	61	20	1	4	0	0	2	0	0	0	0	0	1	90
21:00	0	56	12	0	2	0	0	1	0	1	0	0	0	0	72
22:00	0	68	12	0	5	0	0	0	0	0	0	0	0	0	85
23:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
Total	6	1105	364	11	93	15	0	18	6	3	0	0	0	25	1646
Percent	0.4%	67.1%	22.1%	0.7%	5.7%	0.9%	0.0%	1.1%	0.4%	0.2%	0.0%	0.0%	0.0%	1.5%	
AM Peak Vol.		11:00	11:00		11:00			11:00	11:00						11:00
		81	40		8			1	1						131
PM Peak Vol.	14:00	17:00	18:00	15:00	17:00	12:00		14:00	12:00	12:00				17:00	17:00
	1	165	47	4	13	6		5	1	1				10	236

County of Simcoe

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/13/14	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	1	0	1	0	0	0	0	1	0	0	0	0	7
04:00	0	4	1	1	0	1	0	0	1	0	0	0	0	0	8
05:00	0	2	10	0	1	1	0	0	2	3	0	0	0	0	19
06:00	0	14	10	2	2	2	0	0	0	3	0	0	0	1	34
07:00	0	54	29	1	8	0	0	4	1	0	0	0	1	1	99
08:00	1	90	25	6	6	0	0	4	0	4	0	0	0	6	142
09:00	1	67	36	5	4	4	0	0	0	2	0	0	0	1	120
10:00	0	57	32	2	13	1	0	6	2	0	0	0	0	1	114
11:00	0	73	15	1	15	2	0	2	2	0	0	0	0	2	112
12 PM	0	72	29	2	13	0	0	0	0	0	0	0	0	1	117
13:00	2	75	27	2	8	0	0	1	2	1	0	0	0	3	121
14:00	0	69	26	3	9	2	0	4	1	0	0	0	0	5	119
15:00	0	90	18	3	18	3	0	2	1	0	0	0	0	3	138
16:00	1	145	48	4	14	2	0	1	0	0	0	0	0	2	217
17:00	1	155	66	0	11	1	0	1	0	0	0	0	0	3	238
18:00	0	143	41	0	13	3	0	0	2	2	0	0	1	2	207
19:00	0	93	33	0	7	0	0	1	0	2	0	0	0	1	137
20:00	0	64	19	0	2	0	0	0	0	1	0	0	0	3	89
21:00	0	70	13	0	3	0	0	0	0	0	0	0	0	1	87
22:00	0	34	14	0	1	0	0	0	0	0	0	0	0	0	49
23:00	0	21	4	0	2	0	0	0	0	0	0	0	0	0	27
Total	6	1415	499	33	151	22	0	26	14	19	0	0	2	36	2223
Percent	0.3%	63.7%	22.4%	1.5%	6.8%	1.0%	0.0%	1.2%	0.6%	0.9%	0.0%	0.0%	0.1%	1.6%	
AM Peak	08:00	08:00	09:00	08:00	11:00	09:00		10:00	05:00	08:00			07:00	08:00	08:00
Vol.	1	90	36	6	15	4		6	2	4			1	6	142
PM Peak	13:00	17:00	17:00	16:00	15:00	15:00		14:00	13:00	18:00			18:00	14:00	17:00
Vol.	2	155	66	4	18	3		4	2	2			1	5	238

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/14/14	0	12	1	0	0	0	0	0	1	0	0	0	0	0	14
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
05:00	0	8	10	0	0	0	0	0	2	2	0	0	0	0	22
06:00	0	16	15	2	2	4	0	0	1	5	0	0	0	1	46
07:00	0	54	30	3	11	2	0	0	0	3	0	0	1	3	107
08:00	0	78	23	2	8	3	0	2	1	0	0	0	0	0	117
09:00	1	66	34	3	6	2	0	0	2	2	0	0	0	7	123
10:00	2	60	24	3	9	5	0	2	1	2	0	0	0	1	109
11:00	1	54	18	1	12	1	0	2	1	2	0	0	0	4	96
12 PM	0	83	46	1	8	0	0	2	1	1	0	0	0	1	143
13:00	0	70	37	1	10	2	0	3	0	1	0	0	0	2	126
14:00	1	85	34	1	10	1	0	3	2	1	0	0	0	2	140
15:00	2	91	19	2	10	3	0	2	0	1	0	0	0	1	131
16:00	0	122	58	3	16	0	0	0	0	0	0	0	0	2	201
17:00	0	166	49	5	16	0	0	4	1	0	0	0	0	4	245
18:00	4	160	50	1	16	1	0	4	1	1	0	0	0	6	244
19:00	1	87	21	0	3	0	0	1	0	0	0	0	0	2	115
20:00	0	68	24	1	6	0	0	0	0	0	0	0	0	0	99
21:00	0	68	20	0	5	1	0	0	0	0	0	0	0	2	96
22:00	0	54	13	1	1	0	0	2	0	0	0	0	0	0	71
23:00	0	23	3	0	2	0	0	0	0	0	0	0	0	1	29
Total	12	1439	535	30	151	26	0	27	14	21	0	0	1	39	2295
Percent	0.5%	62.7%	23.3%	1.3%	6.6%	1.1%	0.0%	1.2%	0.6%	0.9%	0.0%	0.0%	0.0%	1.7%	
AM Peak	10:00	08:00	09:00	07:00	11:00	10:00		08:00	05:00	06:00			07:00	09:00	09:00
Vol.	2	78	34	3	12	5		2	2	5			1	7	123
PM Peak	18:00	17:00	16:00	17:00	16:00	15:00		17:00	14:00	12:00				18:00	17:00
Vol.	4	166	58	5	16	3		4	2	1				6	245

County of Simcoe
 Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/15/14	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	1	0	0	0	0	1	0	0	0	0	0	0	10
03:00	0	3	1	0	1	0	0	0	0	1	0	0	0	0	6
04:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
05:00	0	7	9	0	1	0	0	0	1	2	0	0	0	0	20
06:00	0	12	9	2	4	2	0	0	1	3	0	0	0	1	34
07:00	0	38	20	1	7	2	0	6	0	0	0	0	0	1	75
08:00	0	96	30	5	10	5	0	2	2	1	0	0	0	1	152
09:00	2	54	40	1	14	2	0	3	2	1	0	0	0	5	124
10:00	2	71	36	2	9	2	0	0	0	2	0	0	0	1	125
11:00	0	70	32	1	16	1	0	2	0	0	0	0	0	1	123
12 PM	1	98	32	1	9	3	0	0	0	3	0	0	1	2	150
13:00	1	87	35	3	12	2	0	1	1	0	0	0	0	2	144
14:00	0	90	31	1	12	1	0	2	0	2	0	0	0	0	139
15:00	1	101	53	5	9	2	0	4	1	4	0	0	0	1	181
16:00	4	149	56	3	11	1	0	1	0	1	0	0	0	3	229
17:00	1	170	71	0	25	1	0	0	1	2	0	0	0	4	275
18:00	1	141	43	0	11	0	0	2	0	0	0	0	0	7	205
19:00	0	89	29	0	7	2	0	0	0	0	0	0	0	2	129
20:00	1	62	34	0	7	0	0	1	0	0	0	0	1	2	108
21:00	0	68	20	0	3	0	0	3	0	0	0	0	0	1	95
22:00	0	46	12	0	2	0	0	3	1	0	0	0	0	0	64
23:00	0	18	7	0	1	0	0	0	0	0	0	0	0	0	26
Total	14	1496	604	25	171	27	0	31	10	22	0	0	2	34	2436
Percent	0.6%	61.4%	24.8%	1.0%	7.0%	1.1%	0.0%	1.3%	0.4%	0.9%	0.0%	0.0%	0.1%	1.4%	
AM Peak	09:00	08:00	09:00	08:00	11:00	08:00		07:00	08:00	06:00				09:00	08:00
Vol.	2	96	40	5	16	5		6	2	3				5	152
PM Peak	16:00	17:00	17:00	15:00	17:00	12:00		15:00	13:00	15:00			12:00	18:00	17:00
Vol.	4	170	71	5	25	3		4	1	4			1	7	275

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/14	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	6	0	0	2	1	0	0	0	0	0	0	0	0	9
05:00	0	1	9	0	0	0	0	0	2	2	0	0	0	0	14
06:00	2	20	11	3	4	0	0	1	1	4	0	0	0	1	47
07:00	1	60	35	3	18	0	0	0	1	2	0	0	1	1	122
08:00	2	70	29	4	7	3	1	1	1	1	0	0	0	3	122
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	180	88	10	31	4	1	2	5	9	0	0	1	5	341
Percent	1.5%	52.8%	25.8%	2.9%	9.1%	1.2%	0.3%	0.6%	1.5%	2.6%	0.0%	0.0%	0.3%	1.5%	
AM Peak	06:00	08:00	07:00	08:00	07:00	08:00	08:00	06:00	05:00	06:00			07:00	08:00	07:00
Vol.	2	70	35	4	18	3	1	1	2	4			1	3	122
PM Peak															
Vol.															
Grand Total	43	5635	2090	109	597	94	1	104	49	74	0	0	6	139	8941
Percent	0.5%	63.0%	23.4%	1.2%	6.7%	1.1%	0.0%	1.2%	0.5%	0.8%	0.0%	0.0%	0.1%	1.6%	

County of Simcoe

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	74	18	4	7	10	0	1	1	2	0	0	0	0	119
12 PM	0	80	27	1	17	7	0	3	1	1	0	0	0	4	141
13:00	0	71	19	3	6	7	0	3	0	1	0	0	0	3	113
14:00	1	66	16	0	10	0	0	3	0	2	0	0	0	0	98
15:00	1	77	31	0	9	0	0	6	0	0	0	0	0	2	126
16:00	3	93	23	4	14	1	0	5	0	0	0	0	0	9	152
17:00	2	108	37	2	7	4	0	2	1	0	0	0	0	5	168
18:00	1	94	33	2	17	0	0	0	1	0	0	0	0	2	150
19:00	1	73	21	1	6	0	0	0	0	0	0	0	0	1	103
20:00	0	38	15	0	5	0	0	1	1	0	0	0	0	1	61
21:00	0	32	8	0	3	0	0	0	0	0	0	0	0	0	43
22:00	0	15	0	0	3	0	0	0	0	0	0	0	0	0	18
23:00	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
Total	11	831	249	17	105	29	0	24	5	6	0	0	0	27	1304
Percent	0.8%	63.7%	19.1%	1.3%	8.1%	2.2%	0.0%	1.8%	0.4%	0.5%	0.0%	0.0%	0.0%	2.1%	
AM Peak Vol.	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00	11:00					11:00
PM Peak Vol.	16:00	17:00	17:00	16:00	12:00	12:00		15:00	12:00	14:00				16:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/13/14	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
05:00	0	28	6	0	8	0	0	0	0	0	0	0	0	0	42
06:00	0	44	18	1	12	0	0	0	0	0	0	0	0	0	75
07:00	0	98	34	2	22	1	0	1	0	0	0	0	0	0	158
08:00	1	167	44	0	24	0	0	1	0	0	0	0	0	5	242
09:00	1	89	38	3	18	1	0	1	0	0	0	0	0	3	154
10:00	1	74	21	0	12	0	0	1	0	1	0	0	0	0	110
11:00	1	75	18	3	8	0	0	3	1	0	0	0	0	1	110
12 PM	0	59	22	0	11	0	0	4	0	0	0	0	0	3	99
13:00	10	69	22	1	10	1	0	0	1	1	0	0	0	5	120
14:00	0	76	33	1	15	0	0	4	1	0	0	0	0	1	131
15:00	1	71	29	0	15	4	0	5	0	0	0	0	0	2	127
16:00	1	85	41	5	10	1	0	2	1	2	0	0	0	1	149
17:00	1	101	41	2	22	4	0	2	0	0	0	0	0	3	176
18:00	2	85	39	2	14	0	0	4	0	0	0	0	0	4	150
19:00	0	92	22	0	8	0	0	3	0	0	0	0	0	3	128
20:00	0	42	11	1	7	0	0	2	0	0	0	0	0	1	64
21:00	0	34	12	0	5	0	0	0	0	0	0	0	0	0	51
22:00	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
23:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
Total	19	1337	469	21	225	12	0	33	4	4	0	0	0	32	2156
Percent	0.9%	62.0%	21.8%	1.0%	10.4%	0.6%	0.0%	1.5%	0.2%	0.2%	0.0%	0.0%	0.0%	1.5%	
AM Peak	08:00	08:00	08:00	09:00	08:00	07:00		11:00	11:00	10:00				08:00	08:00
Vol.	1	167	44	3	24	1		3	1	1				5	242
PM Peak	13:00	17:00	16:00	16:00	17:00	15:00		15:00	13:00	16:00				13:00	17:00
Vol.	10	101	41	5	22	4		5	1	2				5	176

County of Simcoe

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County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/14/14	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
05:00	0	20	9	0	5	0	0	0	0	0	0	0	0	0	34
06:00	0	50	19	0	8	0	0	1	0	0	0	0	0	2	80
07:00	1	91	36	2	21	1	0	0	0	0	0	0	0	1	153
08:00	1	142	42	1	22	0	0	5	0	0	0	0	0	2	215
09:00	1	100	32	2	9	1	0	1	1	1	0	0	0	9	157
10:00	1	39	24	1	12	2	0	2	1	1	0	0	0	4	87
11:00	0	61	27	2	15	1	0	0	0	0	0	0	0	2	108
12 PM	0	78	27	3	7	3	0	2	0	1	0	0	0	1	122
13:00	2	80	16	3	8	3	0	4	0	1	0	0	0	1	118
14:00	2	78	29	4	10	1	0	4	1	0	0	0	0	1	130
15:00	1	75	33	2	17	0	0	1	1	0	0	0	0	3	133
16:00	1	93	27	6	17	2	0	2	0	0	0	0	0	5	153
17:00	2	112	51	2	23	2	0	1	0	1	0	0	0	8	202
18:00	0	102	38	6	16	3	0	2	0	0	1	0	0	6	174
19:00	2	60	14	0	10	0	0	3	0	1	0	0	0	4	94
20:00	0	43	8	0	4	0	0	0	0	0	0	0	0	0	55
21:00	0	35	13	0	5	0	0	1	0	0	0	0	0	0	54
22:00	1	28	6	1	0	0	0	0	0	0	0	0	0	0	36
23:00	0	18	6	0	2	0	0	0	0	0	0	0	0	0	26
Total	15	1320	463	35	213	19	0	29	4	6	1	0	0	49	2154
Percent	0.7%	61.3%	21.5%	1.6%	9.9%	0.9%	0.0%	1.3%	0.2%	0.3%	0.0%	0.0%	0.0%	2.3%	
AM Peak	07:00	08:00	08:00	07:00	08:00	10:00		08:00	09:00	09:00				09:00	08:00
Vol.	1	142	42	2	22	2		5	1	1				9	215
PM Peak	13:00	17:00	17:00	16:00	17:00	12:00		13:00	14:00	12:00	18:00			17:00	17:00
Vol.	2	112	51	6	23	3		4	1	1	1			8	202

County of Simcoe

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/15/14	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	23	9	0	2	0	0	0	0	0	0	0	0	0	34
06:00	0	46	21	2	10	1	0	0	0	0	0	0	0	0	80
07:00	0	95	30	2	25	0	0	4	0	0	0	0	0	2	158
08:00	2	149	54	0	28	1	0	2	0	0	0	0	0	6	242
09:00	1	109	32	2	19	0	0	1	0	0	0	0	0	1	165
10:00	1	60	31	2	16	1	0	2	1	0	0	0	0	4	118
11:00	1	61	26	1	12	1	0	2	1	0	0	0	0	1	106
12 PM	2	71	25	1	17	3	0	2	1	0	0	0	0	5	127
13:00	0	72	20	0	12	1	0	6	0	0	0	0	0	2	113
14:00	0	86	28	3	17	3	0	1	1	0	0	0	0	2	141
15:00	0	85	25	1	21	7	0	2	1	0	0	1	0	3	146
16:00	3	79	40	6	10	4	0	1	0	0	0	0	0	7	150
17:00	1	99	42	4	20	4	0	5	1	0	0	0	0	7	183
18:00	0	91	27	0	11	1	0	2	1	0	0	0	0	3	136
19:00	1	61	15	0	14	0	0	2	1	0	0	0	0	4	98
20:00	0	35	13	0	6	2	0	1	0	0	0	0	0	1	58
21:00	0	39	13	1	2	0	0	0	0	0	0	0	0	0	55
22:00	0	22	2	0	3	0	0	0	0	1	0	0	0	1	29
23:00	1	23	8	0	0	0	0	0	0	0	0	0	0	0	32
Total	13	1330	466	25	247	29	0	33	8	1	0	1	0	49	2202
Percent	0.6%	60.4%	21.2%	1.1%	11.2%	1.3%	0.0%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	2.2%	
AM Peak	08:00	08:00	08:00	06:00	08:00	06:00		07:00	10:00					08:00	08:00
Vol.	2	149	54	2	28	1		4	1					6	242
PM Peak	16:00	17:00	17:00	16:00	15:00	15:00		13:00	12:00	22:00		15:00		16:00	17:00
Vol.	3	99	42	6	21	7		6	1	1		1		7	183

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/14	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
04:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
05:00	0	24	8	0	3	0	0	0	0	0	0	0	0	0	35
06:00	0	43	15	1	14	0	0	3	0	0	0	0	0	1	77
07:00	0	79	31	2	13	2	0	1	0	0	0	0	0	0	128
08:00	2	127	39	2	23	1	0	4	1	1	0	0	0	4	204
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	296	104	5	56	3	0	8	1	1	0	0	0	5	481
Percent	0.4%	61.5%	21.6%	1.0%	11.6%	0.6%	0.0%	1.7%	0.2%	0.2%	0.0%	0.0%	0.0%	1.0%	
AM Peak Vol.	08:00	08:00	08:00	07:00	08:00	07:00		08:00	08:00	08:00				08:00	08:00
PM Peak Vol.	2	127	39	2	23	2		4	1	1				4	204
Grand Total	60	5114	1751	103	846	92	0	127	22	18	1	1	0	162	8297
Percent	0.7%	61.6%	21.1%	1.2%	10.2%	1.1%	0.0%	1.5%	0.3%	0.2%	0.0%	0.0%	0.0%	2.0%	

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	87	32	0	6	1	0	2	1	0	0	0	0	4	135
12 PM	1	75	32	1	5	5	0	1	0	1	0	0	0	4	125
13:00	1	73	24	1	5	0	0	1	0	0	0	0	0	2	107
14:00	1	84	36	1	9	1	0	2	0	0	0	0	0	4	138
15:00	1	115	40	4	9	4	0	1	0	0	0	0	0	1	175
16:00	0	142	53	0	11	2	0	2	0	0	0	0	0	2	212
17:00	1	183	50	0	16	1	0	3	1	0	0	0	0	3	258
18:00	1	171	48	2	15	0	0	1	1	1	0	0	0	4	244
19:00	1	99	38	0	1	1	0	0	1	0	0	0	0	2	143
20:00	0	67	22	1	3	0	0	2	0	0	0	0	0	2	97
21:00	0	50	13	0	3	0	0	1	0	1	0	0	0	0	68
22:00	0	41	11	0	6	0	0	0	0	0	0	0	0	1	59
23:00	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
Total	9	1202	404	10	90	15	0	16	4	3	0	0	0	29	1782
Percent	0.5%	67.5%	22.7%	0.6%	5.1%	0.8%	0.0%	0.9%	0.2%	0.2%	0.0%	0.0%	0.0%	1.6%	
AM Peak	11:00	11:00	11:00		11:00	11:00		11:00	11:00					11:00	11:00
Vol.	2	87	32		6	1		2	1					4	135
PM Peak	12:00	17:00	16:00	15:00	17:00	12:00		17:00	17:00	12:00				12:00	17:00
Vol.	1	183	53	4	16	5		3	1	1				4	258

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/13/14	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	2	0	1	0	0	0	0	1	0	0	0	0	10
04:00	0	4	1	1	0	1	0	0	1	0	0	0	0	0	8
05:00	0	0	9	0	2	1	0	0	1	3	0	0	0	2	18
06:00	0	16	10	3	1	1	0	0	0	3	0	0	0	0	34
07:00	0	51	29	2	12	0	0	3	1	0	0	0	0	2	100
08:00	0	114	33	6	11	0	0	3	2	4	0	0	0	4	177
09:00	0	82	40	5	8	4	0	0	0	2	0	0	0	2	143
10:00	0	66	42	3	15	1	0	6	2	0	0	0	0	0	135
11:00	0	83	23	0	8	2	0	2	1	0	0	0	0	0	119
12 PM	1	79	32	2	12	1	0	0	0	0	0	0	0	0	127
13:00	0	94	35	3	8	0	0	2	3	1	0	0	0	5	151
14:00	0	82	24	2	6	2	0	3	0	0	0	0	0	5	124
15:00	0	98	30	3	15	4	0	1	1	0	0	0	0	6	158
16:00	2	157	52	2	11	3	0	1	0	0	0	0	0	6	234
17:00	0	175	68	0	10	1	0	0	0	0	0	0	0	1	255
18:00	2	159	51	0	13	4	0	1	2	0	0	0	1	7	240
19:00	0	135	37	0	9	1	0	0	0	2	0	0	0	1	185
20:00	1	72	20	0	4	0	0	0	0	1	0	0	0	0	98
21:00	1	59	25	0	1	0	0	0	0	0	0	0	0	1	87
22:00	1	29	16	0	1	0	0	0	0	0	0	0	0	0	47
23:00	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
Total	8	1607	589	33	149	26	0	22	14	17	0	0	1	42	2508
Percent	0.3%	64.1%	23.5%	1.3%	5.9%	1.0%	0.0%	0.9%	0.6%	0.7%	0.0%	0.0%	0.0%	1.7%	
AM Peak		08:00	10:00	08:00	10:00	09:00		10:00	08:00	08:00				08:00	08:00
Vol.		114	42	6	15	4		6	2	4				4	177
PM Peak	16:00	17:00	17:00	13:00	15:00	15:00		14:00	13:00	19:00			18:00	18:00	17:00
Vol.	2	175	68	3	15	4		3	3	2			1	7	255

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

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Horseshoe Valley Resort Entrance
 County Road 93

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/14/14	0	14	4	0	0	0	0	0	1	0	0	0	0	0	19
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	7	7	0	3	0	0	0	2	2	0	0	0	0	21
06:00	0	17	14	2	5	4	0	0	1	5	0	0	0	0	48
07:00	0	55	27	2	11	1	0	0	0	3	0	0	1	2	102
08:00	1	83	25	2	10	3	0	3	1	0	0	0	0	4	132
09:00	0	79	39	6	9	2	0	0	1	2	0	0	0	0	138
10:00	2	60	25	4	16	2	1	2	0	3	0	0	0	4	119
11:00	1	62	25	1	9	1	0	1	1	1	0	0	0	5	107
12 PM	3	90	49	1	7	0	0	4	1	1	0	0	0	3	159
13:00	0	79	39	1	9	2	0	1	1	1	0	0	0	2	135
14:00	2	91	43	1	12	1	0	3	2	1	0	0	0	2	158
15:00	3	92	19	3	9	2	0	0	0	1	0	0	0	4	133
16:00	1	146	58	1	11	1	0	0	0	0	0	0	0	4	222
17:00	2	186	63	5	12	0	0	5	0	0	0	0	0	6	279
18:00	4	171	60	0	14	1	0	4	1	0	0	0	0	3	258
19:00	1	102	26	0	9	0	0	1	0	0	0	0	0	3	142
20:00	0	77	22	1	10	0	0	0	0	0	0	0	0	0	110
21:00	0	80	25	0	5	0	0	0	0	0	0	0	0	2	112
22:00	0	60	12	1	3	0	0	2	0	0	0	0	0	0	78
23:00	0	27	2	0	3	0	0	0	0	0	0	0	0	1	33
Total	20	1594	589	31	168	21	1	26	12	20	0	0	1	45	2528
Percent	0.8%	63.1%	23.3%	1.2%	6.6%	0.8%	0.0%	1.0%	0.5%	0.8%	0.0%	0.0%	0.0%	1.8%	
AM Peak Vol.	10:00	08:00	09:00	09:00	10:00	06:00	10:00	08:00	05:00	06:00			07:00	11:00	09:00
PM Peak Vol.	18:00	17:00	17:00	17:00	18:00	13:00		17:00	14:00	12:00				17:00	17:00

County of Simcoe

County Road 22 - Spring 2014
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 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

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Horseshoe Valley Resort Entrance
 County Road 93

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/15/14	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
03:00	0	4	2	0	1	0	0	0	0	1	0	0	0	0	8
04:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
05:00	0	8	8	0	2	0	0	0	1	2	0	0	0	0	21
06:00	0	14	9	1	5	2	0	0	2	2	0	0	0	1	36
07:00	0	36	21	0	8	2	0	5	0	0	0	0	0	2	74
08:00	0	105	35	5	11	5	0	3	1	1	0	0	0	2	168
09:00	0	91	38	1	15	1	0	5	2	1	0	0	0	1	155
10:00	1	79	39	2	10	1	0	0	0	2	0	0	0	2	136
11:00	0	69	36	1	11	1	0	1	2	0	0	0	0	3	124
12 PM	2	103	36	0	11	3	0	0	1	2	0	0	1	2	161
13:00	0	91	38	2	16	2	0	2	0	0	0	0	0	4	155
14:00	0	98	38	1	16	1	0	2	0	2	0	0	0	5	163
15:00	1	114	52	4	10	1	0	5	2	2	1	0	0	3	195
16:00	0	165	57	2	11	1	0	1	0	1	0	0	0	2	240
17:00	3	184	74	2	17	1	0	1	0	1	0	0	0	6	289
18:00	2	168	47	0	13	0	0	1	0	0	0	0	0	4	235
19:00	1	103	33	0	6	1	0	0	0	0	0	0	0	1	145
20:00	0	70	36	0	9	1	0	2	0	0	0	0	1	2	121
21:00	0	79	23	0	4	0	0	2	0	0	0	0	0	1	109
22:00	1	46	12	0	2	0	0	3	0	1	0	0	0	0	65
23:00	0	28	7	0	1	0	0	0	0	0	0	0	0	0	36
Total	11	1684	649	21	179	24	0	34	11	18	1	0	2	41	2675
Percent	0.4%	63.0%	24.3%	0.8%	6.7%	0.9%	0.0%	1.3%	0.4%	0.7%	0.0%	0.0%	0.1%	1.5%	
AM Peak	10:00	08:00	10:00	08:00	09:00	08:00		07:00	06:00	05:00				11:00	08:00
Vol.	1	105	39	5	15	5		5	2	2				3	168
PM Peak	17:00	17:00	17:00	15:00	17:00	12:00		15:00	15:00	12:00	15:00		12:00	17:00	17:00
Vol.	3	184	74	4	17	3		5	2	2	1		1	6	289

County of Simcoe

County Road 22 - Spring 2014
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Horseshoe Valley Resort Entrance
County Road 93

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/14	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
01:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	0	0	2	1	0	0	0	0	0	0	0	0	9
05:00	0	2	7	0	1	1	0	0	1	2	0	0	0	2	16
06:00	0	21	9	4	5	0	0	1	2	4	0	0	0	1	47
07:00	0	56	34	3	20	0	0	1	1	2	0	0	1	1	119
08:00	3	69	29	4	9	2	1	1	0	2	0	0	0	4	124
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	179	85	11	39	4	1	3	4	10	0	0	1	8	348
Percent	0.9%	51.4%	24.4%	3.2%	11.2%	1.1%	0.3%	0.9%	1.1%	2.9%	0.0%	0.0%	0.3%	2.3%	
AM Peak	08:00	08:00	07:00	06:00	07:00	08:00	08:00	06:00	06:00	06:00			07:00	08:00	08:00
Vol.	3	69	34	4	20	2	1	1	2	4			1	4	124
PM Peak															
Vol.															
Grand Total	51	6266	2316	106	625	90	2	101	45	68	1	0	5	165	9841
Percent	0.5%	63.7%	23.5%	1.1%	6.4%	0.9%	0.0%	1.0%	0.5%	0.7%	0.0%	0.0%	0.1%	1.7%	

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	5	77	28	5	4	9	0	1	2	1	0	0	0	4	136
12 PM	0	103	27	2	12	9	0	3	1	2	0	0	0	0	159
13:00	0	89	22	3	5	4	0	2	1	1	0	0	0	3	130
14:00	1	76	28	0	4	0	0	1	0	2	0	0	0	1	113
15:00	0	89	37	1	7	0	0	5	0	0	0	0	0	0	139
16:00	2	98	35	4	11	1	0	3	0	0	0	0	0	3	157
17:00	0	111	33	2	4	3	0	2	1	0	0	0	0	3	159
18:00	0	88	30	2	13	1	0	0	1	0	0	0	0	0	135
19:00	1	52	23	1	4	0	0	0	0	0	0	0	0	1	82
20:00	0	41	17	0	4	0	0	1	0	1	0	0	0	0	64
21:00	0	43	8	0	3	0	0	0	0	0	0	0	0	0	54
22:00	0	30	4	0	3	0	0	0	0	0	0	0	0	1	38
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
Total	9	910	295	20	74	27	0	18	6	7	0	0	0	16	1382
Percent	0.7%	65.8%	21.3%	1.4%	5.4%	2.0%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	1.2%	
AM Peak Vol.	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00	11:00				11:00	11:00
PM Peak Vol.	16:00	17:00	15:00	16:00	18:00	12:00		15:00	12:00	12:00				13:00	12:00

County of Simcoe

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Horseshoe Valley Resort Entrance
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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/13/14	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
05:00	0	30	9	0	6	0	0	0	0	0	0	0	0	1	46
06:00	0	51	26	1	7	0	0	0	0	0	0	0	0	0	85
07:00	0	105	44	2	15	2	0	1	0	0	0	0	0	1	170
08:00	0	189	56	0	19	0	0	1	0	0	0	0	0	2	267
09:00	0	99	42	4	13	2	0	0	1	0	0	0	0	2	163
10:00	0	81	30	0	9	0	0	1	1	0	0	0	0	0	122
11:00	0	89	23	3	5	0	0	3	1	0	0	0	0	0	124
12 PM	0	75	27	0	8	2	0	3	1	0	0	0	0	1	117
13:00	16	87	27	3	8	0	0	0	0	2	0	0	0	4	147
14:00	1	93	39	1	9	0	0	4	0	1	0	0	0	1	149
15:00	1	70	38	0	14	6	0	2	0	0	0	0	0	6	137
16:00	1	115	39	4	12	2	0	0	0	2	0	0	0	7	182
17:00	1	107	55	2	10	4	0	2	0	0	0	0	0	1	182
18:00	2	111	43	1	10	1	0	3	0	0	0	0	0	9	180
19:00	0	76	26	0	6	0	0	2	1	0	0	0	0	5	116
20:00	0	48	15	1	5	0	0	2	0	0	0	0	0	0	71
21:00	1	53	11	0	2	1	0	0	0	0	0	0	0	1	69
22:00	0	31	11	0	2	1	0	0	0	0	0	0	0	1	46
23:00	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27
Total	23	1553	574	22	163	21	0	24	5	5	0	0	0	42	2432
Percent	0.9%	63.9%	23.6%	0.9%	6.7%	0.9%	0.0%	1.0%	0.2%	0.2%	0.0%	0.0%	0.0%	1.7%	
AM Peak		08:00	08:00	09:00	08:00	07:00		11:00	09:00					08:00	08:00
Vol.		189	56	4	19	2		3	1					2	267
PM Peak	13:00	16:00	17:00	16:00	15:00	15:00		14:00	12:00	13:00				18:00	16:00
Vol.	16	115	55	4	14	6		4	1	2				9	182

County of Simcoe

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County Road 93

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/14/14	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
05:00	0	24	11	0	2	0	0	0	0	0	0	0	0	0	37
06:00	0	52	19	0	13	0	0	2	0	0	0	0	0	0	86
07:00	1	97	45	2	21	0	0	0	0	0	0	0	0	1	167
08:00	2	157	48	1	19	1	0	5	0	0	0	0	0	2	235
09:00	0	120	36	4	9	1	0	2	1	1	0	0	0	0	174
10:00	0	50	21	3	15	2	0	1	1	1	0	0	0	1	95
11:00	0	71	36	2	10	4	0	0	0	0	0	0	0	2	125
12 PM	0	78	37	3	7	4	0	0	0	1	0	0	0	3	133
13:00	1	87	20	4	9	3	0	4	0	1	0	0	0	2	131
14:00	1	93	36	3	13	1	0	3	1	0	0	0	0	3	154
15:00	0	80	35	2	12	0	0	2	1	0	0	0	0	1	133
16:00	4	115	41	5	10	2	0	2	0	0	0	0	0	2	181
17:00	2	146	65	2	11	1	0	1	1	1	0	0	0	7	237
18:00	1	112	45	6	9	3	0	1	0	0	0	0	1	2	180
19:00	2	59	20	0	6	0	0	1	0	2	0	0	0	2	92
20:00	0	45	10	0	5	0	0	0	0	0	0	0	0	0	60
21:00	1	44	7	0	5	0	0	1	0	0	0	0	0	0	58
22:00	1	27	8	1	0	0	0	0	0	0	0	0	0	1	38
23:00	0	23	7	0	1	0	0	0	0	0	0	0	0	0	31
Total	16	1498	554	38	179	22	0	25	5	7	0	0	1	29	2374
Percent	0.7%	63.1%	23.3%	1.6%	7.5%	0.9%	0.0%	1.1%	0.2%	0.3%	0.0%	0.0%	0.0%	1.2%	
AM Peak	08:00	08:00	08:00	09:00	07:00	11:00		08:00	09:00	09:00				08:00	08:00
Vol.	2	157	48	4	21	4		5	1	1				2	235
PM Peak	16:00	17:00	17:00	18:00	14:00	12:00		13:00	14:00	19:00			18:00	17:00	17:00
Vol.	4	146	65	6	13	4		4	1	2			1	7	237

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/15/14	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	28	9	0	3	0	0	0	0	0	0	0	0	0	40
06:00	0	48	25	2	9	1	0	0	0	0	0	0	0	3	88
07:00	0	108	46	2	15	0	0	1	0	0	0	0	0	2	174
08:00	0	171	67	0	15	1	0	1	1	0	0	0	0	2	258
09:00	1	111	41	2	11	0	0	1	0	0	0	0	0	0	167
10:00	1	66	37	1	10	1	0	1	2	0	0	0	0	4	123
11:00	1	65	28	1	11	1	0	2	1	0	0	0	0	1	111
12 PM	2	79	30	2	10	5	0	2	0	1	0	0	0	1	132
13:00	1	106	36	1	9	0	0	4	0	0	0	0	0	2	159
14:00	2	96	35	3	18	3	0	1	1	0	0	0	0	2	161
15:00	1	99	35	2	16	5	0	2	1	0	0	1	0	5	167
16:00	1	108	51	4	14	3	0	1	0	0	0	0	0	2	184
17:00	0	124	52	3	14	5	0	6	1	0	0	0	0	3	208
18:00	1	98	31	0	6	1	0	2	1	0	0	0	0	2	142
19:00	0	64	24	0	10	0	0	1	1	0	0	0	0	2	102
20:00	1	43	16	0	3	1	0	1	0	0	0	0	0	3	68
21:00	0	42	11	1	3	0	0	0	0	0	0	0	0	1	58
22:00	1	25	4	0	3	0	0	0	0	0	0	0	0	1	34
23:00	1	26	7	0	0	0	0	0	0	0	0	0	0	0	34
Total	14	1532	595	24	182	27	0	26	9	1	0	1	0	36	2447
Percent	0.6%	62.6%	24.3%	1.0%	7.4%	1.1%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	09:00	08:00	08:00	06:00	07:00	06:00		11:00	10:00					10:00	08:00
Vol.	1	171	67	2	15	1		2	2					4	258
PM Peak	12:00	17:00	17:00	16:00	14:00	12:00		17:00	14:00	12:00		15:00		15:00	17:00
Vol.	2	124	52	4	18	5		6	1	1		1		5	208

County of Simcoe

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/14	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	5	1	0	1	0	1	0	0	0	0	0	0	1	9
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	26	7	0	4	0	0	0	0	0	0	0	0	0	37
06:00	0	43	20	1	12	0	0	2	0	0	0	0	0	1	79
07:00	0	93	31	2	16	1	0	1	0	0	0	0	0	0	144
08:00	1	142	40	1	19	1	0	4	0	1	0	0	0	2	211
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	330	111	4	55	2	1	7	0	1	0	0	0	4	516
Percent	0.2%	64.0%	21.5%	0.8%	10.7%	0.4%	0.2%	1.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.8%	
AM Peak Vol.	08:00	08:00	08:00	07:00	08:00	07:00	01:00	08:00		08:00				08:00	08:00
PM Peak Vol.	1	142	40	2	19	1	1	4		1				2	211
Grand Total	63	5823	2129	108	653	99	1	100	25	21	0	1	1	127	9151
Percent	0.7%	63.6%	23.3%	1.2%	7.1%	1.1%	0.0%	1.1%	0.3%	0.2%	0.0%	0.0%	0.0%	1.4%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	3	3	7	46	78	31	16	5	2	0	0	0	191
12 PM	4	2	3	3	54	48	39	14	9	2	0	0	0	178
13:00	3	7	6	8	40	46	32	18	10	2	1	0	0	173
14:00	0	1	6	5	34	57	37	18	14	0	0	0	0	172
15:00	4	4	5	13	52	55	46	20	9	0	0	0	0	208
16:00	9	8	14	19	56	73	33	12	6	0	0	0	0	230
17:00	6	3	7	16	56	97	53	12	4	0	0	0	0	254
18:00	2	2	14	6	73	97	41	8	2	2	0	0	0	247
19:00	2	5	5	13	43	54	32	12	7	1	0	0	0	174
20:00	2	1	0	2	25	44	34	9	3	0	0	0	0	120
21:00	0	2	1	5	22	32	21	6	1	1	0	0	0	91
22:00	0	2	0	11	26	25	17	5	1	0	0	0	0	87
23:00	0	0	0	2	6	15	5	3	0	1	0	0	0	32
Total	32	40	64	110	533	721	421	153	71	11	1	0	0	2157
Percent	1.5%	1.9%	3.0%	5.1%	24.7%	33.4%	19.5%	7.1%	3.3%	0.5%	0.0%	0.0%	0.0%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2014
Coulson/7th Line to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Coulson/7th Line
Horseshoe Valley Resort Entrance

EB, WB

Start Time	140	150	160	170	180	190	200	210	220	230	240	250	999	Total
05/14/14	0	0	0	0	1	8	10	1	2	0	0	0	0	22
01:00	0	0	0	0	1	5	2	0	1	1	0	0	0	10
02:00	0	0	0	0	2	3	3	1	1	1	0	0	0	11
03:00	0	0	0	1	0	1	2	0	0	0	0	0	0	4
04:00	0	0	1	0	2	3	3	0	1	0	0	0	0	10
05:00	0	0	0	0	9	18	13	5	7	0	0	0	0	52
06:00	3	0	1	5	7	35	37	10	7	0	0	0	0	105
07:00	2	2	10	3	32	60	54	7	4	1	0	0	0	175
08:00	0	6	5	11	67	89	53	8	1	0	0	0	0	240
09:00	10	11	12	6	51	66	31	9	4	0	0	0	0	200
10:00	4	3	5	12	37	52	31	13	4	0	0	0	0	161
11:00	1	4	5	7	43	49	25	14	4	0	0	0	0	152
12 PM	2	3	3	14	43	68	39	13	8	0	0	0	0	193
13:00	4	5	8	9	56	60	34	11	6	1	0	0	0	194
14:00	2	2	1	10	49	67	45	16	5	1	0	0	0	198
15:00	2	4	10	11	53	63	29	17	5	2	0	0	0	196
16:00	10	6	7	10	62	72	35	13	8	2	0	0	0	225
17:00	7	5	6	6	65	93	57	15	4	3	0	0	0	261
18:00	8	8	4	16	62	94	47	27	3	0	0	1	0	270
19:00	3	2	7	4	30	63	41	9	6	0	1	0	0	166
20:00	0	4	3	3	26	46	25	15	0	1	0	0	0	123
21:00	0	3	2	1	32	41	24	9	2	1	0	0	0	115
22:00	0	1	1	4	18	34	24	8	0	1	0	0	0	91
23:00	0	1	0	2	8	21	10	9	0	1	0	0	0	52
Total	58	70	91	135	756	1111	674	230	83	16	1	1	0	3226
Percent	1.8%	2.2%	2.8%	4.2%	23.4%	34.4%	20.9%	7.1%	2.6%	0.5%	0.0%	0.0%	0.0%	

County of Simcoe

County Road 22 - Spring 2014
 Coulson/7th Line to
 Horseshoe Valley Resort Entrance

Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

Site Code: 022 02

Coulson/7th Line
 Horseshoe Valley Resort Entrance

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/16/14	0	0	0	1	4	3	7	5	0	0	0	0	0	20
01:00	0	0	1	0	1	5	1	5	1	0	0	0	0	14
02:00	0	0	0	1	1	3	1	0	1	0	0	0	0	7
03:00	0	0	0	1	1	3	4	1	0	0	0	0	0	10
04:00	0	0	0	0	2	5	7	4	0	0	0	0	0	18
05:00	0	0	1	0	2	18	15	6	4	1	0	0	0	47
06:00	1	1	0	1	16	30	31	18	4	2	0	0	0	104
07:00	0	6	7	6	38	80	47	12	3	1	0	0	0	200
08:00	5	4	8	12	73	72	34	15	4	0	0	0	0	227
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	11	17	22	138	219	147	66	17	4	0	0	0	647
Percent	0.9%	1.7%	2.6%	3.4%	21.3%	33.8%	22.7%	10.2%	2.6%	0.6%	0.0%	0.0%	0.0%	
Grand Total	168	233	369	556	2930	4332	2673	957	330	54	5	1	1	12609

15th Percentile : 70 KPH
 50th Percentile : 84 KPH
 85th Percentile : 98 KPH
 95th Percentile : 107 KPH

Stats
 Mean Speed(Average) : 83 KPH
 15 KPH Pace Speed : 78-92 KPH
 Number in Pace : 5469
 Percent in Pace : 43.4%
 Number of Vehicles > 70 KPH : 11283
 Percent of Vehicles > 70 KPH : 89.5%

County of Simcoe
 Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/12/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	5	0	1	10	76	73	30	9	1	1	0	0	0	206
12 PM	0	0	0	18	80	62	38	3	0	0	0	0	0	201
13:00	1	0	5	13	71	68	30	3	0	0	0	0	0	191
14:00	1	1	2	15	74	58	29	9	1	0	0	0	0	190
15:00	0	1	3	19	72	73	41	8	1	0	0	0	0	218
16:00	3	1	3	20	96	83	25	5	1	0	0	0	0	237
17:00	3	0	3	11	96	89	39	5	0	0	0	0	0	246
18:00	1	0	3	15	88	97	38	4	0	0	0	0	0	246
19:00	0	0	2	11	55	62	28	8	1	0	0	0	0	167
20:00	0	0	0	5	43	43	26	5	1	0	1	0	0	124
21:00	0	0	2	11	34	38	17	1	0	0	0	0	0	103
22:00	1	1	3	7	30	24	19	2	0	0	0	0	0	87
23:00	0	0	1	2	8	14	7	2	0	0	0	0	0	34
Total	15	4	28	157	823	784	367	64	6	1	1	0	0	2250
Percent	0.7%	0.2%	1.2%	7.0%	36.6%	34.8%	16.3%	2.8%	0.3%	0.0%	0.0%	0.0%	0.0%	

County of Simcoe
 Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/13/14	0	0	1	2	5	12	4	0	0	1	0	0	0	25
01:00	0	0	1	1	3	4	2	1	0	0	0	0	0	12
02:00	0	0	0	1	3	3	1	2	0	0	0	0	0	10
03:00	0	0	0	1	4	3	2	2	1	0	0	0	0	13
04:00	0	0	0	3	2	3	5	2	0	0	0	0	0	15
05:00	1	0	0	3	14	22	11	4	2	0	0	0	0	57
06:00	0	1	0	4	35	31	23	10	1	0	0	0	0	105
07:00	1	0	4	8	64	74	39	10	3	1	0	0	0	204
08:00	1	1	3	20	102	106	34	4	1	0	0	0	0	272
09:00	4	0	1	19	69	75	33	9	1	0	0	0	0	211
10:00	0	1	3	17	61	72	34	7	2	0	0	0	0	197
11:00	0	1	0	10	78	60	35	4	1	0	0	0	0	189
12 PM	1	0	2	19	68	56	29	8	2	0	0	0	0	185
13:00	3	3	2	22	74	75	30	4	0	0	0	0	0	213
14:00	1	2	0	27	58	79	30	9	2	0	0	0	0	208
15:00	7	2	2	21	70	74	30	9	0	0	0	0	0	215
16:00	4	0	1	26	110	84	36	4	2	0	0	0	0	267
17:00	2	0	1	14	96	102	48	7	3	1	0	0	0	274
18:00	6	0	1	17	95	99	43	6	0	0	0	0	0	267
19:00	2	1	3	19	79	66	29	9	1	0	0	0	0	209
20:00	0	0	2	11	50	40	28	3	1	1	0	0	0	136
21:00	1	0	7	20	67	24	17	1	1	0	0	0	0	138
22:00	0	0	2	11	31	26	12	2	1	0	0	0	0	85
23:00	0	0	3	1	17	19	12	1	0	0	0	0	0	53
Total	34	12	39	297	1255	1209	567	118	25	4	0	0	0	3560
Percent	1.0%	0.3%	1.1%	8.3%	35.3%	34.0%	15.9%	3.3%	0.7%	0.1%	0.0%	0.0%	0.0%	

County of Simcoe
 Transportation and Engineering Department
 Midhurst, Ontario
 (705)-726-9300

County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/14/14	0	0	0	1	7	9	11	1	0	0	0	0	0	29
01:00	0	0	0	1	4	2	3	1	0	0	1	0	0	12
02:00	0	0	0	1	5	2	3	1	1	0	0	0	0	13
03:00	0	0	0	0	1	1	2	0	0	0	0	0	0	4
04:00	0	0	0	0	4	2	2	1	1	0	0	0	0	10
05:00	0	0	0	1	15	17	15	1	3	0	0	0	0	52
06:00	0	0	1	3	25	53	23	6	1	1	0	0	0	113
07:00	1	1	2	9	55	76	31	8	1	0	0	0	0	184
08:00	2	0	0	18	102	99	32	5	0	0	0	0	0	258
09:00	0	0	4	14	93	73	29	5	1	0	0	0	0	219
10:00	1	1	3	15	52	62	26	5	1	0	0	0	0	166
11:00	4	1	2	9	56	66	27	6	0	0	0	0	0	171
12 PM	3	1	4	16	77	82	26	5	0	0	0	0	0	214
13:00	2	1	4	24	70	62	30	9	0	0	0	0	0	202
14:00	0	0	3	13	95	76	30	8	0	1	0	0	0	226
15:00	2	0	2	18	69	69	28	9	0	0	0	0	0	197
16:00	2	0	4	19	104	86	33	7	1	0	0	0	0	256
17:00	6	0	1	20	113	115	37	4	0	0	0	0	0	296
18:00	3	0	1	14	86	117	45	9	1	0	0	0	0	276
19:00	2	0	1	15	58	57	34	5	1	1	0	0	0	174
20:00	0	0	0	8	36	47	38	9	0	1	0	0	0	139
21:00	0	0	0	13	42	46	20	2	1	0	0	0	0	124
22:00	1	0	0	9	31	28	19	7	2	0	0	0	0	97
23:00	0	0	0	7	16	21	13	1	1	0	0	0	0	59
Total	29	5	32	248	1216	1268	557	115	16	4	1	0	0	3491
Percent	0.8%	0.1%	0.9%	7.1%	34.8%	36.3%	16.0%	3.3%	0.5%	0.1%	0.0%	0.0%	0.0%	

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County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/15/14	0	0	0	4	8	8	3	3	0	0	0	0	0	26
01:00	0	0	0	0	5	4	2	1	0	0	0	0	0	12
02:00	0	0	0	1	5	5	2	2	0	0	0	0	0	15
03:00	0	0	0	0	4	5	1	1	0	0	0	0	0	11
04:00	0	0	1	1	5	5	2	2	1	0	0	0	0	17
05:00	0	0	1	1	16	19	11	6	2	1	0	0	0	57
06:00	3	0	1	4	24	28	27	10	4	0	0	0	0	101
07:00	3	0	3	5	42	85	32	7	0	0	0	0	0	177
08:00	1	0	1	19	119	102	37	3	1	0	0	0	0	283
09:00	0	0	1	14	86	85	24	9	1	0	0	0	0	220
10:00	1	0	3	12	68	70	30	11	0	0	0	0	0	195
11:00	3	0	2	15	55	69	23	9	0	0	0	0	0	176
12 PM	0	1	3	20	66	73	39	7	0	0	0	0	0	209
13:00	0	0	2	27	93	78	18	6	0	0	0	0	0	224
14:00	2	0	1	25	66	71	44	7	0	0	0	0	0	216
15:00	4	0	2	21	101	61	37	7	0	0	0	0	0	233
16:00	3	0	1	32	104	94	31	6	0	0	0	0	0	271
17:00	4	0	3	30	108	112	31	4	1	0	0	0	0	293
18:00	5	0	0	15	89	89	31	6	2	0	0	0	0	237
19:00	3	0	0	4	69	56	34	12	3	0	0	0	0	181
20:00	4	0	1	6	49	46	25	10	0	0	0	0	0	141
21:00	1	0	1	7	50	39	28	4	0	0	0	0	0	130
22:00	0	0	1	8	24	30	11	3	1	0	0	0	0	78
23:00	0	0	1	5	31	15	10	0	1	0	0	0	0	63
Total	37	1	29	276	1287	1249	533	136	17	1	0	0	0	3566
Percent	1.0%	0.0%	0.8%	7.7%	36.1%	35.0%	14.9%	3.8%	0.5%	0.0%	0.0%	0.0%	0.0%	

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County Road 22 - Spring 2014
 Horseshoe Valley Resort Entrance to
 County Road 93

Site Code: 022 03

Horseshoe Valley Resort Entrance
 County Road 93

EB, WB

Start Time	1 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 999	Total
05/16/14	0	0	0	3	8	8	6	2	0	0	0	0	0	27
01:00	0	0	0	1	4	7	3	0	0	0	0	0	0	15
02:00	0	0	0	1	2	3	0	1	0	0	0	0	0	7
03:00	0	0	1	1	7	2	1	0	0	0	0	0	0	12
04:00	0	0	0	3	9	3	5	1	0	0	0	0	0	21
05:00	0	1	0	0	11	14	14	5	2	1	0	0	0	48
06:00	1	0	0	5	28	32	30	9	2	0	0	0	0	107
07:00	0	0	4	5	66	71	33	18	2	0	0	0	0	199
08:00	3	0	1	24	87	81	28	3	2	0	0	0	0	229
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	1	6	43	222	221	120	39	8	1	0	0	0	665
Percent	0.6%	0.2%	0.9%	6.5%	33.4%	33.2%	18.0%	5.9%	1.2%	0.2%	0.0%	0.0%	0.0%	
Grand Total	119	23	134	1021	4803	4731	2144	472	72	11	2	0	0	13532

15th Percentile : 70 KPH
 50th Percentile : 81 KPH
 85th Percentile : 93 KPH
 95th Percentile : 101 KPH

Stats
 Mean Speed(Average) : 82 KPH
 15 KPH Pace Speed : 74-88 KPH
 Number in Pace : 6872
 Percent in Pace : 50.8%
 Number of Vehicles > 70 KPH : 12235
 Percent of Vehicles > 70 KPH : 90.4%



LOCATION RANKING BY NUMBER OF COLLISIONS

Collision Rank

FROM: January 01, 2001

TO: December 31, 2011

Location ID	Description	Municipality	Number of Collisions
6795	HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N	Oro-Medonte	43
6934	HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE R	Oro-Medonte	22
6636	HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COU	Oro-Medonte	20
6486	HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N	Oro-Medonte	20
7120	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N	Springwater	16
7394	HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD	Springwater	15
INT6057	CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W	Springwater	12
INT4219	HORSESHOE VALLEY ROAD W @ LINE 6 N	Oro-Medonte	11
7611	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD	Springwater	11
6967	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCL	Oro-Medonte	10
6797	HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N	Oro-Medonte	9
6853	HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N	Oro-Medonte	9
7267	HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND	Springwater	9
6324	HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N	Oro-Medonte	9
5639	HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N	Oro-Medonte	9
INT4497	HORSESHOE VALLEY ROAD W @ LINE 3 N	Oro-Medonte	9
INT4584	HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD	Oro-Medonte	9
INT4195	HORSESHOE VALLEY ROAD W @ LINE 6 N	Oro-Medonte	8
INT4715	HORSESHOE VALLEY ROAD W @ OLD SECOND S	Springwater	7
6564	HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILL	Oro-Medonte	7
6408	HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N	Oro-Medonte	6
6149	HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N	Oro-Medonte	6
6948	HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUIS	Oro-Medonte	6

Location ID	Description	Municipality	Number of Collisions
8868	HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA V	Springwater	6
9019	HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & VESPRA VA	Springwater	5
INT3714	HORSESHOE VALLEY ROAD E @ LINE 12 N	Oro-Medonte	5
INT4137	HORSESHOE VALLEY ROAD W @ LINE 7 N	Oro-Medonte	5
6420	HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N	Oro-Medonte	5
6527	HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL	Oro-Medonte	4
5893	HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 11 N	Oro-Medonte	4
6023	HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 9 N	Oro-Medonte	4
4971	HORSESHOE VALLEY ROAD E btwn LINE 13 N & OLIVE DRIVE	Oro-Medonte	4
8677	HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE	Springwater	4
7940	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD	Springwater	4
INT3863	HORSESHOE VALLEY ROAD E @ LINE 10 N	Oro-Medonte	4
9158	HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & HIGHWAY 2	Springwater	3
INT4536	HORSESHOE VALLEY ROAD W @ LINE 1 N	Oro-Medonte	3
8280	HORSESHOE VALLEY ROAD W btwn NURSERY ROAD & WILSON DRIVE	Springwater	3
8452	HORSESHOE VALLEY ROAD W btwn ALEXANDER STREET & WILSON DRIVE	Springwater	3
6685	HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH DRIVE	Oro-Medonte	3
4822	HORSESHOE VALLEY ROAD E btwn EDITH DRIVE & HIGHWAY 12	Oro-Medonte	2
6492	HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 5 N	Oro-Medonte	2
6435	HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N	Oro-Medonte	2
INT4326	CATHEDRAL PINES ROAD @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4384	COUNTRY CLUB LANE @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4386	HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL	Oro-Medonte	2
INT4261	HORSESHOE VALLEY ROAD W @ LINE 5 N	Oro-Medonte	2
INT3910	HORSESHOE VALLEY ROAD E @ LINE 9 N	Oro-Medonte	2
INT4008	HORSESHOE VALLEY ROAD E @ LINE 8 N	Oro-Medonte	2

Location ID	Description	Municipality	Number of Collisions
INT4929	GILL ROAD @ HORSESHOE VALLEY ROAD W	Springwater	2
INT5514	HORSESHOE VALLEY ROAD W @ WILSON DRIVE	Springwater	2
INT4619	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4632	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4648	HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W	Springwater	2
INT4641	HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W	Springwater	1
INT4611	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	1
INT5799	GOLF COURSE ROAD @ HORSESHOE VALLEY ROAD W	Springwater	1
INT3797	HORSESHOE VALLEY ROAD E @ LINE 11 N	Oro-Medonte	1
INT3808	HORSESHOE VALLEY ROAD E @ LINE 11 N	Oro-Medonte	1
9218	HORSESHOE VALLEY ROAD W btwn HIGHWAY 26 & HIGHWAY 26	Springwater	1
INT3563	EDITH DRIVE @ HORSESHOE VALLEY ROAD E	Oro-Medonte	1
INT3577	HORSESHOE VALLEY ROAD E @ OLIVE DRIVE	Oro-Medonte	1
INT3612	HORSESHOE VALLEY ROAD E @ LINE 13 N	Oro-Medonte	1
INT4293	HORSESHOE VALLEY ROAD W @ TRILLIUM TRAIL	Oro-Medonte	1
6332	HORSESHOE VALLEY ROAD W btwn LINE 7 N & LINE 7 N	Oro-Medonte	1
5148	HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 13 N	Oro-Medonte	1
5295	HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 12 N	Oro-Medonte	1
5686	HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 11 N	Oro-Medonte	1
6954	HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PROCEE CIRC	Oro-Medonte	1
6979	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 N	Oro-Medonte	1
7009	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 S	Oro-Medonte	1
6638	HORSESHOE VALLEY ROAD W btwn COUNTRY CLUB LANE & PINE RID	Oro-Medonte	1

TOTAL COLLISIONS: 398



GROUP COLLISIONS BY CLASSIFICATION OF ACCIDENT

Collisions by Classification of Accident

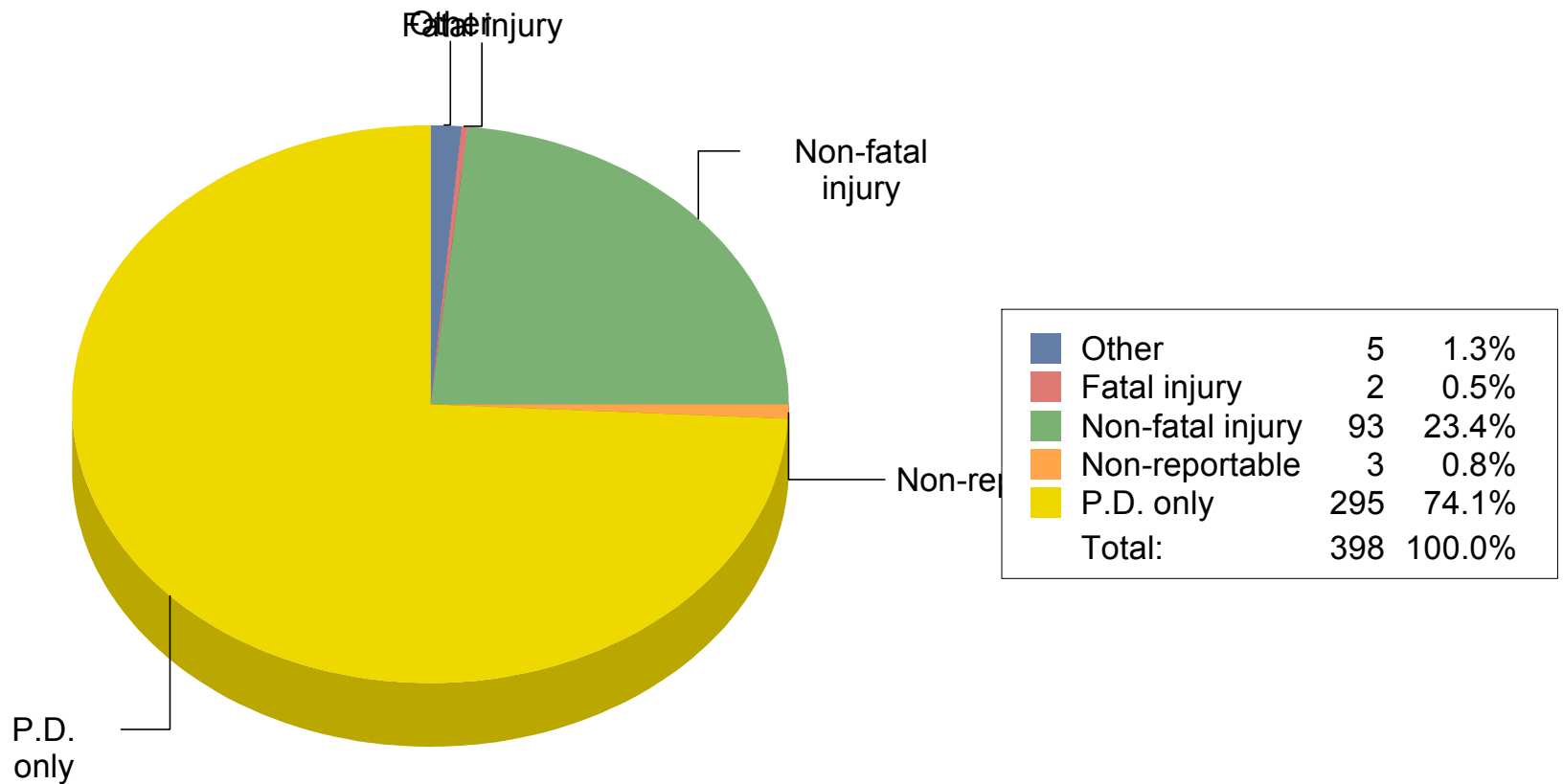
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)





ACCIDENT REPORT

General Report

FROM: January 01, 2001 TO: December 31, 2011

INTERSECTION ID: INT4326 MUNICIPALITY: Oro-Medonte

DESCRIPTION: CATHEDRAL PINES ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 06-0448	Date & Time: March 1, 2006 7:10 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	50
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	East
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left rear corner
Initial Location of Vehicle 2 Damage or Area of Impact:	Right centre
Light:	Dusk, artificial
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Sequence of Events 5:	Curb
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuvre:	Turning left
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Severe
Vehicle 2 Manoeuvre:	Going ahead
Vehicle 2 Type:	Automobile

INTERSECTION ID: INT4326

MUNICIPALITY: Oro-Medonte

DESCRIPTION: CATHEDRAL PINES ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 07-0419

Date & Time: August 19, 2007 1:07 pm

Notes:

Accident Location:	Intersection related
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	30
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	71
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuvre:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuvre:	Going ahead
Vehicle 2 Type:	Automobile

INTERSECTION ID: INT4384

MUNICIPALITY: Oro-Medonte

DESCRIPTION: COUNTRY CLUB LANE @ HORSESHOE VALLEY ROAD W

Accident ID: 03-0295	Date & Time: February 1, 2003 9:50 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	75
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	36
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Fog, mist, smoke, dust
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	West
Initial Impact Type:	Angle (t-bone)
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 06-1035	Date & Time: September 30, 2006 8:00 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	45
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Driver 2 Age:	46
Driver 2 Condition:	Normal

INTERSECTION ID: INT4384

MUNICIPALITY: Oro-Medonte

DESCRIPTION: COUNTRY CLUB LANE @ HORSESHOE VALLEY ROAD W

Accident ID: 06-1035	Date & Time: September 30, 2006 8:00 pm	cont'd
Notes:		
Driver 2 Injury:	Minor	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Right turn lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Other motor vehicle	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Passenger van (SUV)	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 02-00116

Date & Time: February 3, 2002 4:43 pm

Notes:

Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	55
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Female
Driver 2 Age:	73
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	South
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Obscured
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Stopped
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 03-675

Date & Time: August 9, 2003 2:40 pm

Notes:

Accident Location:	Intersection related
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Impact Location:	Right shoulder
Initial Direction of Travel 1:	East

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 03-675	Date & Time: August 9, 2003 2:40 pm	cont'd
Notes:		
Initial Impact Type:	Other	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Ran off road	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	

Accident ID: 03-0718	Date & Time: August 21, 2003 10:36 pm	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	16	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	59	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 03-0718	Date & Time: August 21, 2003 10:36 pm	cont'd
Notes:		
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 03-811	Date & Time: October 2, 2003 9:30 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Disobeyed traffic control	
Classification of Accident:	P.D. only	
Driver 1 Age:	35	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Off highway	
Initial Direction of Travel 1:	South	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Pole (sign, parking meter)	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 04-322	Date & Time: March 28, 2004 12:45 am	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Failed to yield right-of-way	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	20	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Male	
Driver 2 Condition:	Unknown	
Environment Condition 1:	Rain	
Impact Location:	Not on roadway - right side	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 04-322	Date & Time: March 28, 2004 12:45 am	cont'd
Notes:		
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	No contact	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	None	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Passenger van (SUV)	
Accident ID: 05-331	Date & Time: April 2, 2005 2:21 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 2 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	42	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Condition:	Normal	
Environment Condition 1:	Snow	
Environment Condition 2:	Drifting snow	
Impact Location:	Off highway	
Initial Direction of Travel 1:	South	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Undercarriage	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 05-331	Date & Time: April 2, 2005 2:21 pm	cont'd
Notes:		
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Traffic Control:	Stop sign	
Traffic Control Condition:	Obscured	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 06-725	Date & Time: September 3, 2006 10:48 am	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	73	
Driver 1 Condition:	Other	
Driver 1 Sex:	Female	
Driver 2 Age:	41	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	South	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 06-725	Date & Time: September 3, 2006 10:48 am	cont'd
Notes:		
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	
Accident ID: 06-797	Date & Time: September 30, 2006 6:10 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	60	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Age:	60	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Male	
Environment Condition 2:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	South	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left rear corner	
Light:	Daylight, artificial	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - one-way	
Road 2 Condition:	Poor	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	2	
Traffic Control:	Traffic signal	
Traffic Control Condition:	Not functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 06-797	Date & Time: September 30, 2006 6:10 am	cont'd
Notes:		
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	
Accident ID: 06-881	Date & Time: November 2, 2006 3:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 2 Age:	72	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Environment Condition 2:	Strong wind	
Impact Location:	Thru lane	
Initial Direction of Travel 2:	South	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Sequence of Events 4:	Other	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 07-0727	Date & Time: July 29, 2007 5:45 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	52	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	51	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Angle (t-bone)	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 07-0727		Date & Time: July 29, 2007 5:45 pm	cont'd
Notes:			
Initial Location of Vehicle 1 Damage or Area of Impact:		Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:		Left rear	
Light:		Daylight	
Road 1 Alignment:		Straight on level	
Road 1 Character:		Undivided - two-way	
Road 1 Condition:		Good	
Road 1 Pavement Markings:		Exist	
Road 1 Surface:		Asphalt	
Road 1 Surface Condition:		Dry	
Road 2 Alignment:		Straight on level	
Road 2 Character:		Undivided - two-way	
Road 2 Condition:		Good	
Road 2 Pavement Markings:		Exist	
Road 2 Surface:		Asphalt	
Road 2 Surface Condition:		Dry	
Road Jurisdiction:		County or district	
Sequence of Events 1:		Other motor vehicle	
Sequence of Events 4:		Other motor vehicle	
Traffic Control:		Traffic signal	
Traffic Control Condition:		Functioning	
Vehicle 1 Condition:		No apparent defect	
Vehicle 1 Damage:		Light	
Vehicle 1 Manoeuver:		Turning left	
Vehicle 1 Type:		Automobile	
Vehicle 2 Condition:		No apparent defect	
Vehicle 2 Damage:		Light	
Vehicle 2 Manoeuver:		Going ahead	
Vehicle 2 Type:		Bus (other)	
Accident ID: 10-00421		Date & Time: May 30, 2010 1:50 pm	
Notes:			
Accident Location:		At intersection	
Apparent Driver 1 Action:		Driving properly	
Apparent Driver 2 Action:		Lost control	
Classification of Accident:		Non-fatal injury	
Driver 1 Age:		22	
Driver 1 Condition:		Normal	
Driver 1 Sex:		Male	
Driver 2 Age:		43	
Driver 2 Condition:		Normal	
Driver 2 Injury:		Minimal	
Driver 2 Sex:		Male	
Environment Condition 1:		Clear	
Impact Location:		Right shoulder	
Initial Direction of Travel 1:		East	
Initial Direction of Travel 2:		East	
Initial Impact Type:		SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:		No contact	
Initial Location of Vehicle 2 Damage or Area of Impact:		Left front	
Light:		Daylight	
Road 1 Alignment:		Straight on level	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 10-00421	Date & Time: May 30, 2010 1:50 pm	cont'd
Notes:		
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other	
Sequence of Events 4:	Skidding/sliding	
Sequence of Events 5:	Ran off road	
Sequence of Events 6:	Rollover	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuver:	Stopped	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Motorcycle	
Accident ID: 11-00065	Date & Time: January 15, 2011 3:43 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Lost control	
Apparent Driver 2 Action:	Driving properly	
Apparent Driver 3 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	53	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	23	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Driver 3 Age:	37	
Driver 3 Condition:	Normal	
Driver 3 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Drifting snow	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	South	
Initial Direction of Travel 3:	South	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	

INTERSECTION ID: INT6057

MUNICIPALITY: Springwater

DESCRIPTION: CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 11-00065		Date & Time: January 15, 2011 3:43 pm	cont'd
Notes:			
Initial Location of Vehicle 2 Damage or Area of Impact:		Back centre	
Initial Location of Vehicle 3 Damage or Area of Impact:		Back centre	
Light:		Daylight	
Road 1 Alignment:		Straight on level	
Road 1 Character:		Undivided - two-way	
Road 1 Condition:		Good	
Road 1 Pavement Markings:		Exist	
Road 1 Surface:		Asphalt	
Road 1 Surface Condition:		Packed snow	
Road 2 Alignment:		Straight on level	
Road 2 Character:		Undivided - two-way	
Road 2 Condition:		Good	
Road 2 Pavement Markings:		Exist	
Road 2 Surface:		Asphalt	
Road 2 Surface Condition:		Packed snow	
Road Jurisdiction:		County or district	
Sequence of Events 1:		Other motor vehicle	
Sequence of Events 4:		Other motor vehicle	
Sequence of Events 7:		Other motor vehicle	
Traffic Control:		Stop sign	
Traffic Control Condition:		Functioning	
Vehicle 1 Condition:		No apparent defect	
Vehicle 1 Damage:		Light	
Vehicle 1 Manoeuver:		Slowing or stopping	
Vehicle 1 Type:		Automobile	
Vehicle 2 Condition:		No apparent defect	
Vehicle 2 Damage:		Light	
Vehicle 2 Manoeuver:		Stopped	
Vehicle 2 Type:		Automobile	
Vehicle 3 Condition:		No apparent defect	
Vehicle 3 Damage:		Light	
Vehicle 3 Manoeuver:		Stopped	
Vehicle 3 Type:		Automobile	

INTERSECTION ID: INT3563

MUNICIPALITY: Oro-Medonte

DESCRIPTION: EDITH DRIVE @ HORSESHOE VALLEY ROAD E

Accident ID: 01-1046	Date & Time: August 21, 2001 11:35 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	119
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Under repair or construction
Road 1 Pavement Markings:	Non-existent
Road 1 Surface:	Gravel or crushed stone
Road 1 Surface Condition:	Loose sand or gravel
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Under repair or construction
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Gravel or crushed stone
Road 2 Surface Condition:	Loose sand or gravel
Road Jurisdiction:	County or district
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

INTERSECTION ID: INT4929

MUNICIPALITY: Springwater

DESCRIPTION: GILL ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 04-0180	Date & Time: February 2, 2004 12:55 pm
Notes:	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	51
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	34
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	West
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Pick-up truck

Accident ID: 07-0890	Date & Time: September 22, 2007 9:19 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Exceeding speed limit
Classification of Accident:	P.D. only
Driver 1 Age:	67
Driver 1 Condition:	Normal
Driver 1 Sex:	Female

INTERSECTION ID: INT4929

MUNICIPALITY: Springwater

DESCRIPTION: GILL ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 07-0890	Date & Time: September 22, 2007 9:19 am	cont'd
Notes:		
Driver 2 Age:	34	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT5799

MUNICIPALITY: Springwater

DESCRIPTION: GOLF COURSE ROAD @ HORSESHOE VALLEY ROAD W

Accident ID: 07-773

Date & Time: August 5, 2007 4:04 pm

Notes:

Accident Location:	At intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	61
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	53
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Turning movement
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

INTERSECTION ID: INT4611

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W

Accident ID:	10-000579	Date & Time:	December 15, 2010 10:50 am
Notes:	No driver information		
Accident Location:	At intersection		
Apparent Driver 1 Action:	Other		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	6		
Driver 1 Condition:	Normal		
Driver 2 Age:	6		
Driver 2 Condition:	Normal		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Direction of Travel 2:	West		
Initial Impact Type:	Approaching (head on)		
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre		
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Light		
Vehicle 1 Manoeuver:	Reversing		
Vehicle 1 Type:	Pick-up truck		
Vehicle 2 Damage:	Light		
Vehicle 2 Manoeuver:	Stopped		
Vehicle 2 Type:	Automobile		

INTERSECTION ID: INT4619

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W

Accident ID: 06-0940a	Date & Time: November 14, 2006 7:13 am
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	40
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Driver 2 Age:	20
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Fixed Object Offset 5:	Right of Roadway - Less than 3.1m
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Left rear corner
Light:	Dawn
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Secondary Location of Vehicle 2 Damage or Area of Impact:	Right side complete
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Other motor vehicle
Sequence of Events 3:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Sequence of Events 5:	Cable guide rail
Thru Lane No.:	1
Towed Vehicle 1:	Large semi-trailer
Traffic Control:	No control
Trailer 1 Type:	Dump
Vehicle 1 Condition:	Defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Truck - tractor
Vehicle 2 Condition:	Defect
Vehicle 2 Damage:	Demolished
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile

Accident ID: 07-0417	Date & Time: August 6, 2007 2:46 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Lost control

INTERSECTION ID: INT4619

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W

Accident ID:	07-0417	Date & Time:	August 6, 2007 2:46 am	cont'd
Notes:				
Classification of Accident:	P.D. only			
Driver 1 Age:	23			
Driver 1 Condition:	Ability impaired, alcohol			
Driver 1 Sex:	Male			
Environment Condition 1:	Clear			
Environment Condition 2:	Fog, mist, smoke, dust			
Impact Location:	Not on roadway - left side			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Non-existent			
Road 2 Surface:	Gravel or crushed stone			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Undercarriage			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Ditch			
Traffic Control:	Stop sign			
Traffic Control Condition:	Functioning			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuvre:	Turning left			
Vehicle 1 Type:	Pick-up truck			

INTERSECTION ID: INT4632

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W

Accident ID: 05-001267	Date & Time: November 17, 2005 3:52 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	45
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Slush
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 07-402	Date & Time: July 3, 2007 11:10 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	49
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	28
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	East
Initial Impact Type:	Turning movement
Initial Location of Vehicle 1 Damage or Area of Impact:	Right rear
Initial Location of Vehicle 2 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet

INTERSECTION ID: INT4632

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W

Accident ID: 07-402	Date & Time: July 3, 2007 11:10 am	cont'd
Notes:		
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT4641

MUNICIPALITY: Springwater

DESCRIPTION: HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W

Accident ID: 08-20187

Date & Time: July 20, 2008 4:15 pm

Notes:

Accident Location:	Intersection related
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	42
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	21
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Impact Location:	Within intersection
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - one-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	
Thru Lane No.:	2
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Turning left
Vehicle 2 Type:	Automobile

INTERSECTION ID: INT4648

MUNICIPALITY: Springwater

DESCRIPTION: HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W

Accident ID: 06-0280	Date & Time: March 10, 2006 4:49 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	24
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Fog, mist, smoke, dust
Environment Condition 2:	Rain
Fixed Object Offset 3:	Right of Roadway - 6.1m to 9.0m
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre
Light:	Dark
Road 1 Alignment:	Curve on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Divided - no barrier
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Demolished
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 08-0019	Date & Time: January 5, 2008 12:30 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	43
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	40
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	East

INTERSECTION ID: INT4648

MUNICIPALITY: Springwater

DESCRIPTION: HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W

Accident ID: 08-0019	Date & Time: January 5, 2008 12:30 pm	cont'd
Notes:		
Initial Direction of Travel 2:	West	
Initial Impact Type:	Turning movement	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Divided - no barrier	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Obscured	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Ran off road	
Sequence of Events 6:	Cable guide rail	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Passenger van (SUV)	

INTERSECTION ID: INT3863

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 10 N

Accident ID: 01-0942	Date & Time: July 30, 2001 2:30 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Disobeyed traffic control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	46
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Driver 2 Age:	35
Driver 2 Condition:	Normal
Driver 2 Injury:	Minor
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	West
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on hill
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 2 Damage or Area of Impact:	
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Sequence of Events 5:	Pole (utility, tower)
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Truck - dump
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Demolished
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

Accident ID: 05-0986	Date & Time: September 13, 2005 5:20 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Disobeyed traffic control

INTERSECTION ID: INT3863

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 10 N

Accident ID: 05-0986	Date & Time: September 13, 2005 5:20 pm	cont'd
Notes:		
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	18	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Age:	67	
Driver 2 Condition:	Normal	
Driver 2 Injury:	None	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuvre:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 06-0879	Date & Time: August 6, 2006 5:45 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Disobeyed traffic control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	25	

INTERSECTION ID: INT3863

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 10 N

Accident ID: 06-0879	Date & Time: August 6, 2006 5:45 pm	cont'd
Notes:		
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Male	
Driver 2 Age:	49	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight, artificial	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Divided - no barrier	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Passenger van (SUV)	

Accident ID: 07-504	Date & Time: October 18, 2007 7:42 am
Notes: @911#770	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Male
Driver 2 Age:	48
Driver 2 Condition:	Normal

INTERSECTION ID: INT3863

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 10 N

Accident ID:	07-504	Date & Time:	October 18, 2007 7:42 am	cont'd
Notes:	@911#770			
Driver 2 Injury:		Minor		
Driver 2 Sex:		Female		
Environment Condition 1:		Fog, mist, smoke, dust		
Impact Location:		Thru lane		
Initial Direction of Travel 1:		East		
Initial Direction of Travel 2:		West		
Initial Impact Type:		Approaching (head on)		
Initial Location of Vehicle 1 Damage or Area of Impact:		Top		
Initial Location of Vehicle 2 Damage or Area of Impact:		Top		
Light:		Daylight		
Road 1 Alignment:		Straight on level		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Wet		
Road Jurisdiction:		County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:		Undercarriage		
Sequence of Events 1:		Ran off road		
Sequence of Events 2:		Ditch		
Sequence of Events 3:		Rollover		
Sequence of Events 4:		Other motor vehicle		
Thru Lane No.:		1		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Severe		
Vehicle 1 Manoeuver:		Overtaking		
Vehicle 1 Type:		Pick-up truck		
Vehicle 2 Condition:		No apparent defect		
Vehicle 2 Damage:		Severe		
Vehicle 2 Manoeuver:		Slowing or stopping		
Vehicle 2 Type:		Automobile		

INTERSECTION ID: INT3797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 11 N

Accident ID: 02-0349	Date & Time: March 9, 2002 2:25 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	143
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	118
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	South
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Non-existent
Road 1 Surface:	Gravel or crushed stone
Road 1 Surface Condition:	Ice
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Obscured
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Slush
Road Jurisdiction:	Township
Sequence of Events 1:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Stopped
Vehicle 1 Type:	Truck - tank
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Pick-up truck

INTERSECTION ID: INT3808

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 11 N

Accident ID: 04-0490	Date & Time: March 30, 2004 3:15 am
Notes: Deer	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	34
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

INTERSECTION ID: INT3714

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 12 N

Accident ID: 02-0766	Date & Time: July 7, 2002 11:30 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	82
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	73
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	West
Initial Impact Type:	Approaching (head on)
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Character:	Undivided - one-way
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Pick-up truck

Accident ID: 05-629	Date & Time: May 17, 2005 9:15 pm
Notes: Deer	
Accident Location:	Non intersection
Driver 1 Age:	24
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Light:	Daylight
Traffic Control:	No control

Accident ID: 5070-2285	Date & Time: May 17, 2005 9:15 pm
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Driver 1 Age:	24
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane

INTERSECTION ID: INT3714

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 12 N

Accident ID:	5070-2285	Date & Time:	May 17, 2005 9:15 pm	cont'd
Notes:	Deer			
Initial Direction of Travel 1:			North	
Initial Impact Type:			SMV - Other	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Sequence of Events 1:			Animal - wild	
Traffic Control:			No control	
Traffic Control Condition:			Not functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	07-0408	Date & Time:	August 11, 2007 12:50 pm	
Notes:				
Accident Location:			At intersection	
Apparent Driver 1 Action:			Lost control	
Classification of Accident:			P.D. only	
Driver 1 Age:			23	
Driver 1 Condition:			Ability impaired, alcohol	
Driver 1 Sex:			Female	
Driver 2 Condition:			Normal	
Environment Condition 1:			Clear	
Impact Location:			Not on roadway - left side	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front centre	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Non-existent	
Road 2 Surface:			Gravel or crushed stone	
Road 2 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Undercarriage	
Sequence of Events 1:			Ran off road	
Sequence of Events 2:			Ditch	
Traffic Control:			Stop sign	
Traffic Control Condition:			Functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	

INTERSECTION ID: INT3714

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 12 N

Accident ID: 07-0408	Date & Time: August 11, 2007 12:50 pm	cont'd
Notes:		
Vehicle 1 Manoeuvre:	Turning left	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 11-00024	Date & Time: January 9, 2011 9:30 am	
Notes: No driver information		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	6	
Driver 1 Condition:	Normal	
Driver 2 Age:	6	
Driver 2 Condition:	Normal	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Angle (t-bone)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuvre:	Slowing or stopping	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuvre:	Going ahead	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT3612

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 13 N

Accident ID: 11-00450

Date & Time: October 15, 2011 11:45 am

Notes:

Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Apparent Driver 3 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	17
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	73
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Driver 3 Age:	78
Driver 3 Condition:	Normal
Driver 3 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	West
Initial Direction of Travel 3:	East
Initial Impact Type:	Turning movement
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Right centre
Initial Location of Vehicle 3 Damage or Area of Impact:	Right front
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 2 Damage or Area of Impact:	Right side complete
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Sequence of Events 5:	Skidding/sliding
Sequence of Events 6:	Other motor vehicle
Sequence of Events 7:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuvre:	Turning left
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Demolished
Vehicle 2 Manoeuvre:	Going ahead

INTERSECTION ID: INT3612

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 13 N

Accident ID: 11-00450	Date & Time: October 15, 2011 11:45 am	cont'd
Notes:		
Vehicle 2 Type:	Automobile	
Vehicle 3 Condition:	No apparent defect	
Vehicle 3 Damage:	Severe	
Vehicle 3 Manoeuver:	Going ahead	
Vehicle 3 Type:	Automobile	

INTERSECTION ID: INT4008

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 8 N

Accident ID: 05-0225	Date & Time: January 24, 2005 10:20 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	18
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	Township
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Steel guide rail
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 06-0459	Date & Time: March 24, 2006 12:40 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Exceeding speed limit
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Male
Driver 2 Age:	36
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	North
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Initial Location of Vehicle 2 Damage or Area of Impact:	Left rear
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way

INTERSECTION ID: INT4008

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 8 N

Accident ID: 06-0459	Date & Time: March 24, 2006 12:40 pm	cont'd
Notes:		
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Gravel or crushed stone	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Left rear corner	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuvre:	Overtaking	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuvre:	Turning left	
Vehicle 2 Type:	Pick-up truck	

INTERSECTION ID: INT3910

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 9 N

Accident ID: 01-0466	Date & Time: May 31, 2001 1:40 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	147
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	156
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 2:	West
Initial Impact Type:	Turning movement
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on hill
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Passenger van (SUV)
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 04-0791	Date & Time: July 31, 2004 2:43 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	58
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	22
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection

INTERSECTION ID: INT3910

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ LINE 9 N

Accident ID: 04-0791	Date & Time: July 31, 2004 2:43 pm	cont'd
Notes:		
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right rear corner	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT3577

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E @ OLIVE DRIVE

Accident ID:	710500	Date & Time:	May 15, 2008 1:34 pm
Notes:	deer		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	23		
Driver 1 Condition:	Normal		
Driver 1 Injury:	None		
Driver 1 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	East		
Initial Impact Type:	Approaching (head on)		
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre		
Light:	Dark		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Dry		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Animal - wild		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Moderate		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile		

MIDBLOCK ID: 5295

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 12 N

Accident ID: 02-0964	Date & Time: August 31, 2002 12:15 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	131
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 2:	North
Initial Impact Type:	Turning movement
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

MIDBLOCK ID: 5148

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 13 N

Accident ID: 08-20262d	Date & Time: September 13, 2008 8:10 pm
Notes: Swerved to avoid animal	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	17
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Male
Environment Condition 1:	Fog, mist, smoke, dust
Impact Location:	Left shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Steel guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

MIDBLOCK ID: 4822

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn EDITH DRIVE & HIGHWAY 12

Accident ID: 07-0345	Date & Time: June 28, 2007 5:14 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Other
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	18
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	35
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - one-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	Traffic signal
Traffic Control Condition:	Not functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	None
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuver:	Stopped
Vehicle 2 Type:	Automobile

Accident ID: 01-00369	Date & Time: September 3, 2010 1:10 pm
Notes: 100m east of Highway 12	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Other
Apparent Driver 2 Action:	Driving properly
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Sex:	Female

MIDBLOCK ID: 4822

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn EDITH DRIVE & HIGHWAY 12

Accident ID:	01-00369	Date & Time:	September 3, 2010 1:10 pm	cont'd
Notes:	100m east of Highway 12			
Driver 2 Age:			43	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Male	
Environment Condition 1:			Rain	
Environment Condition 2:			Strong wind	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			East	
Initial Impact Type:			Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:			Back centre	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			Traffic signal	
Traffic Control Condition:			Functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Light	
Vehicle 1 Manoeuver:			Slowing or stopping	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Light	
Vehicle 2 Manoeuver:			Stopped	
Vehicle 2 Type:			Automobile	

MIDBLOCK ID: 5893

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 11 N

Accident ID: 02-0762	Date & Time: July 8, 2002 7:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	127
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	Defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Truck - dump

Accident ID: 05-1003dd	Date & Time: September 17, 2005 1:30 am
Notes:	
Accident Location:	Non intersection
Classification of Accident:	P.D. only
Driver 1 Age:	46
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Fixed Object Offset 2:	Right of Roadway - Greater than 9.0m
Impact Location:	Off highway
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left centre
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Tree, shrub, stump
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect

MIDBLOCK ID: 5893

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 11 N

Accident ID: 05-1003dd	Date & Time: September 17, 2005 1:30 am	cont'd
Notes:		
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 05-1426	Date & Time: December 23, 2005 10:55 am	
Notes:		
Accident Location:	At/near private drive	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	16	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Age:	29	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Female	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Angle (t-bone)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right rear	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 05-1437	Date & Time: December 25, 2005 6:30 pm	
Notes:		
Accident Location:	At/near private drive	
Apparent Driver 1 Action:	Failed to yield right-of-way	

MIDBLOCK ID: 5893

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 11 N

Accident ID: 05-1437	Date & Time: December 25, 2005 6:30 pm	cont'd
Notes:		
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	41	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Age:	66	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Angle (t-bone)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left rear	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

MIDBLOCK ID: 6023

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 9 N

Accident ID: 03-1283	Date & Time: November 2, 2003 3:20 am
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	32
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 04-0736	Date & Time: July 12, 2004 4:53 am
Notes: D1 Fell Asleep	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper turn
Classification of Accident:	P.D. only
Driver 1 Age:	23
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Light:	Dawn
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Rollover
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	Defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead

MIDBLOCK ID: 6023

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 9 N

Accident ID: 04-0736	Date & Time: July 12, 2004 4:53 am	cont'd
Notes: D1 Fell Asleep		

Vehicle 1 Type: Pick-up truck

Accident ID: 06-0685	Date & Time: June 26, 2006 4:15 pm
Notes:	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	42
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Female
Driver 2 Age:	69
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	East
Initial Impact Type:	Turning movement
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Moderate
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

Accident ID: 06-0762	Date & Time: July 17, 2006 3:27 pm
Notes: @638	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	18
Driver 1 Condition:	Normal
Driver 1 Sex:	Female

MIDBLOCK ID: 6023

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 9 N

Accident ID:	06-0762	Date & Time:	July 17, 2006 3:27 pm	cont'd
Notes:	@638			
Driver 2 Age:			67	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Female	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			North	
Initial Impact Type:			Angle (t-bone)	
Initial Location of Vehicle 1 Damage or Area of Impact:			Right front	
Initial Location of Vehicle 2 Damage or Area of Impact:			Front centre	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Type:			Automobile	

MIDBLOCK ID: 5686

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 11 N

Accident ID: 02-1192	Date & Time: November 7, 2002 8:39 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	124
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	Township
Sequence of Events 1:	Animal - wild
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID: 02-111	Date & Time: October 19, 2002 5:40 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	51
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	27
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	North
Initial Impact Type:	Rear end
Light:	Dusk
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Traffic signal
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Stopped
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 02-1137	Date & Time: October 31, 2002 9:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID: 02-1137	Date & Time: October 31, 2002 9:45 pm	cont'd
Notes:		
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 03-1214	Date & Time: October 12, 2003 7:23 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	44	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Sequence of Events 2:	Rollover	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 05-1278	Date & Time: January 28, 2005 3:55 am	
Notes: Animal		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	37	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m	
Fixed Object Offset 3:	Left of Roadway - Less than 3.1m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear	

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID:	05-1278	Date & Time:	January 28, 2005 3:55 am	cont'd
Notes:	Animal			
Light:			Dark	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Animal - wild	
Sequence of Events 2:			Steel guide rail	
Sequence of Events 3:			Steel guide rail	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	05-0830	Date & Time:	July 27, 2005 6:00 pm	
Notes:	deer			
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			33	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Environment Condition 1:			Rain	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front complete	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Animal - wild	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Severe	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Passenger van (SUV)	
Accident ID:	1B00-05-1278	Date & Time:	November 28, 2005 3:55 pm	
Notes:	lost control			
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Lost control	
Classification of Accident:			P.D. only	
Driver 1 Age:			38	

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID:	1B00-05-1278	Date & Time:	November 28, 2005 3:55 pm	cont'd
Notes:	lost control			
Driver 1 Condition:	Normal			
Driver 1 Injury:	None			
Driver 1 Sex:	Female			
Environment Condition 1:	Clear			
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m			
Fixed Object Offset 3:	Left of Roadway - Less than 3.1m			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right rear			
Sequence of Events 1:	Animal - wild			
Sequence of Events 2:	Steel guide rail			
Sequence of Events 3:	Steel guide rail			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	08-20166	Date & Time:	June 19, 2008 6:00 am	
Notes:	Deer			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Condition:	Normal			
Driver 2 Age:	55			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right side complete			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Divided - no barrier			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Thru Lane No.:	1			

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID: 08-20166	Date & Time: June 19, 2008 6:00 am	cont'd
Notes: Deer		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Motorcycle	
Accident ID: 08-20214	Date & Time: August 7, 2008 9:45 am	
Notes: Bear		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	34	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00022	Date & Time: January 4, 2009 3:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	19	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Freezing rain	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	

MIDBLOCK ID: 5639

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N

Accident ID: 09-00022	Date & Time: January 4, 2009 3:45 pm	cont'd
Notes:		
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Snowbank/drift	
Sequence of Events 3:	Rollover	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Changing lanes	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 4971

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 13 N & OLIVE DRIVE

Accident ID: 01-0012	Date & Time: January 3, 2001 6:00 pm
Notes: Rolled Over into Pond	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-reportable
Driver 1 Age:	37
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Environment Condition 2:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	South
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Poor
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Water course
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	None
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)

Accident ID: 01-0285	Date & Time: February 23, 2001 8:40 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	32
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Slush
Road Jurisdiction:	County or district
Sequence of Events 2:	Rollover

MIDBLOCK ID: 4971

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 13 N & OLIVE DRIVE

Accident ID: 01-0285	Date & Time: February 23, 2001 8:40 am	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

Accident ID: 01-0377d	Date & Time: March 9, 2001 11:10 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Speed too fast for condition
Classification of Accident:	Non-fatal injury
Driver 1 Age:	34
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Driver 2 Age:	44
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	West
Initial Impact Type:	Approaching (head on)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Poor
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Demolished
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Severe
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

Accident ID: 11-00475d	Date & Time: November 6, 2011 9:35 pm
Notes:	
Accident Location:	Non intersection

MIDBLOCK ID: 4971

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 13 N & OLIVE DRIVE

Accident ID: 11-00475d	Date & Time: November 6, 2011 9:35 pm	cont'd
Notes:		
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	48	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right side complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID: 01-0531	Date & Time: April 28, 2001 6:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	154
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Off highway
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Slush
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 01-1372	Date & Time: November 2, 2001 12:15 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	156
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	Municipal (excl. Twp. Rd.)
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 04-0492	Date & Time: March 31, 2004 10:10 pm
Notes:	Horse

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID:	04-0492	Date & Time:	March 31, 2004 10:10 pm	cont'd
Notes:	Horse			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	23			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Sequence of Events 1:	Animal - domestic			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Severe			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	06-0679	Date & Time:	June 16, 2006 7:10 am	
Notes:				
Accident Location:	Intersection related			
Apparent Driver 1 Action:	Improper passing			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	37			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Driver 2 Age:	21			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Clear			
Fixed Object Offset 2:	Right of Roadway - 3.1m to 6.0m			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Sideswipe			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre			
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID: 06-0679	Date & Time: June 16, 2006 7:10 am	cont'd
Notes:		
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Ditch	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 7-149	Date & Time: February 3, 2007 9:30 am	
Notes: Location of collision not stated		
Accident Location:	Other	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	54	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Drifting snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dark	
Pedestrian 1 Action:	Pushing/working on vehicle	
Pedestrian 1 Condition:	Normal	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road 2 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front	
Sequence of Events 1:	Pedestrian	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID: 08-20286d	Date & Time: October 8, 2008 12:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	32
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Rain
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 2 Alignment:	Straight on hill
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Demolished
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile

Accident ID: 09-00005	Date & Time: December 31, 2008 5:42 pm
Notes: Near 911#200	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	52
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID:	09-00005	Date & Time:	December 31, 2008 5:42 pm	cont'd
Notes:	Near 911#200			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Accident ID:	10-00676	Date & Time:	August 13, 2010 12:30 pm	
Notes:	Location on Horseshoe Valley Road isn't stated			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Failed to yield right-of-way			
Apparent Driver 2 Action:	Exceeding speed limit			
Classification of Accident:	P.D. only			
Driver 1 Age:	49			
Driver 1 Condition:	Inattentive			
Driver 1 Sex:	Female			
Driver 2 Age:	27			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	East			
Initial Impact Type:	Turning movement			
Initial Location of Vehicle 1 Damage or Area of Impact:	Back complete			
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Turning left			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Light			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
Accident ID:	11-00095	Date & Time:	January 15, 2011 7:10 pm	
Notes:	No driver information			
Accident Location:	Non intersection			

MIDBLOCK ID: 6324

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N

Accident ID:	11-00095	Date & Time:	January 15, 2011 7:10 pm	cont'd
Notes:	No driver information			
Apparent Driver 1 Action:	Speed too fast for condition			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	6			
Driver 1 Condition:	Normal			
Driver 2 Age:	6			
Driver 2 Condition:	Normal			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Approaching (head on)			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front			
Initial Location of Vehicle 2 Damage or Area of Impact:	Left side complete			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Poor			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left rear corner			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 2:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Slowing or stopping			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Moderate			
Vehicle 2 Manoeuver:	Slowing or stopping			
Vehicle 2 Type:	Automobile			

MIDBLOCK ID: 6149

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N

Accident ID: 01-0900	Date & Time: November 3, 2001 2:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	117
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	132
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Sideswipe
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Ran off road
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Overtaking
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Turning right
Vehicle 2 Type:	Pick-up truck

Accident ID: 02-1133	Date & Time: October 31, 2002 7:20 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	45
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Left shoulder
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured

MIDBLOCK ID: 6149

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N

Accident ID: 02-1133	Date & Time: October 31, 2002 7:20 pm	cont'd
Notes:		
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 06-0124	Date & Time: January 17, 2006 7:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	81	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Male	
Environment Condition 1:	Freezing rain	
Environment Condition 2:	Rain	
Fixed Object Offset 3:	Right of Roadway - Less than 3.1m	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left centre	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 07-0428	Date & Time: August 25, 2007 11:00 pm	
Notes: D1 Fail to Remain		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	

MIDBLOCK ID: 6149

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N

Accident ID:	07-0428	Date & Time:	August 25, 2007 11:00 pm	cont'd
Notes:	D1 Fail to Remain			
Driver 1 Condition:	Unknown			
Driver 2 Age:	19			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Rear end			
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 2 Damage or Area of Impact:	Left centre			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Moderate			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
Accident ID:	08-20363	Date & Time:	November 28, 2008 10:00 am	
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	43			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Drifting snow			
Environment Condition 2:	Strong wind			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner			
Light:	Dusk			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			

MIDBLOCK ID: 6149

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N

Accident ID: 08-20363	Date & Time: November 28, 2008 10:00 am	cont'd
Notes:		
Road 1 Surface Condition:	Loose snow	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Obscured	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Culvert	
Traffic Control:	No control	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 11-00422	Date & Time: September 30, 2011 2:40 pm	
Notes: 1km east of Line 8		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

INTERSECTION ID: INT4536

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 1 N

Accident ID: 05-0674d	Date & Time: June 14, 2005 5:05 am
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Failed to yield right-of-way
Classification of Accident:	Non-fatal injury
Driver 1 Age:	30
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	44
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	Left rear corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	Municipal (excl. Twp. Rd.)
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Other motor vehicle
Traffic Control:	Traffic controller
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Moderate
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile

Accident ID: 06-807	Date & Time: July 29, 2006 1:29 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	46
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	42
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Rain
Impact Location:	Within intersection

INTERSECTION ID: INT4536

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 1 N

Accident ID: 06-807	Date & Time: July 29, 2006 1:29 pm	cont'd
Notes:		
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front	
Light:	Dark, artificial	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Undercarriage	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Turning left	
Vehicle 2 Type:	Automobile	
Accident ID: 08-0121	Date & Time: February 18, 2008 11:50 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	31	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	

INTERSECTION ID: INT4536

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 1 N

Accident ID: 08-0121	Date & Time: February 18, 2008 11:50 pm	cont'd
Notes: Deer		
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID:	01-0020	Date & Time:	January 5, 2001 6:35 pm
Notes:	4 veh - 4 Inj....for page 2 of police report see file		
Accident Location:	Intersection related		
Apparent Driver 1 Action:	Other		
Apparent Driver 2 Action:	Following too close		
Apparent Driver 3 Action:	Driving properly		
Apparent Driver 4 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	43		
Driver 1 Condition:	Normal		
Driver 1 Injury:	None		
Driver 1 Sex:	Male		
Driver 2 Age:	21		
Driver 2 Condition:	Normal		
Driver 2 Injury:	Minor		
Driver 2 Sex:	Male		
Driver 3 Age:	36		
Driver 3 Condition:	Normal		
Driver 3 Injury:	Major		
Driver 3 Sex:	Male		
Driver 4 Age:	44		
Driver 4 Injury:	Minimal		
Driver 4 Sex:	Female		
Environment Condition 1:	Snow		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Direction of Travel 2:	East		
Initial Direction of Travel 3:	West		
Initial Direction of Travel 4:	East		
Initial Impact Type:	Rear end		
Initial Location of Vehicle 1 Damage or Area of Impact:	No contact		
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete		
Initial Location of Vehicle 3 Damage or Area of Impact:	Front complete		
Initial Location of Vehicle 4 Damage or Area of Impact:	Front centre		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Obscured		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Loose snow		
Road Jurisdiction:	County or district		
Sequence of Events 10:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Sequence of Events 5:	Skidding/sliding		
Sequence of Events 7:	Other motor vehicle		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	None		
Vehicle 1 Manoeuver:	Turning right		
Vehicle 1 Type:	Passenger van (SUV)		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Damage:	Demolished		

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID:	01-0020	Date & Time:	January 5, 2001 6:35 pm	cont'd
Notes:	4 veh - 4 Inj....for page 2 of police report see file			
Vehicle 2 Manoeuver:			Going ahead	
Vehicle 2 Type:			Pick-up truck	
Vehicle 3 Condition:			No apparent defect	
Vehicle 3 Damage:			Demolished	
Vehicle 3 Manoeuver:			Going ahead	
Vehicle 3 Type:			Pick-up truck	
Vehicle 4 Condition:			No apparent defect	
Vehicle 4 Damage:			Light	
Vehicle 4 Manoeuver:			Going ahead	
Vehicle 4 Type:			Automobile	
Accident ID:	01-246	Date & Time:	February 4, 2001 4:45 pm	
Notes:				
Accident Location:			At intersection	
Apparent Driver 1 Action:			Lost control	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			21	
Driver 1 Condition:			Inattentive	
Driver 1 Sex:			Female	
Driver 2 Age:			54	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Female	
Environment Condition 1:			Clear	
Impact Location:			Within intersection	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			North	
Initial Impact Type:			Angle (t-bone)	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Packed snow	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Non-existent	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Packed snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 2:			Skidding/sliding	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			Stop sign	
Traffic Control Condition:			Functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID: 01-246	Date & Time: February 4, 2001 4:45 pm	cont'd
Notes:		
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	
Accident ID: 06-0352	Date & Time: February 27, 2006 10:30 am	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	18	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Off highway	
Initial Direction of Travel 1:	East	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Oil treated gravel	
Road 2 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Other	
Accident ID: 06-0593	Date & Time: June 15, 2006 4:09 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Disobeyed traffic control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	19	
Driver 1 Condition:	Inattentive	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Female	
Driver 2 Age:	21	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minor	

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID: 06-0593	Date & Time: June 15, 2006 4:09 pm	cont'd
Notes:		
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left rear	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 06-1259	Date & Time: December 6, 2006 5:45 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	46	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID:	06-1259	Date & Time:	December 6, 2006 5:45 pm	cont'd
Notes:	Deer			
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Slush		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Animal - wild		
Thru Lane No.:		1		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Light		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Pick-up truck		
Accident ID:	08-20055	Date & Time:	March 26, 2008 3:00 pm	
Notes:				
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Speed too fast for condition		
Classification of Accident:		P.D. only		
Driver 1 Age:		46		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Female		
Environment Condition 1:		Snow		
Impact Location:		Not on roadway - right side		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Right front corner		
Light:		Daylight		
Road 1 Alignment:		Straight on level		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Packed snow		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Skidding/sliding		
Sequence of Events 2:		Snowbank/drift		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Light		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		
Accident ID:	060354	Date & Time:	May 15, 2008 2:12 pm	
Notes:	lost control			
Accident Location:		Intersection related		
Apparent Driver 1 Action:		Speed too fast for condition		
Classification of Accident:		P.D. only		
Driver 1 Age:		20		
Driver 1 Condition:		Normal		
Driver 1 Injury:		None		
Driver 1 Sex:		Female		
Environment Condition 2:		Clear		

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID:	060354	Date & Time:	May 15, 2008 2:12 pm	cont'd
Notes:	lost control			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	South			
Initial Impact Type:	Angle (t-bone)			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - one-way			
Road 1 Condition:	Poor			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Oil treated gravel			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Non-existent			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ditch			
Thru Lane No.:	12			
Traffic Control:	Traffic signal			
Traffic Control Condition:	Not functioning			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Other			
Accident ID:	11-00120	Date & Time:	February 12, 2011 9:51 am	
Notes:	No driver information			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Classification of Accident:	P.D. only			
Driver 1 Age:	6			
Driver 1 Condition:	Normal			
Driver 2 Condition:	Normal			
Environment Condition 1:	Drifting snow			
Impact Location:	Left shoulder			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Packed snow			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right centre			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Rollover			

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID:	11-00120	Date & Time:	February 12, 2011 9:51 am	cont'd
Notes:	No driver information			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

Accident ID:	11-00417	Date & Time:	September 23, 2011 9:30 am
Notes:			
Accident Location:	At intersection		
Apparent Driver 1 Action:	Improper turn		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	56		
Driver 1 Condition:	Inattentive		
Driver 1 Injury:	Minor		
Driver 1 Sex:	Male		
Driver 2 Age:	50		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Male		
Environment Condition 1:	Rain		
Fixed Object Offset 5:	Right of Roadway - Less than 3.1m		
Impact Location:	Within intersection		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	East		
Initial Impact Type:	Turning movement		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front		
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre		
Light:	Daylight		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road 2 Alignment:	Straight on hill		
Road 2 Character:	Undivided - two-way		
Road 2 Condition:	Good		
Road 2 Pavement Markings:	Exist		
Road 2 Surface:	Asphalt		
Road 2 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Sequence of Events 5:	Ditch		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Demolished		
Vehicle 1 Manoeuver:	Turning left		
Vehicle 1 Type:	Automobile		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Damage:	Severe		

INTERSECTION ID: INT4497

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 3 N

Accident ID: 11-00417	Date & Time: September 23, 2011 9:30 am	cont'd
Notes:		
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT4261

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 5 N

Accident ID: 09-00395	Date & Time: August 7, 2009 11:03 am
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Improper turn
Classification of Accident:	P.D. only
Driver 1 Age:	39
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Female
Driver 2 Age:	47
Driver 2 Condition:	Inattentive
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Turning movement
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Oil treated gravel
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Moderate
Vehicle 2 Manoeuver:	Turning left
Vehicle 2 Type:	Pick-up truck

Accident ID: 10-00279	Date & Time: July 14, 2010 5:55 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	29
Driver 1 Condition:	Normal
Driver 1 Sex:	Male

INTERSECTION ID: INT4261

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 5 N

Accident ID: 10-00279	Date & Time: July 14, 2010 5:55 am	cont'd
Notes:		
Environment Condition 1:	Fog, mist, smoke, dust	
Fixed Object Offset 1:	Right of Roadway - 3.1m to 6.0m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	South	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dawn	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Gravel or crushed stone	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Cable guide rail	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 01-0427	Date & Time: February 6, 2001 6:25 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	158
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	125
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Other
Light:	Dawn
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - one-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Character:	Undivided - one-way
Road Jurisdiction:	Provincial highway
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Reversing
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 02-0773	Date & Time: July 10, 2002 7:30 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Other
Classification of Accident:	P.D. only
Driver 1 Age:	133
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	63
Driver 2 Condition:	Other
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 02-0773	Date & Time: July 10, 2002 7:30 pm	cont'd
Notes:		
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuvre:	Stopped	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuvre:	Going ahead	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 02-0820	Date & Time: July 19, 2002 11:20 am	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	141	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	40	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 02-0820	Date & Time: July 19, 2002 11:20 am	cont'd
Notes:		
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuvre:	Slowing or stopping	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuvre:	Slowing or stopping	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 02-1044	Date & Time: September 16, 2002 8:30 am	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Disobeyed traffic control	
Classification of Accident:	P.D. only	
Driver 1 Age:	35	
Driver 1 Condition:	Normal	
Driver 1 Injury:		
Driver 1 Sex:	Female	
Driver 2 Age:	53	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	North	
Initial Impact Type:	Angle (t-bone)	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Non-existent	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuvre:	Going ahead	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 02-1044	Date & Time: September 16, 2002 8:30 am	cont'd
Notes:		
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	Defect	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Passenger van (SUV)	
Accident ID: 05-1056	Date & Time: October 3, 2005 5:50 pm	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Improper passing	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	41	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	41	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 2:	Clear	
Fixed Object Offset 2:	Left of Roadway - Less than 3.1m	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Sideswipe	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear corner	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Cable guide rail	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 05-1056	Date & Time: October 3, 2005 5:50 pm	cont'd
Notes:		
Vehicle 2 Manoeuvre:	Turning left	
Vehicle 2 Type:	Automobile	
Accident ID: 06-0949	Date & Time: August 29, 2006 5:02 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Improper lane change	
Apparent Driver 2 Action:	Improper passing	
Classification of Accident:	P.D. only	
Driver 1 Age:	28	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	68	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Fixed Object Offset 4:	Right of Roadway - Less than 3.1m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	No contact	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Character:	Ramp	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuvre:	Turning right	
Vehicle 1 Type:	Moped	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Type:	Passenger van (SUV)	
Accident ID: 07-0429	Date & Time: August 23, 2007 1:36 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	44	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Female	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID:	07-0429	Date & Time:	August 23, 2007 1:36 pm	cont'd
Notes:				
Driver 2 Age:			56	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			East	
Initial Impact Type:			Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:			Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:			Back centre	
Light:			Daylight	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Exist	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Right front	
Secondary Location of Vehicle 2 Damage or Area of Impact:			Left rear corner	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuvre:			Turning right	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Light	
Vehicle 2 Manoeuvre:			Turning right	
Vehicle 2 Type:			Automobile	
Accident ID:	08-20197	Date & Time:	July 6, 2008 9:30 pm	
Notes:				
Deer				
Accident Location:			At intersection	
Apparent Driver 1 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			40	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Within intersection	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	

INTERSECTION ID: INT4195

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID:	08-20197	Date & Time:	July 6, 2008 9:30 pm	cont'd
Notes:	Deer			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Non-existent			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Traffic Control:	Stop sign			
Traffic Control Condition:	Functioning			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Passenger van (SUV)			

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 01-1472	Date & Time: November 16, 2001 5:00 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	117
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	North
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dusk
Road 1 Alignment:	Curve on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Non-existent
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose sand or gravel
Road Jurisdiction:	County or district
Sequence of Events 3:	Steel guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning left
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0245	Date & Time: February 11, 2002 2:30 am
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	133
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Freezing rain
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Poor
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Poor
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Ice
Road Jurisdiction:	Township
Sequence of Events 1:	Other
Sequence of Events 2:	Skidding/sliding

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 02-0245	Date & Time: February 11, 2002 2:30 am	cont'd
Notes:		
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 03-1041	Date & Time: August 4, 2003 7:00 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	44	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	54	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 03-1010	Date & Time: August 4, 2003 7:15 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Lost control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	29	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	29	
Driver 2 Condition:	Normal	

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 03-1010	Date & Time: August 4, 2003 7:15 pm	cont'd
Notes:		
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Approaching (head on)	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Turning left	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 04-0853d	Date & Time: August 15, 2004 3:55 pm	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	19	
Driver 1 Condition:	Inattentive	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Driver 2 Age:	37	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 04-0853d	Date & Time: August 15, 2004 3:55 pm	cont'd
Notes:		
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Turning left	
Vehicle 2 Type:	Automobile	
Accident ID: 04-1031d	Date & Time: October 14, 2004 3:20 am	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	42	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	North	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 05-0387	Date & Time: March 17, 2005 9:35 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	17
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Environment Condition 1:	Freezing rain
Environment Condition 2:	Drifting snow
Impact Location:	Left shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Divided with restraining barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Cable guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 5-943	Date & Time: August 27, 2005 9:45 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	26
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Driver 2 Age:	18
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre
Light:	Dark, artificial
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID:	5-943	Date & Time:	August 27, 2005 9:45 pm	cont'd
Notes:				
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road 2 Alignment:			Straight on hill	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Exist	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Wet	
Road Jurisdiction:			Township	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Light	
Vehicle 1 Manoeuvre:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Light	
Vehicle 2 Manoeuvre:			Slowing or stopping	
Vehicle 2 Type:			Automobile	
Accident ID: 06-0348				
		Date & Time:	February 26, 2006 4:18 pm	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Speed too fast for condition	
Apparent Driver 2 Action:			Other	
Classification of Accident:			P.D. only	
Driver 1 Age:			45	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Driver 2 Condition:			Unknown	
Environment Condition 1:			Clear	
Impact Location:			Left shoulder	
Initial Direction of Travel 1:			South	
Initial Impact Type:			Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Left front corner	
Light:			Daylight	
Road 1 Alignment:			Curve on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Non-existent	
Road 1 Surface:			Gravel or crushed stone	
Road 1 Surface Condition:			Packed snow	
Road Jurisdiction:			Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Left centre	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 2:			Ran off road	
Sequence of Events 3:			Snowbank/drift	
Vehicle 1 Condition:			No apparent defect	

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID: 06-0348	Date & Time: February 26, 2006 4:18 pm	cont'd
Notes:		
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 07-0471	Date & Time: September 26, 2007 1:19 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	51	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Male	
Driver 2 Age:	63	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Two-way left turn lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Truck - dump	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 11-00462	Date & Time: October 4, 2011 8:00 am	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Following too close	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	50	
Driver 1 Condition:	Normal	

INTERSECTION ID: INT4219

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 6 N

Accident ID:	Date & Time:	cont'd
11-00462	October 4, 2011 8:00 am	
Notes:		
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Driver 2 Age:	44	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Fixed Object Offset 3:	Right of Roadway - Less than 3.1m	
Fixed Object Offset 5:	Right of Roadway - Less than 3.1m	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Sideswipe	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left centre	
Light:	Daylight	
Road 1 Alignment:	Curve on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Steel guide rail	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Steel guide rail	
Thru Lane No.:	2	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Truck - closed	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Slowing or stopping	

INTERSECTION ID: INT4137

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 7 N

Accident ID: 01-0792d	Date & Time: October 6, 2001 10:54 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	124
Driver 1 Condition:	Had been drinking
Driver 1 Sex:	Male
Driver 2 Age:	144
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	East
Initial Impact Type:	Angle (t-bone)
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on hill
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Gravel or crushed stone
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Ambulance

Accident ID: 04-0770	Date & Time: July 21, 2004 2:00 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	25
Driver 2 Condition:	Normal
Driver 2 Sex:	Male

INTERSECTION ID: INT4137

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 7 N

Accident ID: 04-0770	Date & Time: July 21, 2004 2:00 pm	cont'd
Notes:		
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuvre:	Slowing or stopping	
Vehicle 2 Type:	Automobile	
Accident ID: 05-0432	Date & Time: April 2, 2005 1:25 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Improper passing	
Apparent Driver 2 Action:	Improper turn	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	29	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Male	
Driver 2 Age:	58	
Driver 2 Condition:	Inattentive	
Driver 2 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Sideswipe	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	

INTERSECTION ID: INT4137

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 7 N

Accident ID: 05-0432	Date & Time: April 2, 2005 1:25 pm	cont'd
Notes:		
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right centre	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Left centre	
Sequence of Events 1:	Other motor vehicle	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuvre:	Overtaking	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuvre:	Turning left	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00016	Date & Time: January 7, 2009 6:00 pm	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	North	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Non-existent	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road 2 Pavement Markings:	Exist	
Road 2 Surface Condition:	Ice	
Road Jurisdiction:	Township	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Pole (sign, parking meter)	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuvre:	Slowing or stopping	
Accident ID: 11-00056d	Date & Time: January 22, 2010 8:20 pm	
Notes: Driver info unknown		

INTERSECTION ID: INT4137

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ LINE 7 N

Accident ID:	11-00056d	Date & Time:	January 22, 2010 8:20 pm	cont'd
Notes:	Driver info unknown			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	5			
Driver 1 Condition:	Normal			
Environment Condition 1:	Snow			
Fixed Object Offset 3:	Right of Roadway - Less than 3.1m			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Undercarriage			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: 02-347	Date & Time: April 13, 2002 3:57 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Improper turn
Classification of Accident:	Non-reportable
Driver 1 Age:	53
Driver 1 Condition:	Fatigue
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Gravel or crushed stone
Road 2 Surface Condition:	Dry
Road Jurisdiction:	Township
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning right
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 03-605	Date & Time: July 20, 2003 2:50 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	44
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	56
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: 03-605	Date & Time: July 20, 2003 2:50 pm	cont'd
Notes:		
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile, station wagon	

Accident ID: 08-20745	Date & Time: November 25, 2008 4:07 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	37
Driver 1 Condition:	Inattentive
Driver 1 Injury:	Minimal
Driver 1 Sex:	Female
Driver 2 Age:	52
Driver 2 Condition:	Normal
Driver 2 Injury:	Major
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	West
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Gravel or crushed stone
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: 08-20745	Date & Time: November 25, 2008 4:07 pm	cont'd
Notes:		
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00739	Date & Time: August 14, 2009 1:01 pm	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	62	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	56	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Right rear corner	
Sequence of Events 1:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: 09-00739	Date & Time: August 14, 2009 1:01 pm	cont'd
Notes:		
Vehicle 2 Manoeuver:	Turning left	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00835	Date & Time: September 21, 2009 4:18 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	22	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	24	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	2	
Traffic Control:	No control	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: 11-0009	Date & Time: January 4, 2011 11:30 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	32
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	58
Driver 2 Condition:	Normal
Driver 2 Injury:	Minimal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	West
Initial Impact Type:	Angle (t-bone)
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Left rear
Light:	Daylight
Road 1 Alignment:	Curve on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Ran off road
Sequence of Events 5:	Rollover
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Severe
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

Accident ID: 11-00174	Date & Time: February 10, 2011 9:26 am
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly

INTERSECTION ID: INT4715

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID:	11-00174	Date & Time:	February 10, 2011 9:26 am	cont'd
Notes:				
Classification of Accident:			P.D. only	
Driver 1 Age:			20	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Driver 2 Age:			39	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Male	
Environment Condition 1:			Drifting snow	
Impact Location:			Within intersection	
Initial Direction of Travel 1:			West	
Initial Direction of Travel 2:			West	
Initial Impact Type:			Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:			Left rear corner	
Initial Location of Vehicle 2 Damage or Area of Impact:			Right rear corner	
Light:			Daylight	
Road 1 Alignment:			Curve on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Loose snow	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Exist	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Loose snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Severe	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Moderate	
Vehicle 2 Manoeuver:			Slowing or stopping	
Vehicle 2 Type:			Automobile	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISENE ROAD

Accident ID: 01-0354	Date & Time: April 5, 2001 11:08 am
Notes: COLISION INVOLVES 3 VEHICLES.	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Other
Classification of Accident:	P.D. only
Driver 1 Age:	152
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	167
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	North
Initial Direction of Travel 2:	North
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Traffic signal
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Pick-up truck

Accident ID: 01-0856	Date & Time: October 29, 2001 5:30 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	152
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	121
Driver 2 Condition:	Normal
Driver 2 Sex:	Male

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID: 01-0856	Date & Time: October 29, 2001 5:30 pm	cont'd
Notes:		
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	South	
Initial Impact Type:	Approaching (head on)	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Cyclist	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Ran off road	
Traffic Control:	Traffic signal	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 02-0359	Date & Time: March 11, 2002 12:25 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Disobeyed traffic control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	74	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Male	
Driver 2 Age:	35	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	North	
Initial Impact Type:	Angle (t-bone)	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID:	02-0359	Date & Time:	March 11, 2002 12:25 pm	cont'd
Notes:				
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Exist	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			Traffic signal	
Traffic Control Condition:			Functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile, station wagon	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Manoeuver:			Going ahead	
Vehicle 2 Type:			Automobile, station wagon	
Accident ID:	02-0493	Date & Time:	April 10, 2002 8:15 pm	
Notes:				
Accident Location:			Parking lot	
Apparent Driver 1 Action:			Other	
Classification of Accident:			P.D. only	
Driver 1 Age:			17	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Off highway	
Initial Direction of Travel 1:			West	
Initial Direction of Travel 2:			North	
Initial Impact Type:			SMV - animal or pedestrian	
Light:			Dark, artificial	
Road 1 Alignment:			Straight on level	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Non-existent	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			Regional municipality	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Reversing	
Vehicle 1 Type:			Automobile, station wagon	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Manoeuver:			Parked	
Vehicle 2 Type:			Automobile, station wagon	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID: 04-0999**Date & Time:** August 18, 2004 6:20 pm**Notes:**

Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Failed to yield right-of-way
Classification of Accident:	P.D. only
Driver 1 Age:	38
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	28
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	North
Initial Impact Type:	Approaching (head on)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Traffic signal
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Turning left
Vehicle 2 Type:	Automobile

Accident ID: 05-252**Date & Time:** February 17, 2005 6:31 pm**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	31
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Female

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID: 05-252	Date & Time: February 17, 2005 6:31 pm	cont'd
Notes:		
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-0062	Date & Time: January 17, 2006 2:10 pm	
Notes:		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	33	
Driver 1 Condition:	Unknown	
Driver 1 Sex:	Male	
Driver 2 Age:	46	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	North	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Obscured	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID:	06-0062	Date & Time:	January 17, 2006 2:10 pm	cont'd
Notes:				
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Ice	
Road Jurisdiction:			Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Left front	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			Traffic signal	
Traffic Control Condition:			Functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuvre:			Turning right	
Vehicle 1 Type:			Other	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Moderate	
Vehicle 2 Manoeuvre:			Stopped	
Vehicle 2 Type:			Truck - dump	
<hr/>				
Accident ID:	06-0967	Date & Time:	September 6, 2006 6:31 pm	
Notes:				
Accident Location:			Intersection related	
Apparent Driver 1 Action:			Disobeyed traffic control	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			Non-fatal injury	
Driver 1 Age:			41	
Driver 1 Condition:			Normal	
Driver 1 Injury:			Minimal	
Driver 1 Sex:			Female	
Driver 2 Age:			60	
Driver 2 Condition:			Normal	
Driver 2 Injury:			None	
Driver 2 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			East	
Initial Impact Type:			Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:			Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:			Right rear corner	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road 2 Alignment:			Straight on level	
Road 2 Character:			Undivided - two-way	
Road 2 Condition:			Good	
Road 2 Pavement Markings:			Exist	
Road 2 Surface:			Asphalt	
Road 2 Surface Condition:			Dry	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID: 06-0967	Date & Time: September 6, 2006 6:31 pm	cont'd
Notes:		
Road Jurisdiction:	Regional municipality	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	Traffic signal	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	
Accident ID: 08-00028	Date & Time: November 17, 2008 11:11 am	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Failed to yield right-of-way	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	58	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Driver 2 Age:	40	
Driver 2 Condition:	Unknown	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Angle (t-bone)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Traffic signal	
Traffic Control Condition:	Not functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

INTERSECTION ID: INT4584

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD

Accident ID: 08-00028	Date & Time: November 17, 2008 11:11 am	cont'd
Notes:		
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

INTERSECTION ID: INT4386

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL

Accident ID: 03-0399	Date & Time: February 14, 2003 1:25 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	25
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Passenger van (SUV)

Accident ID: 05-0107d	Date & Time: January 22, 2005 3:14 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	46
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	25
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Initial Location of Vehicle 2 Damage or Area of Impact:	Back complete
Light:	Daylight

INTERSECTION ID: INT4386

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL

Accident ID: 05-0107d	Date & Time: January 22, 2005 3:14 pm	cont'd
Notes:		
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Truck - open	

INTERSECTION ID: INT4293

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W @ TRILLIUM TRAIL

Accident ID: 02-1111	Date & Time: October 26, 2002 1:10 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	121
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	139
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile, station wagon

INTERSECTION ID: INT5514

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ WILSON DRIVE

Accident ID: 03-1047

Date & Time: December 11, 2003 3:05 pm

Notes:

Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Failed to yield right-of-way
Classification of Accident:	P.D. only
Driver 1 Age:	26
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	41
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Within intersection
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	North
Initial Impact Type:	Angle (t-bone)
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Ice
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Skidding/sliding
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Pick-up truck

Accident ID: 06-203

Date & Time: February 20, 2006 1:30 am

Notes:

Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	26
Driver 2 Condition:	Normal

INTERSECTION ID: INT5514

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W @ WILSON DRIVE

Accident ID: 06-203	Date & Time: February 20, 2006 1:30 am	cont'd
Notes:		
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Passenger van (SUV)	

MIDBLOCK ID: 8452

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn ALEXANDER STREET & WILSON DRIVE

Accident ID: 03-1051	Date & Time: December 12, 2003 10:40 am
Notes:	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	27
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 05-637	Date & Time: July 15, 2005 9:15 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Other
Classification of Accident:	Non-fatal injury
Driver 1 Age:	37
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Female
Driver 2 Age:	46
Driver 2 Condition:	Normal
Driver 2 Injury:	None
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt

MIDBLOCK ID: 8452

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn ALEXANDER STREET & WILSON DRIVE

Accident ID: 05-637	Date & Time: July 15, 2005 9:15 am	cont'd
Notes:		
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Towed Vehicle 1:	Other	
Traffic Control:	No control	
Trailer 1 Type:	Livestock	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Overtaking	
Vehicle 2 Type:	Delivery van	

Accident ID: 06-916d	Date & Time: November 8, 2006 7:10 pm
Notes: Coyote	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	44
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - one-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

MIDBLOCK ID: 6948

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUIHENE

Accident ID: 02-0996	Date & Time: September 8, 2002 1:38 pm
Notes:	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	46
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	131
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Passenger van (SUV)
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 03-0059	Date & Time: January 13, 2003 7:00 am
Notes:	
Accident Location:	At railway crossing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	27
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	49
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Poor

MIDBLOCK ID: 6948

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUISHENE

Accident ID: 03-0059	Date & Time: January 13, 2003 7:00 am	cont'd
Notes:		
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Other	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 05-0146	Date & Time: January 25, 2005 8:15 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	56	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 5-0678	Date & Time: June 9, 2005 2:42 pm	
Notes:		
Accident Location:	At/near private drive	
Apparent Driver 1 Action:	Following too close	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	20	

MIDBLOCK ID: 6948

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUISENE

Accident ID: 5-0678	Date & Time: June 9, 2005 2:42 pm	cont'd
Notes:		
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Female	
Driver 2 Age:	55	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Turning left	
Vehicle 2 Type:	Passenger van (SUV)	
Accident ID: 07-0483	Date & Time: October 5, 2007 11:40 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	71	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	20	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	

MIDBLOCK ID: 6948

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUISENE

Accident ID: 07-0483	Date & Time: October 5, 2007 11:40 am	cont'd
Notes:		
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	2	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Turning left	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuvre:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 07-0494	Date & Time: October 10, 2007 9:50 am	
Notes: 3 Veh		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	44	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	63	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	

MIDBLOCK ID: 6948

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUIHENE

Accident ID:	07-0494	Date & Time:	October 10, 2007 9:50 am	cont'd
Notes:	3 Veh			
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:			Front centre	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			Traffic signal	
Traffic Control Condition:			Not functioning	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			None	
Vehicle 1 Manoeuver:			Stopped	
Vehicle 1 Type:			Pick-up truck	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Moderate	
Vehicle 2 Manoeuver:			Stopped	
Vehicle 2 Type:			Automobile	

MIDBLOCK ID: 6954

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PROCEE CIRCLE

Accident ID: 09-00020d	Date & Time: January 8, 2009 6:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	18
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Type:	Automobile

MIDBLOCK ID: 6685

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH GROVE DR

Accident ID: 02-1022	Date & Time: September 21, 2002 5:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	34
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Curve on hill
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 05-0349	Date & Time: March 8, 2005 10:30 am
Notes:	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	43
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead

MIDBLOCK ID: 6685

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH GROVE DR

Accident ID: 05-0349	Date & Time: March 8, 2005 10:30 am	cont'd
Notes:		
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 06-0944	Date & Time: September 3, 2006 1:00 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	20	
Driver 1 Condition:	Ability impaired, alcohol	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Environment Condition 1:	Rain	
Fixed Object Offset 2:	Left of Roadway - 3.1m to 6.0m	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Sequence of Events 3:	Rollover	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Type:	Pick-up truck	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 01-0729	Date & Time: September 16, 2001 2:35 pm
Notes: @Resort Entrance	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	66
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Driver 2 Age:	65
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Turning left
Vehicle 2 Type:	Automobile

Accident ID: 01-0773	Date & Time: October 5, 2001 9:30 pm
Notes: @Resort Entrance	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	43
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	50
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Within intersection
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Dark
Road 1 Alignment:	Straight on hill

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	01-0773	Date & Time:	October 5, 2001 9:30 pm	cont'd
Notes:	@Resort Entrance			
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Wet		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Other motor vehicle		
Sequence of Events 4:		Other motor vehicle		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		
Vehicle 2 Condition:		No apparent defect		
Vehicle 2 Manoeuver:		Turning right		
Vehicle 2 Type:		Automobile		
Accident ID:	01-837	Date & Time:	October 21, 2001 12:10 pm	
Notes:	Near Resort Entrance			
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Lost control		
Classification of Accident:		P.D. only		
Driver 1 Age:		80		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Female		
Environment Condition 1:		Clear		
Impact Location:		Thru lane		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - fixed object or unattended vehicle		
Light:		Daylight		
Road 1 Alignment:		Straight on hill		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Non-existent		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Dry		
Road Jurisdiction:		County or district		
Sequence of Events 2:		Skidding/sliding		
Sequence of Events 3:		Cable guide rail		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Slowing or stopping		
Vehicle 1 Type:		Automobile, station wagon		
Accident ID:	01-0864	Date & Time:	November 1, 2001 1:26 pm	
Notes:	@Resort Entrance			
Accident Location:		Intersection related		
Apparent Driver 1 Action:		Following too close		
Apparent Driver 2 Action:		Driving properly		
Classification of Accident:		Non-fatal injury		
Driver 1 Age:		77		
Driver 1 Condition:		Inattentive		

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	01-0864	Date & Time:	November 1, 2001 1:26 pm	cont'd
Notes:	@Resort Entrance			
Driver 1 Injury:	Minor			
Driver 1 Sex:	Female			
Driver 2 Age:	49			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Rear end			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Manoeuver:	Turning left			
Vehicle 2 Type:	Pick-up truck			
Accident ID:	01-0897	Date & Time:	November 11, 2001 7:05 pm	
Notes:	Deer			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	22			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	01-0897	Date & Time:	November 11, 2001 7:05 pm	cont'd
Notes:	Deer			
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	01-1007d	Date & Time:	December 25, 2001 12:05 pm	
Notes:	@Resort Entrance			
Accident Location:			Intersection related	
Apparent Driver 1 Action:			Speed too fast for condition	
Classification of Accident:			Non-fatal injury	
Driver 1 Age:			38	
Driver 1 Condition:			Normal	
Driver 1 Injury:			Minor	
Driver 1 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Not on roadway - right side	
Initial Direction of Travel 1:			North	
Initial Impact Type:			SMV - Other	
Light:			Daylight	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Wet	
Road Jurisdiction:			County or district	
Sequence of Events 2:			Ran off road	
Sequence of Events 3:			Ditch	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	02-0125	Date & Time:	January 31, 2002 5:15 pm	
Notes:	@Resort Entrance			
Accident Location:			Intersection related	
Apparent Driver 1 Action:			Following too close	
Classification of Accident:			P.D. only	
Driver 1 Age:			27	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Left shoulder	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - fixed object or unattended vehicle	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Packed snow	
Road Jurisdiction:			County or district	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	02-0125	Date & Time:	January 31, 2002 5:15 pm	cont'd
Notes:	@Resort Entrance			
Sequence of Events 3:		Cable guide rail		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Turning left		
Vehicle 1 Type:		Pick-up truck		
Accident ID:	02-0174	Date & Time:	February 2, 2002 9:30 pm	
Notes:	Snowmobile-Near Resort entrance			
Accident Location:		Trail		
Apparent Driver 1 Action:		Lost control		
Classification of Accident:		Non-fatal injury		
Driver 1 Age:		36		
Driver 1 Condition:		Normal		
Driver 1 Injury:		Major		
Driver 1 Sex:		Female		
Environment Condition 1:		Clear		
Impact Location:		Off highway		
Initial Direction of Travel 1:		East		
Initial Impact Type:		SMV - Other		
Light:		Dark		
Road Jurisdiction:		County or district		
Sequence of Events 2:		Rollover		
Sequence of Events 3:		Steel guide rail		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 2 Type:		Motorized snow vehicle		
Accident ID:	02-0246	Date & Time:	February 17, 2002 4:30 pm	
Notes:				
Accident Location:		At/near private drive		
Apparent Driver 1 Action:		Improper turn		
Apparent Driver 2 Action:		Driving properly		
Classification of Accident:		P.D. only		
Driver 1 Age:		18		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Male		
Driver 2 Age:		52		
Driver 2 Condition:		Normal		
Driver 2 Sex:		Male		
Environment Condition 1:		Clear		
Impact Location:		Within intersection		
Initial Direction of Travel 1:		West		
Initial Direction of Travel 2:		North		
Initial Impact Type:		Angle (t-bone)		
Light:		Daylight		
Road 1 Alignment:		Straight on level		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Dry		

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 02-0246	Date & Time: February 17, 2002 4:30 pm	cont'd
Notes:		
Road Jurisdiction:	Township	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 02-0302	Date & Time: February 27, 2002 4:45 pm
Notes: @Resort Entrance	
Accident Location:	At intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	39
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	22
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	North
Initial Impact Type:	Angle (t-bone)
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Turning right
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Stopped
Vehicle 2 Type:	Automobile

Accident ID: 02-0489	Date & Time: April 6, 2002 8:35 am
Notes: @Resort Entrance	
Accident Location:	At intersection
Apparent Driver 1 Action:	Failed to yield right-of-way

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	02-0489	Date & Time:	April 6, 2002 8:35 am	cont'd
Notes:	@Resort Entrance			
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			Non-fatal injury	
Driver 1 Age:			58	
Driver 1 Condition:			Normal	
Driver 1 Injury:			Minimal	
Driver 1 Sex:			Male	
Driver 2 Age:			16	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Female	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			West	
Initial Direction of Travel 2:			West	
Initial Impact Type:			Rear end	
Light:			Daylight	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Manoeuver:			Turning left	
Vehicle 2 Type:			Automobile	
Accident ID:	02-0749	Date & Time:	July 6, 2002 7:10 pm	
Notes:				
Accident Location:			At/near private drive	
Apparent Driver 1 Action:			Failed to yield right-of-way	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			45	
Driver 1 Condition:			Had been drinking	
Driver 1 Sex:			Male	
Driver 2 Age:			18	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Female	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			West	
Initial Direction of Travel 2:			West	
Initial Impact Type:			Sideswipe	
Light:			Daylight	
Road 1 Alignment:			Straight on hill	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	02-0749	Date & Time:	July 6, 2002 7:10 pm	cont'd
Notes:				
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
<hr/>				
Accident ID:	02-0855	Date & Time:	July 29, 2002 7:15 pm	
Notes: @Resort Entrance				
Accident Location:	Intersection related			
Apparent Driver 1 Action:	Speed too fast for condition			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	43			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Driver 2 Age:	10			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Rain			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Rear end			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Manoeuver:	Stopped			
Vehicle 2 Type:	Automobile			

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	02-1008	Date & Time:	December 26, 2002 12:15 pm
Notes:	@Resort Entrance		
Accident Location:	At/near private drive		
Apparent Driver 1 Action:	Lost control		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	44		
Driver 1 Condition:	Inattentive		
Driver 1 Injury:	Minor		
Driver 1 Sex:	Female		
Driver 2 Age:	47		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Female		
Environment Condition 1:	Clear		
Impact Location:	Not on roadway - right side		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	North		
Initial Impact Type:	Angle (t-bone)		
Light:	Daylight		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 2:	Skidding/sliding		
Sequence of Events 3:	Tree, shrub, stump		
Sequence of Events 4:	Other motor vehicle		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Manoeuver:	Stopped		
Vehicle 2 Type:	Automobile		

Accident ID:	03-0089	Date & Time:	January 17, 2003 8:00 am
Notes:			
Accident Location:	Intersection related		
Apparent Driver 1 Action:	Lost control		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	36		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Female		
Driver 2 Age:	47		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	West		

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 03-0089	Date & Time: January 17, 2003 8:00 am	cont'd
Notes:		
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 03-0019	Date & Time: February 20, 2003 4:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	22	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 04-0157	Date & Time: January 15, 2004 11:15 am	
Notes:		
Accident Location:	Non intersection	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 04-0157	Date & Time: January 15, 2004 11:15 am	cont'd
Notes:		
Apparent Driver 1 Action:	Lost control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	59	
Driver 1 Condition:	Normal	
Driver 1 Injury:		
Driver 1 Sex:	Male	
Driver 2 Age:	39	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Skidding/sliding	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 04-278	Date & Time: January 30, 2004 2:10 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	43	
Driver 1 Injury:	Major	
Driver 1 Sex:	Male	
Driver 2 Age:	44	
Driver 2 Condition:	Normal	
Driver 2 Injury:	None	
Driver 2 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Snow	
Impact Location:	Passing lane	
Initial Direction of Travel 1:	West	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 04-278	Date & Time: January 30, 2004 2:10 pm	cont'd
Notes:		
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Divided - no barrier	
Road 2 Condition:	Poor	
Road 2 Pavement Markings:	Obscured	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Cable guide rail	
Sequence of Events 2:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Truck - dump	
Accident ID: 4128-2815	Date & Time: February 1, 2004 5:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Driver 1 Age:	43	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Impact Type:	Rear end	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Sequence of Events 1:	Other motor vehicle	
Traffic Control:	No control	
Traffic Control Condition:	Missing/Damaged	
Vehicle 1 Condition:	No apparent defect	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 4128-2815	Date & Time: February 1, 2004 5:00 pm	cont'd
Notes:		
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 04-0367	Date & Time: February 20, 2004 7:20 pm	
Notes: 0.6 km East of Line 3		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	43	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Drifting snow	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right rear	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Pole (sign, parking meter)	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 04-0402	Date & Time: February 22, 2004 4:00 pm	
Notes: Dog - 1 Km east of Line 3		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	46	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	04-0402	Date & Time:	February 22, 2004 4:00 pm	cont'd
Notes:	Dog - 1 Km east of Line 3			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front			
Sequence of Events 1:	Animal - domestic			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	5-0658	Date & Time:	June 8, 2005 2:40 pm	
Notes:				
Accident Location:	Intersection related			
Apparent Driver 1 Action:	Speed too fast for condition			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	17			
Driver 1 Condition:	Normal			
Driver 1 Injury:	None			
Driver 1 Sex:	Male			
Driver 2 Age:	41			
Driver 2 Condition:	Normal			
Driver 2 Injury:	None			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Direction of Travel 2:	East			
Initial Impact Type:	Rear end			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Pavement Markings:	Non-existent			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 5-0658	Date & Time: June 8, 2005 2:40 pm	cont'd
Notes:		
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	None	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 05-1144	Date & Time: November 5, 2005 7:30 pm	
Notes: deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-0113	Date & Time: January 17, 2006 2:05 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	26	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	23	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Freezing rain	
Impact Location:	Thru lane	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left centre	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	06-0113	Date & Time:	January 17, 2006 2:05 pm	cont'd
Notes:				
Light:			Daylight	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Ice	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Severe	
Vehicle 1 Manoeuvre:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Severe	
Vehicle 2 Manoeuvre:			Turning left	
Vehicle 2 Type:			Automobile	
Accident ID: 06-750				
		Date & Time:	March 15, 2006 7:10 pm	
Notes:				
Accident Location:			At/near private drive	
Apparent Driver 1 Action:			Improper turn	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			21	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Driver 2 Age:			37	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Female	
Environment Condition 1:			Strong wind	
Impact Location:			Within intersection	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			South	
Initial Impact Type:			Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:			Front centre	
Light:			Dark	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Ice	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			Stop sign	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 06-750	Date & Time: March 15, 2006 7:10 pm	cont'd
Notes:		
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Turning right	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	

Accident ID: 06-0558	Date & Time: May 13, 2006 1:55 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	42	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Female	
Environment Condition 1:	Rain	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Sequence of Events 1:	Animal - wild	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Jackknifing	
Towed Vehicle 1:	Other	
Traffic Control:	No control	
Trailer 1 Type:	Livestock	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

Accident ID: 06-0921	Date & Time: August 25, 2006 8:18 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	27	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 06-0921	Date & Time: August 25, 2006 8:18 pm	cont'd
Notes:		
Environment Condition 1:	Rain	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Top	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Regional municipality	
Sequence of Events 1:	Ran off road	
Sequence of Events 2:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 06-01206	Date & Time: November 22, 2006 7:59 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Fog, mist, smoke, dust	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Sequence of Events 3:	Rollover	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 06-01206	Date & Time: November 22, 2006 7:59 pm	cont'd
Notes:		

Vehicle 1 Type: Pick-up truck

Accident ID: 07-0312	Date & Time: June 5, 2007 10:50 am
Notes: Deer	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	51
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 07-0337	Date & Time: June 19, 2007 2:23 pm
Notes:	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	65
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 07-0337	Date & Time: June 19, 2007 2:23 pm	cont'd
Notes:		
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 07-636	Date & Time: November 16, 2007 6:28 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	24	
Driver 1 Condition:	Unknown	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 07-0548	Date & Time: November 19, 2007 8:55 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	60	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 07-0548	Date & Time: November 19, 2007 8:55 am	cont'd
Notes:		
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 07-666	Date & Time: December 1, 2007 11:26 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	42	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Female	
Driver 2 Age:	23	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	North	
Initial Direction of Travel 2:	South	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Ditch	
Thru Lane No.:	1	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 07-666	Date & Time: December 1, 2007 11:26 am	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 07-0652	Date & Time: December 6, 2007 5:25 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	53	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 08-0115	Date & Time: February 10, 2008 9:59 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Wrong way on one-way road	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	81	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Major	
Driver 1 Sex:	Female	
Driver 2 Age:	31	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minor	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 08-0115	Date & Time: February 10, 2008 9:59 am	cont'd
Notes:		
Driver 2 Sex:	Female	
Environment Condition 1:	Snow	
Environment Condition 2:	Drifting snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Slush	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Secondary Location of Vehicle 2 Damage or Area of Impact:		
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 08-20106	Date & Time: May 4, 2008 4:30 pm	
Notes: Wild turkey		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	48	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	08-20106	Date & Time:	May 4, 2008 4:30 pm	cont'd
Notes:	Wild turkey			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	08-20261	Date & Time:	September 8, 2008 8:30 pm	
Notes:	HVR Resort Entrance			
Accident Location:	At/near private drive			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	30			
Driver 1 Condition:	Inattentive			
Driver 1 Sex:	Male			
Environment Condition 1:	Rain			
Impact Location:	Not on roadway - left side			
Initial Direction of Travel 1:	North			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Undercarriage			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Skidding/sliding			
Sequence of Events 3:	Cable guide rail			
Traffic Control:	Stop sign			
Traffic Control Condition:	Functioning			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	08-20272	Date & Time:	September 21, 2008 8:10 am	
Notes:	@ HVR Entrance - Bicycle			
Accident Location:	Intersection related			
Apparent Driver 1 Action:	Failed to yield right-of-way			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	Non-fatal injury			
Driver 1 Age:	36			
Driver 1 Condition:	Inattentive			

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	08-20272	Date & Time:	September 21, 2008 8:10 am	cont'd
Notes:	@ HVR Entrance - Bicycle			
Driver 1 Sex:	Female			
Driver 2 Age:	52			
Driver 2 Condition:	Normal			
Driver 2 Injury:	Minor			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	North			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Angle (t-bone)			
Initial Location of Vehicle 1 Damage or Area of Impact:				
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Traffic Control:	Stop sign			
Traffic Control Condition:	Functioning			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Bicycle			
Accident ID:	09-00033	Date & Time:	January 13, 2009 8:08 am	
Notes:	@ Horseshoe entrance			
Accident Location:	At intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	Non-fatal injury			
Driver 1 Age:	32			
Driver 1 Condition:	Normal			
Driver 1 Injury:	Minimal			
Driver 1 Sex:	Female			
Environment Condition 1:	Snow			
Environment Condition 2:	Strong wind			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Packed snow			
Road Jurisdiction:	County or district			

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID:	09-00033	Date & Time:	January 13, 2009 8:08 am	cont'd
Notes:	@ Horseshoe entrance			
Secondary Location of Vehicle 1 Damage or Area of Impact:			Top	
Sequence of Events 1:			Snowbank/drift	
Sequence of Events 2:			Rollover	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Severe	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Passenger van (SUV)	
Accident ID:	09-00082	Date & Time:	January 18, 2009 5:29 pm	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Exceeding speed limit	
Classification of Accident:			P.D. only	
Driver 1 Age:			23	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Environment Condition 1:			Snow	
Impact Location:			Right shoulder	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Left front corner	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Packed snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Cable guide rail	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	09-00139	Date & Time:	January 31, 2009 3:00 pm	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Speed too fast for condition	
Classification of Accident:			P.D. only	
Driver 1 Age:			51	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Environment Condition 1:			Drifting snow	
Impact Location:			Right shoulder	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Right centre	
Light:			Daylight	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 09-00139	Date & Time: January 31, 2009 3:00 pm	cont'd
Notes:		
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Steel guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00426	Date & Time: August 20, 2009 1:07 pm	
Notes: Location on Horseshoe Valley Road not specified - Resort Entrance		
Accident Location:	Intersection related	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	26	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Female	
Driver 2 Age:	25	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Within intersection	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	West	
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	Stop sign	

MIDBLOCK ID: 6795

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N

Accident ID: 09-00426	Date & Time: August 20, 2009 1:07 pm	cont'd
Notes: Location on Horseshoe Valley Road not specified - Resort Entrance		
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 11-00473	Date & Time: November 6, 2011 7:50 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	53	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Top	
Light:	Dawn	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 03-0721	Date & Time: May 10, 2003 1:33 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too slow
Apparent Driver 2 Action:	Exceeding speed limit
Classification of Accident:	Non-fatal injury
Driver 1 Age:	39
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	40
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Passenger van (SUV)

Accident ID: 04-0423	Date & Time: March 5, 2004 5:30 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Female
Environment Condition 1:	Rain
Impact Location:	Right shoulder

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 04-0423	Date & Time: March 5, 2004 5:30 am	cont'd
Notes:		
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Slush	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 05-0154	Date & Time: January 25, 2005 6:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	67	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Fixed Object Offset 3:	Left of Roadway - Less than 3.1m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose sand or gravel	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 05-0236**Date & Time:** February 14, 2005 7:20 am**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	43
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	52
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Freezing rain
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Moderate
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile

Accident ID: 05-0350**Date & Time:** March 9, 2005 6:35 pm**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	Non-fatal injury
Driver 1 Age:	42
Driver 1 Condition:	Normal
Driver 1 Injury:	Minor
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Fixed Object Offset 2:	Left of Roadway - Less than 3.1m
Impact Location:	Left shoulder
Initial Direction of Travel 1:	West

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 05-0350	Date & Time: March 9, 2005 6:35 pm	cont'd
Notes:		
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Snowbank/drift	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 5-0392	Date & Time: July 4, 2005 9:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	53	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Snowbank/drift	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 05-1115	Date & Time: October 14, 2005 7:43 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	58
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Top
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Divided with restraining barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Cable guide rail
Towed Vehicle 1:	Recreation trailer or semi-trailer - house, tent
Traffic Control:	No control
Trailer 1 Connection:	Single drawbar dolly (A Train)
Trailer 1 Type:	Other
Vehicle 1 Damage:	None
Vehicle 1 Type:	Automobile

Accident ID: 05-01079	Date & Time: October 15, 2005 12:50 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	28
Driver 1 Condition:	Unknown
Driver 1 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	North
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	Township
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Cable guide rail
Sequence of Events 3:	Rollover

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 05-01079	Date & Time: October 15, 2005 12:50 am	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-0439	Date & Time: March 11, 2006 7:05 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	4	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right side complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 06-610	Date & Time: June 3, 2006 3:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	49	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Rain	
Fixed Object Offset 2:	Left of Roadway - Less than 3.1m	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID:	06-610	Date & Time:	June 3, 2006 3:00 pm	cont'd
Notes:				
Light:		Daylight		
Road 1 Alignment:		Straight on hill		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Wet		
Road 2 Alignment:		Straight on level		
Road 2 Character:		Undivided - two-way		
Road 2 Condition:		Good		
Road 2 Pavement Markings:		Exist		
Road 2 Surface:		Asphalt		
Road 2 Surface Condition:		Wet		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Skidding/sliding		
Sequence of Events 2:		Cable guide rail		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Severe		
Vehicle 1 Type:		Pick-up truck		
Accident ID: 06-1012				
Date & Time: September 23, 2006 9:55 am				
Notes:				
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Driving properly		
Classification of Accident:		Non-fatal injury		
Driver 1 Age:		19		
Driver 1 Condition:		Normal		
Environment Condition 1:		Clear		
Fixed Object Offset 2:		Left of Roadway - Less than 3.1m		
Impact Location:		Not on roadway - left side		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Left front		
Light:		Daylight		
Road 1 Alignment:		Straight on hill		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Wet		
Road Jurisdiction:		County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:		Left side complete		
Sequence of Events 2:		Cable guide rail		
Sequence of Events 3:		Rollover		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Demolished		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 06-1178	Date & Time: November 3, 2006 6:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Driver 2 Age:	29
Driver 2 Condition:	Had been drinking
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Back centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Reversing
Vehicle 1 Type:	Passenger van (SUV)
Vehicle 2 Damage:	Moderate
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile

Accident ID: 07-0547	Date & Time: November 11, 2007 8:07 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 07-0547	Date & Time: November 11, 2007 8:07 am	cont'd
Notes:		
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 07-0562d	Date & Time: November 26, 2007 5:30 pm	
Notes: 3 Veh		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Failed to yield right-of-way	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	43	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Female	
Driver 2 Age:	71	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Freezing rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Sideswipe	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road 2 Alignment:	Straight on hill	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Obscured	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 07-0562d	Date & Time: November 26, 2007 5:30 pm	cont'd
Notes: 3 Veh		
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Reversing	
Vehicle 2 Type:	Automobile	

Accident ID: 08-0009	Date & Time: January 5, 2008 1:40 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	48
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Non-existent
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Ditch
Sequence of Events 3:	Tree, shrub, stump
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 09-00014	Date & Time: January 7, 2009 8:10 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	60
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	South

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 09-00014	Date & Time: January 7, 2009 8:10 am	cont'd
Notes:		
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Sequence of Events 1:	Cable guide rail	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 10-00595	Date & Time: December 30, 2010 11:47 am	
Notes: 200m west of Line 4 - No driver information		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Other	
Classification of Accident:	P.D. only	
Driver 1 Age:	6	
Driver 1 Condition:	Normal	
Driver 2 Age:	6	
Driver 2 Condition:	Normal	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Non-existent	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID:	10-00595	Date & Time:	December 30, 2010 11:47 am	cont'd
Notes:	200m west of Line 4 - No driver information			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Moderate			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
Accident ID:	11-00103	Date & Time:	February 4, 2011 4:45 pm	
Notes:	500m west of Line 4 - No driver information			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	6			
Driver 1 Condition:	Normal			
Environment Condition 1:	Clear			
Fixed Object Offset 2:	Left of Roadway - Less than 3.1m			
Impact Location:	Left shoulder			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Cable guide rail			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	11-00177	Date & Time:	May 12, 2011 9:27 pm	
Notes:	200m west of 4th Line - No driver info			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	Non-fatal injury			
Driver 1 Age:	7			
Driver 1 Condition:	Normal			
Driver 2 Age:	7			
Driver 2 Condition:	Normal			
Environment Condition 1:	Snow			
Impact Location:	Within intersection			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	East			
Initial Impact Type:	Approaching (head on)			

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID:	11-00177	Date & Time:	May 12, 2011 9:27 pm	cont'd
Notes:	200m west of 4th Line - No driver info			
Initial Location of Vehicle 1 Damage or Area of Impact:			Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:			Front centre	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Loose snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Demolished	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			Demolished	
Vehicle 2 Manoeuver:			Going ahead	
Vehicle 2 Type:			Automobile	
Accident ID:	11-00533	Date & Time:	December 8, 2011 7:40 am	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Speed too fast for condition	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			Fatal injury	
Driver 1 Age:			18	
Driver 1 Condition:			Normal	
Driver 1 Injury:			Fatal	
Driver 1 Sex:			Female	
Driver 2 Age:			57	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Male	
Environment Condition 1:			Drifting snow	
Fixed Object Offset 2:			Left of Roadway - Less than 3.1m	
Impact Location:			Left shoulder	
Initial Direction of Travel 1:			East	
Initial Direction of Travel 2:			West	
Initial Impact Type:			Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:			Right side complete	
Initial Location of Vehicle 2 Damage or Area of Impact:			Front complete	
Light:			Dawn, artificial	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Divided - no barrier	
Road 1 Condition:			Poor	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Packed snow	
Road Jurisdiction:			County or district	

MIDBLOCK ID: 6636

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COUNTRY

Accident ID: 11-00533	Date & Time: December 8, 2011 7:40 am	cont'd
Notes:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Steel guide rail	
Sequence of Events 3:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Other	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Automobile	

MIDBLOCK ID: 6564

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILLIUM

Accident ID: 01-0987	Date & Time: December 20, 2001 3:55 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	139
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Rollover
Sequence of Events 3:	Tree, shrub, stump
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0118	Date & Time: January 27, 2002 1:05 pm
Notes:	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Improper turn
Classification of Accident:	P.D. only
Driver 1 Age:	48
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	146
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	South
Initial Impact Type:	Sideswipe
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle

MIDBLOCK ID: 6564

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILLIUM

Accident ID: 02-0118	Date & Time: January 27, 2002 1:05 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Overtaking	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Turning right	
Vehicle 2 Type:	Pick-up truck	

Accident ID: 02-0362	Date & Time: March 11, 2002 8:40 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	57
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	157
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	Municipal (excl. Twp. Rd.)
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Skidding/sliding
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Motorcycle

Accident ID: 03-0137	Date & Time: January 15, 2003 6:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	71

MIDBLOCK ID: 6564

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILLIUM

Accident ID:	03-0137	Date & Time:	January 15, 2003 6:30 pm	cont'd
Notes:				
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Environment Condition 1:			Snow	
Impact Location:			Within intersection	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - fixed object or unattended vehicle	
Light:			Dark	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Packed snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other	
Sequence of Events 2:			Ran off road	
Sequence of Events 3:			Concrete guide rail	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile, station wagon	
<hr/>				
Accident ID:	06-0346	Date & Time:	February 25, 2006 10:30 am	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Lost control	
Classification of Accident:			P.D. only	
Driver 1 Age:			48	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Male	
Environment Condition 1:			Snow	
Environment Condition 2:			Clear	
Fixed Object Offset 2:			Left of Roadway - 3.1m to 6.0m	
Impact Location:			Right shoulder	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Left front corner	
Light:			Daylight	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Loose snow	
Road Jurisdiction:			County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Left front	
Sequence of Events 1:			Skidding/sliding	
Sequence of Events 2:			Ditch	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	

MIDBLOCK ID: 6564

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILLIUM

Accident ID: 06-0346	Date & Time: February 25, 2006 10:30 am	cont'd
Notes:		
Vehicle 1 Manoeuvre:	Slowing or stopping	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 06-409	Date & Time: March 14, 2006 6:20 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	22	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Drifting snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 07-0592	Date & Time: November 7, 2007 6:30 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	59	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dawn	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	

MIDBLOCK ID: 6564

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILLIUM

Accident ID: 07-0592	Date & Time: November 7, 2007 6:30 am	cont'd
Notes:		
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

MIDBLOCK ID: 8677

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE ROA

Accident ID: 04-0333	Date & Time: April 1, 2004 3:40 pm
Notes: Clipped mirrors	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Improper lane change
Classification of Accident:	P.D. only
Driver 1 Age:	54
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Condition:	Unknown
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	East
Initial Impact Type:	Approaching (head on)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre
Initial Location of Vehicle 2 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	None
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Delivery van

Accident ID: 08-20833	Date & Time: December 20, 2008 12:38 pm
Notes: 3 Veh	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Apparent Driver 3 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	40
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	27
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Driver 3 Age:	60
Driver 3 Condition:	Normal
Driver 3 Sex:	Male

MIDBLOCK ID: 8677

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE ROA

Accident ID:	08-20833	Date & Time:	December 20, 2008 12:38 pm	cont'd
Notes:	3 Veh			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	North			
Initial Direction of Travel 2:	East			
Initial Direction of Travel 3:	East			
Initial Impact Type:	Angle (t-bone)			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Initial Location of Vehicle 2 Damage or Area of Impact:				
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Packed snow			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Sequence of Events 5:	Skidding/sliding			
Sequence of Events 7:	Other motor vehicle			
Sequence of Events 8:	Cable guide rail			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Motorized snow vehicle			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	None			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
Vehicle 3 Condition:	No apparent defect			
Vehicle 3 Manoeuver:	Going ahead			
Vehicle 3 Type:	Pick-up truck			

Accident ID:	09-01036	Date & Time:	December 4, 2009 5:55 pm
Notes:	300m east of Golf Course Road		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	47		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		

MIDBLOCK ID: 8677

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE ROA

Accident ID:	09-01036	Date & Time:	December 4, 2009 5:55 pm	cont'd
Notes:	300m east of Golf Course Road			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Non-existent			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Severe			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	10-00740	Date & Time:	August 22, 2010 3:50 pm	
Notes:	350m east of Golf Course Road			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Following too close			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	42			
Driver 1 Sex:	Male			
Driver 2 Age:	45			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Rear end			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete			
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			

MIDBLOCK ID: 8677

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE ROA

Accident ID: 10-00740	Date & Time: August 22, 2010 3:50 pm	cont'd
Notes: 350m east of Golf Course Road		
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Passenger van (SUV)	

MIDBLOCK ID: 6638

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTRY CLUB LANE & PINE RIDGE

Accident ID: 02-1278	Date & Time: November 5, 2002 11:57 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	148
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road 2 Surface Condition:	Slush
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 01-1062	Date & Time: December 14, 2001 5:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	143
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Within intersection
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Rollover
Sequence of Events 3:	Ditch
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 01-1100	Date & Time: December 30, 2001 1:50 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	117
Driver 1 Sex:	Female
Environment Condition 1:	Drifting snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Obscured
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Pole (sign, parking meter)
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 01-1100	Date & Time: December 30, 2001 1:50 pm	cont'd
Notes:		
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 03-0305	Date & Time: March 23, 2003 8:40 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	22	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Off highway	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Rollover	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 04-426	Date & Time: May 19, 2004 9:35 pm	
Notes: medical problem (lost control)		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Other	
Classification of Accident:	P.D. only	
Driver 1 Age:	61	
Driver 1 Condition:	Unknown	
Driver 1 Injury:	Fatal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Fixed Object Offset 2:	Left of Roadway - 6.1m to 9.0m	
Fixed Object Offset 3:	Left of Roadway - 6.1m to 9.0m	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID:	04-426	Date & Time:	May 19, 2004 9:35 pm	cont'd
Notes:	medical problem (lost control)			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Exist			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	Township			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Ditch			
Sequence of Events 3:	Ditch			
Sequence of Events 4:	Pole (utility, tower)			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Truck - closed			
Accident ID:	04-673	Date & Time:	August 7, 2004 10:31 am	
Notes:	@Park Entrance			
Accident Location:	Intersection related			
Apparent Driver 1 Action:	Improper turn			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	48			
Driver 1 Condition:	Inattentive			
Driver 1 Sex:	Male			
Driver 2 Age:	47			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Left turn lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Turning movement			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left rear			
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 2 Damage or Area of Impact:				
Sequence of Events 1:	Other motor vehicle			

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 04-673	Date & Time: August 7, 2004 10:31 am	cont'd
Notes: @Park Entrance		
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 04-1020	Date & Time: December 3, 2004 7:00 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	63
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Fixed Object Offset 3:	Left of Roadway - 3.1m to 6.0m
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Other
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 06-138a	Date & Time: February 5, 2006 3:00 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	38
Driver 1 Condition:	Normal
Driver 1 Sex:	Male

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 06-138a	Date & Time: February 5, 2006 3:00 am	cont'd
Notes:		
Environment Condition 1:	Freezing rain	
Impact Location:	Off highway	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Packed snow	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-608	Date & Time: July 28, 2006 9:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	45	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Sequence of Events 1:	Debris on road	

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 06-608	Date & Time: July 28, 2006 9:30 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

Accident ID: 07-1211	Date & Time: December 24, 2007 11:19 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	Non-fatal injury
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Male
Environment Condition 1:	Freezing rain
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - one-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Rollover
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 09-00225d	Date & Time: February 23, 2009 6:55 pm
Notes: 500m west of Gill	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	27
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Drifting snow
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Light:	Dark

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID:	09-00225d	Date & Time:	February 23, 2009 6:55 pm	cont'd
Notes:	500m west of Gill			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Obscured			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Loose snow			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:				
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	11-00037	Date & Time:	January 4, 2011 3:00 pm	
Notes:	200m east of CR 27			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	45			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Strong wind			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road 2 Alignment:	Straight on level			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Obscured			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ran off road			

MIDBLOCK ID: 7611

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD

Accident ID: 11-00037	Date & Time: January 4, 2011 3:00 pm	cont'd
Notes: 200m east of CR 27		
Sequence of Events 3:	Rollover	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 7940

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD

Accident ID: 04-579

Date & Time: July 14, 2004 4:10 pm

Notes:

Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	34
Driver 1 Condition:	Unknown
Driver 1 Injury:	Major
Driver 1 Sex:	Female
Driver 2 Age:	40
Driver 2 Condition:	Normal
Driver 2 Injury:	None
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	East
Initial Impact Type:	Approaching (head on)
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Under repair or construction
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left rear
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Towed Vehicle 2:	Large semi-trailer
Traffic Control:	No control
Trailer 2 Type:	Tank
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Demolished
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Truck - closed

Accident ID: 06-0699

Date & Time: August 25, 2006 6:50 pm

Notes:

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Speed too slow
Classification of Accident:	P.D. only
Driver 1 Age:	58
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	18

MIDBLOCK ID: 7940

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD

Accident ID: 06-0699	Date & Time: August 25, 2006 6:50 pm	cont'd
Notes:		
Driver 2 Condition:	Normal	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Sideswipe	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Left front corner	
Light:	Dusk	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Pulling away from shoulder or curb	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 09-00579	Date & Time: June 30, 2009 10:00 am	
Notes: Driver 2 information is unknown		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	5	
Driver 2 Condition:	Unknown	
Environment Condition 1:	Clear	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	

MIDBLOCK ID: 7940

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD

Accident ID:	09-00579	Date & Time:	June 30, 2009 10:00 am	cont'd
Notes:	Driver 2 information is unknown			
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Ran off road	
Sequence of Events 2:			Pole (sign, parking meter)	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Light	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Vehicle 2 Condition:			No apparent defect	
Vehicle 2 Damage:			None	
Vehicle 2 Manoeuver:			Going ahead	
Vehicle 2 Type:			Truck - dump	

Accident ID:	12-00042	Date & Time:	December 27, 2011 1:55 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	20		
Driver 1 Condition:	Normal		
Driver 1 Injury:	Major		
Driver 1 Sex:	Female		
Driver 2 Age:	46		
Driver 2 Condition:	Normal		
Driver 2 Injury:	Major		
Driver 2 Sex:	Female		
Environment Condition 1:	Snow		
Environment Condition 2:	Strong wind		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	East		
Initial Impact Type:	Approaching (head on)		
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete		
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete		
Light:	Daylight		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Packed snow		
Road 2 Alignment:	Straight on level		
Road 2 Character:	Undivided - two-way		
Road 2 Condition:	Good		
Road 2 Pavement Markings:	Exist		
Road 2 Surface:	Asphalt		
Road 2 Surface Condition:	Packed snow		
Road Jurisdiction:	County or district		
Secondary Location of Vehicle 2 Damage or Area of Impact:	Top		

MIDBLOCK ID: 7940

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD

Accident ID: 12-00042	Date & Time: December 27, 2011 1:55 pm	cont'd
Notes:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Rollover	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

MIDBLOCK ID: 9158

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & HIGHWAY 26

Accident ID: 01-997	Date & Time: December 3, 2001 7:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Other
Classification of Accident:	P.D. only
Driver 1 Age:	143
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	South
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Curve on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 2:	Rollover
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)

Accident ID: 02-191	Date & Time: February 27, 2002 2:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	155
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	North
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road 2 Alignment:	Straight on level

MIDBLOCK ID: 9158

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & HIGHWAY 26

Accident ID: 02-191	Date & Time: February 27, 2002 2:45 pm	cont'd
Notes:		
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Pole (sign, parking meter)	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 02-0283	Date & Time: March 22, 2002 11:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	116	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Off highway	
Initial Direction of Travel 1:	South	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Pole (sign, parking meter)	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	

MIDBLOCK ID: 9019

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & VESPRA VALLEY

Accident ID: 03-1012	Date & Time: December 2, 2003 6:04 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	67
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Drifting snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 04-355d	Date & Time: April 10, 2004 6:13 am
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	33
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Dawn
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead

MIDBLOCK ID: 9019

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & VESPRA VALLEY

Accident ID: 04-355d	Date & Time: April 10, 2004 6:13 am	cont'd
Notes: Deer		
Vehicle 1 Type:	Automobile	
Accident ID: 04-852	Date & Time: October 18, 2004 7:50 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	17	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Environment Condition 1:	Rain	
Fixed Object Offset 1:	Right of Roadway - 3.1m to 6.0m	
Fixed Object Offset 2:	Right of Roadway - 3.1m to 6.0m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dawn	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Poor	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Sequence of Events 1:	Other	
Sequence of Events 2:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 09-01006	Date & Time: November 26, 2009 5:28 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	59	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	

MIDBLOCK ID: 9019

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & VESPRA VALLEY

Accident ID: 09-01006	Date & Time: November 26, 2009 5:28 pm	cont'd
Notes:		
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 11-01018	Date & Time: November 30, 2011 12:15 pm	
Notes: 200m west of Vespra Valley Rd		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	34	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Strong wind	
Fixed Object Offset 3:	Right of Roadway - 3.1m to 6.0m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Slush	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Fence/noise barrier	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Delivery van	

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 02-190	Date & Time: February 26, 2002 7:50 pm
Notes: Colision involves 3 vehicles.	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Other
Classification of Accident:	P.D. only
Driver 1 Age:	134
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	41
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	West
Initial Impact Type:	Approaching (head on)
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road 2 Alignment:	Straight on hill
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Obscured
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Skidding/sliding
Sequence of Events 4:	Unattended vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Truck - tractor
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Stopped
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 02-268	Date & Time: March 21, 2002 12:15 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	33
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 02-268	Date & Time: March 21, 2002 12:15 pm	cont'd
Notes:		
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	Township	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	

Accident ID: 02-763	Date & Time: August 26, 2002 11:15 am
Notes: Colision involves 3 vehicles.	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Improper passing
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	82
Driver 1 Condition:	Normal
Driver 1 Injury:	
Driver 1 Sex:	Male
Driver 2 Age:	118
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Sideswipe
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Character:	Undivided - two-way
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 2:	Rollover
Sequence of Events 3:	Ditch
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Overtaking
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Overtaking
Vehicle 2 Type:	Automobile, station wagon

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 02-991**Date & Time:** November 16, 2002 12:45 am**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	150
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 03-271**Date & Time:** March 9, 2003 6:00 pm**Notes:**

Accident Location:	Non intersection
Apparent Driver 2 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	20
Driver 1 Sex:	Female
Driver 2 Condition:	Normal
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road 2 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Traffic Control:	No control
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 03-0816**Date & Time:** October 4, 2003 7:15 pm**Notes:**

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID:	03-0816	Date & Time:	October 4, 2003 7:15 pm	cont'd
Notes:				
Accident Location:	At/near private drive			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	29			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Left shoulder			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - fixed object or unattended vehicle			
Light:	Dusk			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Turning left			
Vehicle 1 Type:	Pick-up truck			
<hr/>				
Accident ID:	04-1024	Date & Time:	December 3, 2004 7:20 pm	
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	55			
Driver 1 Condition:	Normal			
Driver 1 Injury:	None			
Driver 1 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 04-1024	Date & Time: December 3, 2004 7:20 pm	cont'd
Notes:		
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

Accident ID: 04-1153	Date & Time: December 30, 2004 7:30 pm
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	50
Driver 1 Condition:	Unknown
Driver 1 Injury:	None
Driver 1 Sex:	Male
Environment Condition 1:	Freezing rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 06-0119	Date & Time: January 30, 2006 9:13 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	20
Driver 1 Condition:	Normal
Driver 1 Injury:	Minimal
Driver 1 Sex:	Male
Environment Condition 1:	Clear

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 06-0119	Date & Time: January 30, 2006 9:13 pm	cont'd
Notes:		
Fixed Object Offset 3:	Left of Roadway - 3.1m to 6.0m	
Impact Location:	Off highway	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Rollover	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

Accident ID: 06-964	Date & Time: November 20, 2006 7:05 am
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	59
Driver 1 Sex:	Male
Driver 2 Condition:	Normal
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 06-964	Date & Time: November 20, 2006 7:05 am	cont'd
Notes: Deer		
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	

Accident ID: 06-1105d	Date & Time: December 30, 2006 8:00 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	51	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

Accident ID: 07-090	Date & Time: January 26, 2007 7:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Improper passing	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	38	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	50	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 07-090	Date & Time: January 26, 2007 7:00 pm	cont'd
Notes:		
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:		
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Ditch	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Overtaking	
Vehicle 2 Type:	Automobile	

Accident ID: 07-679	Date & Time: July 12, 2007 12:10 pm
Notes: @911#2989	
Accident Location:	Other
Apparent Driver 1 Action:	Other
Classification of Accident:	Non-reportable
Driver 1 Age:	47
Driver 1 Condition:	Had been drinking
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Curb
Traffic Control:	No control

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID:	07-679	Date & Time:	July 12, 2007 12:10 pm	cont'd
Notes:	@911#2989			
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Light	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	09-00131	Date & Time:	January 26, 2009 6:45 pm	
Notes:	@911#3198			
Accident Location:			At/near private drive	
Apparent Driver 1 Action:			Lost control	
Classification of Accident:			P.D. only	
Driver 1 Age:			51	
Driver 1 Condition:			Ability impaired, alcohol (over .08)	
Driver 1 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Not on roadway - right side	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:				
Light:			Dark	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Ran off road	
Sequence of Events 2:			Snowbank/drift	
Sequence of Events 3:			Ditch	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	
Accident ID:	10-00916d	Date & Time:	November 9, 2010 5:50 pm	
Notes:	400m west of Fox Farm Rd			
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			21	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front complete	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	

MIDBLOCK ID: 7394

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD

Accident ID: 10-00916d	Date & Time: November 9, 2010 5:50 pm	cont'd
Notes: 400m west of Fox Farm Rd		
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID: 01-910	Date & Time: November 1, 2001 5:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	147
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dusk
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 05-033	Date & Time: January 13, 2005 10:45 pm
Notes:	
Accident Location:	Overpass or bridge
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	20
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Off highway
Initial Direction of Travel 1:	East
Initial Impact Type:	Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Slush
Road 2 Alignment:	Straight on level
Road 2 Pavement Markings:	Exist
Road 2 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Rollover
Sequence of Events 2:	Ditch
Traffic Control:	No control

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID: 05-033	Date & Time: January 13, 2005 10:45 pm	cont'd
Notes:		
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

Accident ID: 05-0326d	Date & Time: April 2, 2005 1:35 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	89
Driver 1 Condition:	Inattentive
Driver 1 Injury:	None
Driver 1 Sex:	Male
Environment Condition 1:	Rain
Initial Direction of Travel 1:	West
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	Township
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right front corner
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Cable guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 06-134	Date & Time: February 4, 2006 5:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	25
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	5
Driver 2 Condition:	Normal
Driver 2 Sex:	Female

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID: 06-134	Date & Time: February 4, 2006 5:00 pm	cont'd
Notes:		
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road 2 Alignment:	Straight on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Obscured	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Other motor vehicle	
Sequence of Events 3:	Skidding/sliding	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Skidding/sliding	
Sequence of Events 6:	Ran off road	
Thru Lane No.:	1	
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 07-360	Date & Time: March 18, 2007 12:01 am
Notes: @911#2688	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	36
Driver 1 Condition:	Had been drinking
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID:	07-360	Date & Time:	March 18, 2007 12:01 am	cont'd
Notes:	@911#2688			
Initial Location of Vehicle 1 Damage or Area of Impact:			Front complete	
Light:			Dark	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Ran off road	
Sequence of Events 2:			Ditch	
Sequence of Events 3:			Culvert	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Demolished	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Pick-up truck	
Accident ID:	08-20474	Date & Time:	August 24, 2008 4:04 pm	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Following too close	
Apparent Driver 2 Action:			Driving properly	
Classification of Accident:			P.D. only	
Driver 1 Age:			44	
Driver 1 Condition:			Inattentive	
Driver 1 Sex:			Male	
Driver 2 Age:			55	
Driver 2 Condition:			Normal	
Driver 2 Sex:			Male	
Environment Condition 1:			Clear	
Impact Location:			Thru lane	
Initial Direction of Travel 1:			West	
Initial Direction of Travel 2:			West	
Initial Impact Type:			Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front complete	
Initial Location of Vehicle 2 Damage or Area of Impact:				
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other motor vehicle	
Sequence of Events 4:			Other motor vehicle	
Thru Lane No.:			1	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Severe	

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID: 08-20474	Date & Time: August 24, 2008 4:04 pm	cont'd
Notes:		
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Passenger van (SUV)	

Accident ID: 08-20747	Date & Time: November 25, 2008 8:50 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	59
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	18
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Damage:	Light
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile

Accident ID: 10-00584	Date & Time: July 23, 2010 10:20 am
Notes: Address #2703	
Accident Location:	At/near private drive
Apparent Driver 1 Action:	Improper passing

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID:	10-00584	Date & Time:	July 23, 2010 10:20 am	cont'd
Notes:	Address #2703			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	54			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Driver 2 Age:	48			
Driver 2 Condition:	Normal			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	West			
Initial Impact Type:	Turning movement			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear corner			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Light			
Vehicle 2 Manoeuver:	Turning left			
Vehicle 2 Type:	Automobile			
Accident ID:	11-01092	Date & Time:	December 22, 2011 4:30 am	
Notes:	300m west of Old Second South			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Classification of Accident:	P.D. only			
Driver 1 Age:	21			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Clear			
Fixed Object Offset 3:	Right of Roadway - Less than 3.1m			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			

MIDBLOCK ID: 7267

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND S

Accident ID:	11-01092	Date & Time:	December 22, 2011 4:30 am	cont'd
Notes:	300m west of Old Second South			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Undercarriage			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Demolished			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

MIDBLOCK ID: 8868

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA VALLE

Accident ID:	03-670	Date & Time:	August 8, 2003 5:04 pm
Notes:	@911#4340		
Accident Location:	At/near private drive		
Apparent Driver 1 Action:	Improper turn		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	35		
Driver 1 Condition:	Inattentive		
Driver 1 Sex:	Male		
Driver 2 Age:	28		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Direction of Travel 2:	East		
Initial Impact Type:	Sideswipe		
Light:	Daylight		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Dry		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Sequence of Events 5:	Skidding/sliding		
Sequence of Events 6:	Ditch		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Manoeuver:	Turning left		
Vehicle 1 Type:	Automobile, station wagon		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Manoeuver:	Overtaking		
Vehicle 2 Type:	Truck - open		

Accident ID:	03-897	Date & Time:	November 7, 2003 10:35 pm
Notes:	Roll Over		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Speed too fast for condition		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	18		
Driver 1 Condition:	Normal		
Driver 1 Injury:			
Driver 1 Sex:	Male		
Environment Condition 1:	Snow		
Impact Location:	Not on roadway - right side		
Initial Direction of Travel 1:	West		
Initial Impact Type:	SMV - fixed object or unattended vehicle		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		

MIDBLOCK ID: 8868

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA VALLE

Accident ID:	03-897	Date & Time:	November 7, 2003 10:35 pm	cont'd
Notes:	Roll Over			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Gravel or crushed stone			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Accident ID:	04-0011	Date & Time:	January 6, 2004 6:45 am	
Notes:	@911#4329			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Classification of Accident:	P.D. only			
Driver 1 Age:	32			
Driver 1 Condition:	Inattentive			
Driver 1 Sex:	Female			
Environment Condition 1:	Strong wind			
Environment Condition 2:	Snow			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Slush			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right side complete			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Rollover			
Sequence of Events 3:	Pole (sign, parking meter)			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Severe			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	04-1121	Date & Time:	December 22, 2004 3:50 pm	
Notes:	snowmobile			
Apparent Driver 1 Action:	Lost control			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	Non-fatal injury			
Driver 1 Age:	0			
Driver 1 Injury:	Minimal			
Driver 1 Sex:	Male			

MIDBLOCK ID: 8868

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA VALLE

Accident ID: 04-1121	Date & Time: December 22, 2004 3:50 pm	cont'd
Notes: snowmobile		
Environment Condition 1:	Clear	
Initial Direction of Travel 1:	North	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear	
Light:	Daylight	
Road 1 Surface:	Gravel or crushed stone	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	Private property	
Traffic Control:	No control	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Turning right	
Vehicle 1 Type:	Motorized snow vehicle	
Vehicle 2 Damage:	Light	
Vehicle 2 Type:	Pick-up truck	

Accident ID: 06-282	Date & Time: March 13, 2006 7:26 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Failed to yield right-of-way
Classification of Accident:	P.D. only
Driver 1 Age:	71
Driver 1 Condition:	Unknown
Driver 1 Sex:	Female
Environment Condition 1:	Fog, mist, smoke, dust
Fixed Object Offset 2:	Left of Roadway - 6.1m to 9.0m
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 07-1022d	Date & Time: November 7, 2007 10:20 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only

MIDBLOCK ID: 8868

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA VALLE

Accident ID: 07-1022d	Date & Time: November 7, 2007 10:20 am	cont'd
Notes:		
Driver 1 Age:	64	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Pole (utility, tower)	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

MIDBLOCK ID: 9218

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 26 & HIGHWAY 26

Accident ID: 02-682	Date & Time: August 7, 2002 4:45 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Driving properly
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	69
Driver 1 Sex:	Female
Driver 2 Age:	150
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	South
Initial Impact Type:	Rear end
Light:	Daylight
Pedestrian 1 Condition:	Normal
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	Stop sign
Traffic Control Condition:	Functioning
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile, station wagon

MIDBLOCK ID: 6979

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 N

Accident ID: 03-0925	Date & Time: July 22, 2003 4:10 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	22
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	82
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	East
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	Township
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Truck - tractor
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile, station wagon

MIDBLOCK ID: 7009

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 S

Accident ID: 02-351	Date & Time: March 10, 2002 11:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	118
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	117
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Direction of Travel 2:	West
Initial Impact Type:	Approaching (head on)
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Going ahead
Vehicle 2 Type:	Automobile, station wagon

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID: 01-0348	Date & Time: April 1, 2001 8:30 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	164
Driver 1 Condition:	Inattentive
Driver 1 Injury:	
Driver 1 Sex:	Female
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	Township
Sequence of Events 2:	Skidding/sliding
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0075	Date & Time: January 18, 2002 2:35 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	Non-fatal injury
Driver 1 Condition:	Had been drinking
Driver 1 Injury:	
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Snowbank/drift
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID:	03-988	Date & Time:	November 30, 2003 1:54 pm
Notes:	@Rail Crossing		
Accident Location:	At railway crossing		
Apparent Driver 1 Action:	Speed too fast for condition		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	27		
Driver 1 Condition:	Inattentive		
Driver 1 Sex:	Male		
Driver 2 Age:	45		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Female		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Direction of Travel 2:	East		
Initial Impact Type:	Rear end		
Light:	Daylight		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Traffic Control:	Traffic signal		
Traffic Control Condition:	Functioning		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile, station wagon		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Manoeuver:	Stopped		
Vehicle 2 Type:	Automobile, station wagon		

Accident ID:	5-1005	Date & Time:	September 21, 2005 6:18 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 2 Action:	Exceeding speed limit		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	19		
Driver 1 Injury:	Minor		
Driver 1 Sex:	Female		
Driver 2 Condition:	Normal		
Environment Condition 1:	Clear		
Fixed Object Offset 3:	Left of Roadway - 3.1m to 6.0m		
Impact Location:	Not on roadway - left side		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete		
Light:	Daylight		
Road 1 Alignment:	Straight on level		

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID: 5-1005	Date & Time: September 21, 2005 6:18 pm	cont'd
Notes:		
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Rollover	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

Accident ID: 08-20263d	Date & Time: September 15, 2008 9:16 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Following too close
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	55
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Driver 2 Age:	77
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Rain
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Initial Location of Vehicle 2 Damage or Area of Impact:	
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Pick-up truck
Vehicle 2 Condition:	No apparent defect

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID: 08-20263d	Date & Time: September 15, 2008 9:16 am	cont'd
Notes:		
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00026	Date & Time: January 10, 2009 9:30 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	39	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00157	Date & Time: January 23, 2009 4:30 am	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	48	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:		
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID: 09-00157	Date & Time: January 23, 2009 4:30 am	cont'd
Notes: Deer		
Road Jurisdiction:	County or district	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Type:	Automobile	
Vehicle 2 Manoeuver:	Reversing	

Accident ID: 09-00195	Date & Time: February 17, 2009 11:55 pm
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Condition:	Normal
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Type:	Automobile
Vehicle 2 Manoeuver:	Reversing

Accident ID: 10-00253	Date & Time: June 30, 2010 4:21 pm
Notes: 100m east of Highway 400	
Accident Location:	At intersection
Apparent Driver 1 Action:	Improper turn
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	Non-fatal injury
Driver 1 Age:	53
Driver 1 Condition:	Normal
Driver 1 Injury:	Minor
Driver 1 Sex:	Male

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID:	10-00253	Date & Time:	June 30, 2010 4:21 pm	cont'd
Notes:	100m east of Highway 400			
Driver 2 Age:	47			
Driver 2 Condition:	Normal			
Driver 2 Injury:	Minimal			
Driver 2 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Direction of Travel 2:	East			
Initial Impact Type:	Turning movement			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front			
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road 2 Alignment:	Curve on hill			
Road 2 Character:	Ramp			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Exist			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Demolished			
Vehicle 1 Manoeuver:	Turning left			
Vehicle 1 Type:	Passenger van (SUV)			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Demolished			
Vehicle 2 Manoeuver:	Going ahead			
Vehicle 2 Type:	Automobile			
Accident ID:	11-00180	Date & Time:	March 11, 2011 10:10 pm	
Notes:	100m east of Highway 400			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	7			
Driver 1 Condition:	Normal			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre			
Light:	Dark			
Road 1 Alignment:	Straight on level			

MIDBLOCK ID: 6967

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCLE

Accident ID:	11-00180	Date & Time:	March 11, 2011 10:10 pm	cont'd
Notes:	100m east of Highway 400			
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Non-existent	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Dry	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Animal - wild	
Thru Lane No.:			1	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Light	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Passenger van (SUV)	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 01-958	Date & Time: November 20, 2001 1:00 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	118
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dawn
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-908	Date & Time: October 24, 2002 1:30 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	165
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Reversing

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 02-908	Date & Time: October 24, 2002 1:30 am	cont'd
Notes:		
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 03-722	Date & Time: August 23, 2003 4:20 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	79	
Driver 1 Condition:	Fatigue	
Driver 1 Injury:		
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 03-0919	Date & Time: November 11, 2003 7:05 pm	
Notes: Roll Over- FATAL		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Failed to yield right-of-way	
Classification of Accident:	Fatal injury	
Driver 1 Age:	29	
Driver 1 Condition:	Normal	
Driver 1 Injury:		
Driver 1 Sex:	Female	
Driver 2 Age:	51	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID:	03-0919	Date & Time:	November 11, 2003 7:05 pm	cont'd
Notes:	Roll Over- FATAL			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road Jurisdiction:	County or district			
Sequence of Events 2:	Rollover			
Sequence of Events 3:	Ditch			
Sequence of Events 5:	Rollover			
Sequence of Events 6:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Changing lanes			
Vehicle 1 Type:	Automobile, station wagon			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Manoeuver:	Changing lanes			
Vehicle 2 Type:	Automobile, station wagon			

Accident ID:	03-0939	Date & Time:	November 15, 2003 4:25 pm
Notes:			
Accident Location:	At/near private drive		
Apparent Driver 1 Action:	Following too close		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	77		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Male		
Driver 2 Age:	37		
Driver 2 Condition:	Normal		
Driver 2 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	West		
Initial Impact Type:	Rear end		
Light:	Daylight		
Road 1 Alignment:	Curve on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Sequence of Events 5:	Rollover		
Sequence of Events 6:	Ditch		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile, station wagon		
Vehicle 2 Condition:	No apparent defect		

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 03-0939	Date & Time: November 15, 2003 4:25 pm	cont'd
Notes:		
Vehicle 2 Manoeuver:	Turning right	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 03-974	Date & Time: November 26, 2003 6:00 pm	
Notes: Roll Over-Swerve to miss deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	32	
Driver 1 Condition:	Normal	
Driver 1 Injury:		
Driver 1 Sex:	Female	
Environment Condition 1:	Rain	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 04-1045	Date & Time: December 9, 2004 8:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Condition:	Unknown	
Driver 2 Age:	56	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Fixed Object Offset 5:	Left of Roadway - 6.1m to 9.0m	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Curve on level	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 04-1045	Date & Time: December 9, 2004 8:30 pm	cont'd
Notes:		
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Top	
Sequence of Events 4:	Ran off road	
Sequence of Events 5:	Ditch	
Sequence of Events 6:	Rollover	
Traffic Control:	No control	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuver:	Changing lanes	
Vehicle 1 Type:	Unknown	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Demolished	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 05-025	Date & Time: January 12, 2005 10:28 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 2 Action:	Speed too slow
Classification of Accident:	P.D. only
Driver 1 Age:	47
Driver 1 Injury:	None
Driver 1 Sex:	Male
Driver 2 Condition:	Normal
Environment Condition 1:	Fog, mist, smoke, dust
Environment Condition 2:	Strong wind
Impact Location:	Not on roadway - right side
Initial Direction of Travel 2:	North
Initial Impact Type:	Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Light:	Dark
Road 1 Alignment:	Curve on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Undercarriage
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Tree, shrub, stump

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 05-025	Date & Time: January 12, 2005 10:28 am	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Type:	Automobile	
Accident ID: 05-0357	Date & Time: April 3, 2005 7:23 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	72	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right centre	
Light:	Dusk	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Slush	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Street car	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-1083	Date & Time: December 25, 2006 6:30 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	21	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Fixed Object Offset 3:	Left of Roadway - Greater than 9.0m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID:	06-1083	Date & Time:	December 25, 2006 6:30 pm	cont'd
Notes:	Deer			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Severe			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

Accident ID:	07-217	Date & Time:	February 18, 2007 9:44 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Classification of Accident:	P.D. only		
Driver 1 Age:	20		
Driver 1 Condition:	Ability impaired, alcohol (over .08)		
Driver 1 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Not on roadway - right side		
Initial Direction of Travel 1:	West		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Wet		
Road Jurisdiction:	County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front centre		
Sequence of Events 1:	Ran off road		
Sequence of Events 2:	Snowbank/drift		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	None		
Vehicle 1 Manoeuver:	Slowing or stopping		
Vehicle 1 Type:	Automobile		

Accident ID:	07-858	Date & Time:	August 28, 2007 2:57 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Following too close		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 07-858	Date & Time: August 28, 2007 2:57 pm	cont'd
Notes:		
Driver 1 Age:	88	
Driver 1 Condition:	Inattentive	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Driver 2 Age:	40	
Driver 2 Condition:	Normal	
Driver 2 Injury:	Minimal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right rear corner	
Light:	Daylight	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:		
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	School bus	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	
Vehicle 2 Manoeuver:	Stopped	
Vehicle 2 Type:	Automobile	

Accident ID: 08-094	Date & Time: January 24, 2008 9:50 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 2 Age:	27	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Drifting snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 08-094	Date & Time: January 24, 2008 9:50 pm	cont'd
Notes:		
Light:	Dusk	
Road 1 Alignment:	Curve on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road 2 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 2 Damage or Area of Impact:		
Sequence of Events 4:	Ran off road	
Sequence of Events 5:	Pole (utility, tower)	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	

Accident ID: 08-20527	Date & Time: September 12, 2008 3:45 am	
Notes: Swerved to miss Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	19	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minimal	
Driver 1 Sex:	Male	
Environment Condition 1:	Rain	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Animal - wild	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID: 08-20811	Date & Time: December 15, 2008 8:18 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	17
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Strong wind
Environment Condition 2:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Demolished
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 11-00416	Date & Time: May 6, 2011 10:03 pm
Notes: 200m from Old Second South	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	55
Driver 1 Condition:	Ability impaired, alcohol
Driver 1 Sex:	Male
Environment Condition 1:	Fog, mist, smoke, dust
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Dark
Road 1 Alignment:	Curve on level

MIDBLOCK ID: 7120

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N

Accident ID:	11-00416	Date & Time:	May 6, 2011 10:03 pm	cont'd
Notes:	200m from Old Second South			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Ran off road			
Sequence of Events 2:	Ditch			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID: 02-195961	Date & Time: October 27, 2002 8:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	30
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-1274	Date & Time: November 21, 2002 8:15 pm
Notes: @911#1246-Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	49
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 02-1328	Date & Time: December 3, 2002 11:58 am
Notes:	
Accident Location:	Non intersection

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID:	02-1328	Date & Time:	December 3, 2002 11:58 am	cont'd
Notes:				
Apparent Driver 1 Action:			Lost control	
Classification of Accident:			P.D. only	
Driver 1 Age:			121	
Driver 1 Condition:			Normal	
Driver 1 Sex:			Female	
Environment Condition 1:			Drifting snow	
Impact Location:			Not on roadway - left side	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - fixed object or unattended vehicle	
Light:			Dark	
Road 1 Alignment:			Curve on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Loose snow	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Other	
Sequence of Events 2:			Skidding/sliding	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Passenger van (SUV)	
<hr/>				
Accident ID:	06-161	Date & Time:	January 29, 2006 3:50 pm	
Notes:				
Accident Location:			Non intersection	
Apparent Driver 1 Action:			Speed too fast for condition	
Classification of Accident:			Non-fatal injury	
Driver 1 Age:			27	
Driver 1 Condition:			Normal	
Driver 1 Injury:			Minimal	
Driver 1 Sex:			Male	
Environment Condition 1:			Rain	
Fixed Object Offset 3:			Left of Roadway - Less than 3.1m	
Impact Location:			Not on roadway - left side	
Initial Direction of Travel 1:			West	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front centre	
Light:			Daylight	
Road 1 Alignment:			Straight on level	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Exist	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Slush	
Road Jurisdiction:			County or district	
Sequence of Events 1:			Skidding/sliding	
Sequence of Events 2:			Ran off road	
Sequence of Events 3:			Steel guide rail	
Traffic Control:			No control	

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID: 06-161	Date & Time: January 29, 2006 3:50 pm	cont'd
Notes:		
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 06-0543	Date & Time: April 30, 2006 3:55 pm	
Notes:		
Accident Location:	At/near private drive	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	31	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	26	
Driver 2 Condition:	Normal	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	South	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Turning movement	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Turning left	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 07-0599	Date & Time: November 26, 2007 6:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	76	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - left side	

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID: 07-0599	Date & Time: November 26, 2007 6:30 pm	cont'd
Notes:		
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Ran off road	
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 3:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 07-607	Date & Time: December 4, 2007 9:55 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	35	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Top	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID: 08-0061	Date & Time: February 1, 2008 4:30 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	37
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Cable guide rail
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)
Accident ID: 08-20349	Date & Time: November 24, 2008 4:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	20
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Left shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	
Light:	Dusk
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district

MIDBLOCK ID: 6853

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N

Accident ID: 08-20349	Date & Time: November 24, 2008 4:00 pm	cont'd
Notes:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISENE ROAD

Accident ID: 01-0747	Date & Time: September 26, 2001 5:00 pm
Notes: @911#1899	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	128
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0007	Date & Time: January 1, 2002 8:15 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	25
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0089	Date & Time: January 19, 2002 4:30 pm
Notes:	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	02-0089	Date & Time:	January 19, 2002 4:30 pm	cont'd
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	152			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Snow			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - fixed object or unattended vehicle			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Poor			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road 2 Surface Condition:	Packed snow			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other			
Sequence of Events 2:	Ran off road			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile, station wagon			
Accident ID:	03-0007	Date & Time:	January 2, 2003 10:45 pm	
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	56			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Snow			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - fixed object or unattended vehicle			
Light:	Dark			
Road 1 Alignment:	Curve on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	Township			
Sequence of Events 1:	Other			
Sequence of Events 2:	Rollover			
Sequence of Events 3:	Ditch			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 03-0007	Date & Time: January 2, 2003 10:45 pm	cont'd
Notes:		
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 05-0732d	Date & Time: July 1, 2005 7:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	49	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dusk	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	Provincial highway	
Sequence of Events 1:	Other	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 05-0785	Date & Time: July 17, 2005 3:40 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	17	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Male	
Driver 2 Age:	49	
Driver 2 Condition:	Normal	
Driver 2 Injury:	None	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Turning movement	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 05-0785	Date & Time: July 17, 2005 3:40 pm	cont'd
Notes:		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road 2 Alignment:	Straight on level	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Exist	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Dry	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Thru Lane No.:	3	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuvre:	Turning right	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuvre:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 5-1320	Date & Time: December 7, 2005 2:15 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	27	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Fixed Object Offset 1:	Right of Roadway - Less than 3.1m	
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Slush	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Ditch	
Sequence of Events 2:	Pole (sign, parking meter)	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 5-1320	Date & Time: December 7, 2005 2:15 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-0021	Date & Time: January 9, 2006 11:00 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	66	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Provincial highway	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right centre	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	2	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-1273	Date & Time: December 12, 2006 10:30 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	52	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dark	
Road 1 Alignment:	Straight on level	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	06-1273	Date & Time:	December 12, 2006 10:30 pm	cont'd
Notes:	Deer			
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Wet		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Animal - wild		
Thru Lane No.:		1		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Light		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		
Accident ID:	07-0189	Date & Time:	March 5, 2007 5:45 am	
Notes:	Deer			
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Driving properly		
Classification of Accident:		P.D. only		
Driver 1 Age:		42		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Male		
Environment Condition 1:		Snow		
Impact Location:		Thru lane		
Initial Direction of Travel 1:		East		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Left front corner		
Light:		Dawn		
Road 1 Alignment:		Straight on hill		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Obscured		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Loose snow		
Road Jurisdiction:		County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Sequence of Events 1:		Animal - wild		
Thru Lane No.:		1		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		
Accident ID:	08-0040	Date & Time:	January 22, 2008 9:30 am	
Notes:				
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Lost control		
Classification of Accident:		P.D. only		
Driver 1 Age:		30		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Female		

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 08-0040	Date & Time: January 22, 2008 9:30 am	cont'd
Notes:		
Environment Condition 1:	Snow	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Accident ID: 08-0059	Date & Time: February 1, 2008 5:50 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	44	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Right shoulder	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Divided - no barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Cable guide rail	
Sequence of Events 2:	Curb	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	08-0105	Date & Time:	February 15, 2008 10:00 pm
Notes:	Deer		
Accident Location:	Intersection related		
Apparent Driver 1 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	57		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Female		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Obscured		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Packed snow		
Road 2 Alignment:	Straight on level		
Road 2 Character:	Undivided - two-way		
Road 2 Condition:	Good		
Road 2 Pavement Markings:	Obscured		
Road 2 Surface:	Asphalt		
Road 2 Surface Condition:	Packed snow		
Road Jurisdiction:	County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front centre		
Sequence of Events 1:	Animal - wild		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Moderate		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile		

Accident ID:	08-0128	Date & Time:	February 29, 2008 6:05 pm
Notes:	2 Pedestrians Struck		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Apparent Driver 2 Action:	Other		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	18		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Female		
Driver 2 Condition:	Other		
Environment Condition 1:	Drifting snow		
Environment Condition 2:	Strong wind		
Impact Location:	Right shoulder		
Initial Direction of Travel 1:	West		
Initial Direction of Travel 2:	West		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	08-0128	Date & Time:	February 29, 2008 6:05 pm	cont'd
Notes:	2 Pedestrians Struck			
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre			
Light:	Dusk			
Pedestrian 1 Action:	On sidewalk or shoulder			
Pedestrian 2 Action:	On sidewalk or shoulder			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road 2 Alignment:	Straight on hill			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Pavement Markings:	Obscured			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right centre			
Secondary Location of Vehicle 2 Damage or Area of Impact:	Undercarriage			
Sequence of Events 1:	Pedestrian			
Sequence of Events 2:	Pedestrian			
Sequence of Events 4:	Skidding/sliding			
Sequence of Events 5:	Ran off road			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Severe			
Vehicle 2 Type:	Automobile			
Accident ID:	08-20030	Date & Time:	March 15, 2008 10:30 pm	
Notes:	Deer			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	21			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	08-20030	Date & Time:	March 15, 2008 10:30 pm	cont'd
Notes:	Deer			
Road 1 Surface Condition:	Dry			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:				
Sequence of Events 1:	Animal - wild			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	08-20350	Date & Time:	November 24, 2008 5:55 pm	
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	P.D. only			
Driver 1 Age:	58			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Female			
Environment Condition 1:	Snow			
Impact Location:	Right shoulder			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Cable guide rail			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	09-00010	Date & Time:	January 4, 2009 6:30 pm	
Notes:				
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Classification of Accident:	P.D. only			
Driver 1 Age:	22			

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	09-00010	Date & Time:	January 4, 2009 6:30 pm	cont'd
Notes:				
Driver 1 Condition:		Normal		
Driver 1 Sex:		Male		
Environment Condition 1:		Clear		
Impact Location:		Thru lane		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Light:		Dark		
Road 1 Alignment:		Straight on level		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Slush		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Cable guide rail		
Thru Lane No.:		1		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Severe		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		
Accident ID: 09-00047				
		Date & Time:	January 11, 2009 11:25 pm	
Notes:				
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Speed too fast for condition		
Classification of Accident:		P.D. only		
Driver 1 Age:		28		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Male		
Environment Condition 1:		Snow		
Impact Location:		Left shoulder		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Light:		Dark		
Road 1 Alignment:		Curve on hill		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Obscured		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Loose snow		
Road Jurisdiction:		County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:				
Sequence of Events 1:		Snowbank/drift		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile		

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 09-00070	Date & Time: January 18, 2009 2:46 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	38
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Cable guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Passenger van (SUV)

Accident ID: 09-00169	Date & Time: February 18, 2009 8:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	23
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Cable guide rail
Vehicle 1 Condition:	No apparent defect

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID: 09-00169	Date & Time: February 18, 2009 8:45 pm	cont'd
Notes:		
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00181	Date & Time: February 21, 2009 7:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	37	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Snow	
Environment Condition 2:	Strong wind	
Impact Location:	Off highway	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road 2 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:		
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Construction marker	
Sequence of Events 3:	Culvert	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 11-00031	Date & Time: January 12, 2011 5:40 am	
Notes: 500m west of Penetanguishene Road - no driver information		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	6	
Driver 1 Condition:	Normal	
Environment Condition 1:	Snow	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	

MIDBLOCK ID: 6934

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE ROAD

Accident ID:	11-00031	Date & Time:	January 12, 2011 5:40 am	cont'd
Notes:	500m west of Penetanguishene Road - no driver information			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Animal - wild			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 04-0452	Date & Time: March 12, 2004 8:00 pm
Notes: 50m west of Line 3	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	51
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Off highway
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Right side complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Rollover
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Truck - closed

Accident ID: 05-0224	Date & Time: January 24, 2005 8:50 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	27
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Top
Initial Location of Vehicle 2 Damage or Area of Impact:	Back complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	Township
Sequence of Events 1:	Rollover

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 05-0224	Date & Time: January 24, 2005 8:50 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Truck - closed	
Accident ID: 05-0357d	Date & Time: March 11, 2005 1:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Failed to yield right-of-way	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	20	
Driver 1 Condition:	Normal	
Driver 1 Injury:	Minor	
Driver 1 Sex:	Female	
Driver 2 Age:	46	
Driver 2 Condition:	Normal	
Driver 2 Injury:	None	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	Township	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Towed Vehicle 1:	Small utility trailer	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Pick-up truck	

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 05-0392d	Date & Time: March 20, 2005 9:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	52
Driver 1 Condition:	Normal
Driver 1 Injury:	None
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m
Impact Location:	Left shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left side complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Loose snow
Road Jurisdiction:	County or district
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Snowbank/drift
Sequence of Events 3:	Rollover
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Severe
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 05-0405d	Date & Time: March 20, 2005 10:59 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	19
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Environment Condition 2:	Freezing rain
Impact Location:	Right shoulder
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Divided - no barrier
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 05-0405d	Date & Time: March 20, 2005 10:59 pm	cont'd
Notes:		
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 05-1006	Date & Time: September 22, 2005 10:40 am	
Notes:		
Accident Location:	At intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	22	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	53	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Initial Location of Vehicle 2 Damage or Area of Impact:	Back centre	
Light:	Dusk	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road 2 Alignment:	Curve on level	
Road 2 Character:	Undivided - two-way	
Road 2 Condition:	Good	
Road 2 Pavement Markings:	Non-existent	
Road 2 Surface:	Asphalt	
Road 2 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuvre:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 05-1006	Date & Time: September 22, 2005 10:40 am	cont'd
Notes:		
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Automobile	
Accident ID: 05-1468	Date & Time: December 27, 2005 6:15 pm	
Notes: deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	63	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Freezing rain	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Divided with restraining barrier	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	Provincial highway	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	2	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 06-0982	Date & Time: August 31, 2006 11:03 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	42	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Driver 2 Age:	41	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	

MIDBLOCK ID: 6797

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N

Accident ID: 06-0982	Date & Time: August 31, 2006 11:03 am	cont'd
Notes:		
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	Provincial highway	
Thru Lane No.:	2	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Stopped	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Damage:	None	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Pick-up truck	
Accident ID: 11-00175	Date & Time: March 12, 2011 9:40 pm	
Notes: Driver information blacked out		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	7	
Driver 1 Condition:	Normal	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	None	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6492

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 5 N

Accident ID:	1B00-05-1175	Date & Time:	November 13, 2005 6:20 pm
Notes:	deer		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	25		
Driver 1 Condition:	Normal		
Driver 1 Injury:	None		
Driver 1 Sex:	Female		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		
Light:	Dark		
Road 1 Alignment:	Straight on level		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Dry		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Animal - domestic		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Moderate		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile		

Accident ID:	05-1428	Date & Time:	December 23, 2005 1:09 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Classification of Accident:	P.D. only		
Driver 1 Age:	54		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Female		
Environment Condition 1:	Freezing rain		
Impact Location:	Not on roadway - right side		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner		
Light:	Daylight		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Obscured		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Slush		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Ran off road		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Severe		

MIDBLOCK ID: 6492

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 5 N

Accident ID: 05-1428	Date & Time: December 23, 2005 1:09 pm	cont'd
Notes:		
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 01-0866	Date & Time: November 1, 2001 5:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	159
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Left shoulder
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dusk
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 2:	Ran off road
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-0255	Date & Time: February 22, 2002 9:15 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	Non-fatal injury
Driver 1 Age:	22
Driver 1 Condition:	Had been drinking
Driver 1 Injury:	
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Other
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Snowbank/drift
Traffic Control:	No control
Vehicle 1 Condition:	Defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 02-0291**Date & Time:** February 26, 2002 10:30 am**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	59
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Right shoulder
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	Regional municipality
Sequence of Events 1:	Other
Sequence of Events 2:	Skidding/sliding
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 02-419**Date & Time:** March 23, 2002 8:30 pm**Notes:**

Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	122
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Slush
Road Jurisdiction:	County or district
Sequence of Events 1:	Other
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Cable guide rail
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 02-419	Date & Time: March 23, 2002 8:30 pm	cont'd
Notes:		
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 02-01130	Date & Time: October 31, 2002 7:30 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	Non-fatal injury	
Driver 1 Age:	43	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Accident ID: 02-1386	Date & Time: December 10, 2002 10:45 pm	
Notes: @911#459- Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	143	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - fixed object or unattended vehicle	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Traffic Control:	No control	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 02-1386	Date & Time: December 10, 2002 10:45 pm	cont'd
Notes: @911#459- Deer		

Vehicle 1 Condition:	No apparent defect
Vehicle 1 Type:	Pick-up truck

Accident ID: 02-1397	Date & Time: December 13, 2002 8:00 pm
Notes:	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	136
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Exist
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Wet
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 03-1129	Date & Time: September 13, 2003 7:57 pm
Notes: Deer	

Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	39
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID:	03-1129	Date & Time:	September 13, 2003 7:57 pm	cont'd
Notes:	Deer			
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Dry		
Road Jurisdiction:		County or district		
Sequence of Events 1:		Animal - wild		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Automobile, station wagon		
Accident ID:	05-1003	Date & Time:	September 17, 2005 1:30 am	
Notes:				
Accident Location:		Non intersection		
Classification of Accident:		P.D. only		
Driver 1 Age:		46		
Driver 1 Injury:		None		
Driver 1 Sex:		Female		
Environment Condition 1:		Clear		
Fixed Object Offset 2:		Right of Roadway - Greater than 9.0m		
Impact Location:		Off highway		
Initial Direction of Travel 1:		West		
Initial Impact Type:		SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Light:		Dark		
Road 1 Alignment:		Straight on level		
Road 1 Character:		Undivided - two-way		
Road 1 Condition:		Good		
Road 1 Pavement Markings:		Exist		
Road 1 Surface:		Asphalt		
Road 1 Surface Condition:		Dry		
Road Jurisdiction:		County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:		Left centre		
Sequence of Events 1:		Ran off road		
Sequence of Events 2:		Tree, shrub, stump		
Traffic Control:		No control		
Vehicle 1 Condition:		No apparent defect		
Vehicle 1 Damage:		Severe		
Vehicle 1 Manoeuver:		Going ahead		
Vehicle 1 Type:		Pick-up truck		
Accident ID:	05-1175	Date & Time:	November 13, 2005 6:10 pm	
Notes:	deer			
Accident Location:		Non intersection		
Apparent Driver 1 Action:		Driving properly		
Classification of Accident:		P.D. only		
Driver 1 Age:		30		
Driver 1 Condition:		Normal		
Driver 1 Sex:		Female		
Environment Condition 1:		Clear		
Impact Location:		Thru lane		
Initial Direction of Travel 1:		East		

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 05-1175	Date & Time: November 13, 2005 6:10 pm	cont'd
Notes: deer		
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front corner	
Light:	Dark	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - domestic	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

Accident ID: 07-0553	Date & Time: November 16, 2007 6:45 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	38
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	County or district
Sequence of Events 1:	Ran off road
Sequence of Events 2:	Ditch
Sequence of Events 3:	Jackknifing
Towed Vehicle 1:	Small utility trailer
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 08-00125	Date & Time: October 24, 2008 6:45 am
Notes: Deer	
Accident Location:	Non intersection

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID:	08-00125	Date & Time:	October 24, 2008 6:45 am	cont'd
Notes:	Deer			
Apparent Driver 1 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	26			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Clear			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	North			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Reversing			
Vehicle 1 Type:	Automobile			
Accident ID:	08-20382d	Date & Time:	November 30, 2008 6:30 am	
Notes:	Non intersection			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Apparent Driver 2 Action:	Driving properly			
Classification of Accident:	P.D. only			
Driver 1 Age:	22			
Driver 1 Sex:	Male			
Driver 2 Age:	40			
Driver 2 Sex:	Female			
Environment Condition 1:	Snow			
Impact Location:	Thru lane			
Initial Direction of Travel 1:	North			
Initial Direction of Travel 2:	South			
Initial Impact Type:	Approaching (head on)			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Initial Location of Vehicle 2 Damage or Area of Impact:	Left side complete			
Light:	Dark			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Slush			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Other motor vehicle			

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 08-20382d	Date & Time: November 30, 2008 6:30 am	cont'd
Notes:		
Sequence of Events 2:	Skidding/sliding	
Sequence of Events 4:	Other motor vehicle	
Sequence of Events 5:	Ran off road	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Damage:	Moderate	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 08-20438	Date & Time: December 22, 2008 1:00 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	37	
Driver 1 Condition:	Inattentive	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - left side	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00088	Date & Time: January 25, 2009 12:30 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	33	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 09-00088	Date & Time: January 25, 2009 12:30 pm	cont'd
Notes:		
Driver 2 Age:	45	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	East	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Initial Location of Vehicle 2 Damage or Area of Impact:		
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Ice	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Pick-up truck	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Slowing or stopping	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00148	Date & Time: January 28, 2009 12:40 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	28	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Environment Condition 1:	Snow	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Loose snow	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 09-00148	Date & Time: January 28, 2009 12:40 pm	cont'd
Notes:		
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ran off road	
Sequence of Events 3:	Snowbank/drift	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 09-00111	Date & Time: January 30, 2009 6:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	24	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Female	
Driver 2 Age:	34	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Female	
Environment Condition 1:	Snow	
Environment Condition 2:	Strong wind	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	East	
Initial Impact Type:	Approaching (head on)	
Initial Location of Vehicle 1 Damage or Area of Impact:	Right front	
Initial Location of Vehicle 2 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Obscured	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Packed snow	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Secondary Location of Vehicle 2 Damage or Area of Impact:	Front complete	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 2:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Severe	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Severe	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: 09-00111	Date & Time: January 30, 2009 6:45 pm	cont'd
Notes:		
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile	
Accident ID: 09-00374	Date & Time: July 26, 2009 5:45 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too fast for condition	
Classification of Accident:	P.D. only	
Driver 1 Age:	36	
Driver 1 Condition:	Normal	
Driver 1 Sex:	Male	
Environment Condition 1:	Rain	
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	North	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left rear corner	
Light:	Daylight	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left front	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Cable guide rail	
Thru Lane No.:	1	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 10-00301	Date & Time: July 31, 2010 4:50 pm	
Notes: Address #460		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Other	
Classification of Accident:	P.D. only	
Driver 1 Age:	54	
Driver 1 Condition:	Fatigue	
Driver 1 Sex:	Male	
Environment Condition 1:	Clear	
Fixed Object Offset 1:	Left of Roadway - Less than 3.1m	
Impact Location:	Left shoulder	
Initial Direction of Travel 1:	East	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Divided - no barrier	

MIDBLOCK ID: 6486

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID:	10-00301	Date & Time:	July 31, 2010 4:50 pm	cont'd
Notes:	Address #460			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Dry			
Road Jurisdiction:	County or district			
Sequence of Events 1:	Cable guide rail			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Light			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Accident ID:	11-00096	Date & Time:	January 28, 2011 9:25 am	
Notes:	No driver information			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Speed too fast for condition			
Classification of Accident:	P.D. only			
Driver 1 Age:	6			
Driver 1 Condition:	Normal			
Environment Condition 1:	Clear			
Impact Location:	Right shoulder			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Top			
Light:	Daylight			
Road 1 Alignment:	Straight on level			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Poor			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Packed snow			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left side complete			
Sequence of Events 1:	Skidding/sliding			
Sequence of Events 2:	Rollover			
Sequence of Events 3:	Rollover			
Sequence of Events 4:	Rollover			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Moderate			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			

MIDBLOCK ID: 6527

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

Accident ID: 02-1268d	Date & Time: November 22, 2002 7:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	41
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	Township
Sequence of Events 1:	Animal - wild
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

Accident ID: 06-0981	Date & Time: August 26, 2006 8:00 am
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	P.D. only
Driver 1 Age:	53
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Rain
Fixed Object Offset 2:	Right of Roadway - 6.1m to 9.0m
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Right side complete
Light:	Dark
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Wet
Road Jurisdiction:	Municipal (excl. Twp. Rd.)
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Pick-up truck

MIDBLOCK ID: 6527

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

Accident ID:	08-20100	Date & Time:	April 15, 2008 3:00 pm
Notes:	Deer		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Driving properly		
Classification of Accident:	P.D. only		
Driver 1 Age:	36		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Male		
Environment Condition 1:	Clear		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete		
Light:	Daylight		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Dry		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Animal - wild		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Light		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Pick-up truck		
Accident ID:	09-00160	Date & Time:	February 12, 2009 2:32 pm
Notes:			
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Classification of Accident:	P.D. only		
Driver 1 Age:	22		
Driver 1 Condition:	Normal		
Driver 1 Sex:	Female		
Environment Condition 1:	Snow		
Impact Location:	Left shoulder		
Initial Direction of Travel 1:	East		
Initial Impact Type:	SMV - Other		
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre		
Light:	Daylight		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Obscured		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Ice		
Road Jurisdiction:	County or district		
Secondary Location of Vehicle 1 Damage or Area of Impact:			
Sequence of Events 1:	Skidding/sliding		
Sequence of Events 2:	Snowbank/drift		

MIDBLOCK ID: 6527

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

Accident ID: 09-00160	Date & Time: February 12, 2009 2:32 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6420

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N

Accident ID: 01-128

Date & Time: February 6, 2001 7:20 am

Notes:

Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	120
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Driver 2 Age:	132
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Dawn
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road Jurisdiction:	Provincial highway
Sequence of Events 1:	Other motor vehicle
Sequence of Events 4:	Other motor vehicle
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Slowing or stopping
Vehicle 1 Type:	Automobile, station wagon
Vehicle 2 Condition:	No apparent defect
Vehicle 2 Manoeuver:	Slowing or stopping
Vehicle 2 Type:	Automobile, station wagon

Accident ID: 01-0641

Date & Time: August 8, 2001 7:00 pm

Notes:

Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Apparent Driver 2 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	117
Driver 1 Condition:	Inattentive
Driver 1 Sex:	Male
Driver 2 Age:	160
Driver 2 Condition:	Normal
Driver 2 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Direction of Travel 2:	West
Initial Impact Type:	Rear end
Light:	Daylight
Road 1 Alignment:	Straight on hill

MIDBLOCK ID: 6420

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N

Accident ID: 01-0641	Date & Time: August 8, 2001 7:00 pm	cont'd
Notes:		
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile, station wagon	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Automobile, station wagon	
Accident ID: 04-1091	Date & Time: November 4, 2004 6:00 am	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Age:	46	
Driver 1 Condition:	Normal	
Driver 1 Injury:	None	
Driver 1 Sex:	Female	
Environment Condition 1:	Clear	
Fixed Object Offset 2:	Right of Roadway - Less than 3.1m	
Impact Location:	Not on roadway - right side	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Other	
Road Jurisdiction:	Municipal (excl. Twp. Rd.)	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 06-1008	Date & Time: September 21, 2006 5:50 pm	
Notes: Deer		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	

MIDBLOCK ID: 6420

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N

Accident ID:	06-1008	Date & Time:	September 21, 2006 5:50 pm	cont'd
Notes:	Deer			
Classification of Accident:	P.D. only			
Driver 1 Age:	84			
Driver 1 Condition:	Normal			
Driver 1 Sex:	Male			
Environment Condition 1:	Rain			
Impact Location:	Not on roadway - right side			
Initial Direction of Travel 1:	West			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Wet			
Road Jurisdiction:	Provincial highway			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Left centre			
Sequence of Events 1:	Rollover			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	Severe			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Automobile			
Accident ID:	11-00125	Date & Time:	February 10, 2011 8:40 am	
Notes:	No driver information			
Accident Location:	Non intersection			
Apparent Driver 1 Action:	Lost control			
Classification of Accident:	Non-fatal injury			
Driver 1 Age:	6			
Driver 1 Condition:	Normal			
Environment Condition 1:	Clear			
Fixed Object Offset 3:	Left of Roadway - Less than 3.1m			
Impact Location:	Left shoulder			
Initial Direction of Travel 1:	East			
Initial Impact Type:	SMV - Other			
Initial Location of Vehicle 1 Damage or Area of Impact:	Front centre			
Light:	Daylight			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Obscured			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 1 Damage or Area of Impact:	Right rear			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 2:	Ran off road			
Sequence of Events 3:	Cable guide rail			
Traffic Control:	No control			

MIDBLOCK ID: 6420

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N

Accident ID: 11-00125	Date & Time: February 10, 2011 8:40 am	cont'd
Notes: No driver information		
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	

MIDBLOCK ID: 6408

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N

Accident ID: 04-0801d	Date & Time: July 29, 2004 3:00 am
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	54
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 05-0249d	Date & Time: February 17, 2005 4:15 pm
Notes:	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	54
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Not on roadway - right side
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left centre
Light:	Daylight
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Obscured
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Packed snow
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Top
Sequence of Events 1:	Skidding/sliding
Sequence of Events 2:	Ran off road
Sequence of Events 3:	Rollover

MIDBLOCK ID: 6408

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N

Accident ID: 05-0249d	Date & Time: February 17, 2005 4:15 pm	cont'd
Notes:		
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Slowing or stopping	
Vehicle 1 Type:	Automobile	

Accident ID: 08-20080	Date & Time: April 13, 2008 6:45 pm
Notes: Wild Turkey	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	45
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Thru lane
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Secondary Location of Vehicle 1 Damage or Area of Impact:	Front complete
Sequence of Events 1:	Animal - wild
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Light
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 08-20254	Date & Time: September 5, 2008 4:00 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Lost control
Classification of Accident:	Non-fatal injury
Driver 1 Age:	41
Driver 1 Condition:	Inattentive
Driver 1 Injury:	Minimal
Driver 1 Sex:	Female
Environment Condition 1:	Rain
Impact Location:	Not on roadway - left side
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Daylight

MIDBLOCK ID: 6408

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N

Accident ID: 08-20254	Date & Time: September 5, 2008 4:00 pm	cont'd
Notes:		
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Skidding/sliding	
Sequence of Events 2:	Ditch	
Sequence of Events 3:	Rollover	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Demolished	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Automobile	
Accident ID: 10-00589d	Date & Time: December 26, 2010 6:43 pm	
Notes: 300m west of Line 7 - no driver info		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	6	
Driver 1 Condition:	Normal	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Impact Type:	SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front corner	
Light:	Dark	
Road 1 Alignment:	Straight on hill	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Dry	
Road Jurisdiction:	County or district	
Sequence of Events 1:	Animal - wild	
Thru Lane No.:	1	
Traffic Control:	No control	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Light	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Pick-up truck	
Accident ID: 11-00056	Date & Time: January 22, 2011 8:20 pm	
Notes: Just west of Line 7 - Driver info blacked out		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Lost control	
Classification of Accident:	P.D. only	
Driver 1 Condition:	Normal	
Environment Condition 1:	Snow	

MIDBLOCK ID: 6408

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N

Accident ID:	11-00056	Date & Time:	January 22, 2011 8:20 pm	cont'd
Notes:	Just west of Line 7 - Driver info blacked out			
Fixed Object Offset 3:			Right of Roadway - Less than 3.1m	
Impact Location:			Not on roadway - right side	
Initial Direction of Travel 1:			East	
Initial Impact Type:			SMV - Other	
Initial Location of Vehicle 1 Damage or Area of Impact:			Front centre	
Light:			Dark	
Road 1 Alignment:			Straight on hill	
Road 1 Character:			Undivided - two-way	
Road 1 Condition:			Good	
Road 1 Pavement Markings:			Obscured	
Road 1 Surface:			Asphalt	
Road 1 Surface Condition:			Loose snow	
Road Jurisdiction:			County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:			Undercarriage	
Sequence of Events 1:			Skidding/sliding	
Sequence of Events 2:			Ran off road	
Sequence of Events 3:			Ditch	
Traffic Control:			No control	
Vehicle 1 Condition:			No apparent defect	
Vehicle 1 Damage:			Moderate	
Vehicle 1 Manoeuver:			Going ahead	
Vehicle 1 Type:			Automobile	

MIDBLOCK ID: 6332

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 7 N & LINE 7 N

Accident ID:	11-00041	Date & Time:	January 18, 2011 7:30 pm
Notes:	No driver information		
Accident Location:	Non intersection		
Apparent Driver 1 Action:	Lost control		
Apparent Driver 2 Action:	Driving properly		
Classification of Accident:	Non-fatal injury		
Driver 1 Age:	6		
Driver 1 Condition:	Normal		
Driver 2 Age:	6		
Driver 2 Condition:	Normal		
Driver 2 Injury:	Minimal		
Environment Condition 1:	Snow		
Impact Location:	Thru lane		
Initial Direction of Travel 1:	East		
Initial Direction of Travel 2:	West		
Initial Impact Type:	Approaching (head on)		
Initial Location of Vehicle 1 Damage or Area of Impact:	Back complete		
Initial Location of Vehicle 2 Damage or Area of Impact:	Front complete		
Light:	Dusk		
Road 1 Alignment:	Straight on hill		
Road 1 Character:	Undivided - two-way		
Road 1 Condition:	Good		
Road 1 Pavement Markings:	Exist		
Road 1 Surface:	Asphalt		
Road 1 Surface Condition:	Loose snow		
Road Jurisdiction:	County or district		
Sequence of Events 1:	Other motor vehicle		
Sequence of Events 4:	Other motor vehicle		
Thru Lane No.:	1		
Traffic Control:	No control		
Vehicle 1 Condition:	No apparent defect		
Vehicle 1 Damage:	Demolished		
Vehicle 1 Manoeuver:	Going ahead		
Vehicle 1 Type:	Automobile		
Vehicle 2 Condition:	No apparent defect		
Vehicle 2 Damage:	Demolished		
Vehicle 2 Manoeuver:	Going ahead		
Vehicle 2 Type:	Automobile		

MIDBLOCK ID: 8280

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn NURSERY ROAD & WILSON DRIVE

Accident ID: 02-0055	Date & Time: January 17, 2002 8:35 pm
Notes:	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Speed too fast for condition
Classification of Accident:	P.D. only
Driver 1 Age:	20
Driver 1 Sex:	Female
Environment Condition 1:	Snow
Impact Location:	Off highway
Initial Direction of Travel 1:	East
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Dark
Road 1 Alignment:	Straight on level
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Ice
Road 2 Character:	Undivided - one-way
Road 2 Condition:	Good
Road Jurisdiction:	County or district
Sequence of Events 2:	Skidding/sliding
Sequence of Events 3:	Ditch
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile, station wagon

Accident ID: 03-448	Date & Time: May 30, 2003 1:00 pm
Notes:	
Accident Location:	At intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	57
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - fixed object or unattended vehicle
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road 2 Alignment:	Straight on level
Road 2 Character:	Undivided - two-way
Road 2 Condition:	Good
Road 2 Pavement Markings:	Non-existent
Road 2 Surface:	Asphalt
Road 2 Surface Condition:	Dry
Road Jurisdiction:	County or district

MIDBLOCK ID: 8280

MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn NURSERY ROAD & WILSON DRIVE

Accident ID: 03-448	Date & Time: May 30, 2003 1:00 pm	cont'd
Notes:		
Traffic Control:	Stop sign	
Traffic Control Condition:	Functioning	
Vehicle 1 Condition:	Defect	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Tow truck	
Accident ID: 07-1150	Date & Time: December 1, 2007 2:20 pm	
Notes:		
Accident Location:	Non intersection	
Apparent Driver 1 Action:	Speed too slow	
Apparent Driver 2 Action:	Driving properly	
Classification of Accident:	P.D. only	
Driver 1 Age:	22	
Driver 1 Condition:	Ability impaired, alcohol (over .08)	
Driver 1 Sex:	Male	
Driver 2 Age:	48	
Driver 2 Condition:	Normal	
Driver 2 Sex:	Male	
Environment Condition 1:	Clear	
Impact Location:	Thru lane	
Initial Direction of Travel 1:	West	
Initial Direction of Travel 2:	West	
Initial Impact Type:	Rear end	
Initial Location of Vehicle 1 Damage or Area of Impact:	Front complete	
Light:	Daylight	
Road 1 Alignment:	Straight on level	
Road 1 Character:	Undivided - two-way	
Road 1 Condition:	Good	
Road 1 Pavement Markings:	Exist	
Road 1 Surface:	Asphalt	
Road 1 Surface Condition:	Wet	
Road Jurisdiction:	County or district	
Secondary Location of Vehicle 1 Damage or Area of Impact:	Back complete	
Sequence of Events 1:	Other motor vehicle	
Sequence of Events 4:	Other motor vehicle	
Thru Lane No.:	1	
Traffic Control:	No control	
Traffic Control Condition:	Not functioning	
Vehicle 1 Condition:	No apparent defect	
Vehicle 1 Damage:	Moderate	
Vehicle 1 Manoeuver:	Going ahead	
Vehicle 1 Type:	Passenger van (SUV)	
Vehicle 2 Condition:	No apparent defect	
Vehicle 2 Damage:	Light	
Vehicle 2 Manoeuver:	Going ahead	
Vehicle 2 Type:	Passenger van (SUV)	

MIDBLOCK ID: 6435

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N

Accident ID: 06-0840	Date & Time: August 7, 2005 1:20 pm
Notes: Deer	
Accident Location:	Non intersection
Apparent Driver 1 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	63
Driver 1 Condition:	Normal
Driver 1 Sex:	Female
Environment Condition 1:	Clear
Impact Location:	Within intersection
Initial Direction of Travel 1:	West
Initial Impact Type:	SMV - Other
Initial Location of Vehicle 1 Damage or Area of Impact:	Left front
Light:	Daylight
Road 1 Alignment:	Straight on hill
Road 1 Character:	Undivided - two-way
Road 1 Condition:	Good
Road 1 Pavement Markings:	Exist
Road 1 Surface:	Asphalt
Road 1 Surface Condition:	Dry
Road Jurisdiction:	County or district
Sequence of Events 1:	Skidding/sliding
Thru Lane No.:	1
Traffic Control:	No control
Vehicle 1 Condition:	No apparent defect
Vehicle 1 Damage:	Moderate
Vehicle 1 Manoeuver:	Going ahead
Vehicle 1 Type:	Automobile

Accident ID: 07-0561	Date & Time: November 26, 2007 5:02 pm
Notes: 4 Veh	
Accident Location:	Intersection related
Apparent Driver 1 Action:	Failed to yield right-of-way
Apparent Driver 2 Action:	Driving properly
Apparent Driver 3 Action:	Driving properly
Apparent Driver 4 Action:	Driving properly
Classification of Accident:	P.D. only
Driver 1 Age:	36
Driver 1 Condition:	Normal
Driver 1 Sex:	Male
Driver 2 Age:	24
Driver 2 Condition:	Normal
Driver 2 Sex:	Female
Driver 3 Age:	73
Driver 3 Condition:	Normal
Driver 3 Sex:	Male
Driver 4 Age:	59
Driver 4 Sex:	Female
Environment Condition 1:	Snow
Environment Condition 2:	Freezing rain
Impact Location:	Within intersection
Initial Direction of Travel 1:	South
Initial Direction of Travel 2:	North
Initial Direction of Travel 3:	West

MIDBLOCK ID: 6435

MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N

Accident ID:	07-0561	Date & Time:	November 26, 2007 5:02 pm	cont'd
Notes:	4 Veh			
Initial Direction of Travel 4:	West			
Initial Impact Type:	Approaching (head on)			
Initial Location of Vehicle 1 Damage or Area of Impact:	Right rear corner			
Initial Location of Vehicle 2 Damage or Area of Impact:	Right front corner			
Initial Location of Vehicle 3 Damage or Area of Impact:	Front complete			
Initial Location of Vehicle 4 Damage or Area of Impact:	Front complete			
Light:	Dark			
Road 1 Alignment:	Straight on hill			
Road 1 Character:	Undivided - two-way			
Road 1 Condition:	Good			
Road 1 Pavement Markings:	Exist			
Road 1 Surface:	Asphalt			
Road 1 Surface Condition:	Loose snow			
Road 2 Character:	Undivided - two-way			
Road 2 Condition:	Good			
Road 2 Surface:	Asphalt			
Road 2 Surface Condition:	Ice			
Road Jurisdiction:	County or district			
Secondary Location of Vehicle 2 Damage or Area of Impact:	Front complete			
Secondary Location of Vehicle 3 Damage or Area of Impact:	Back complete			
Sequence of Events 1:	Other motor vehicle			
Sequence of Events 10:	Other motor vehicle			
Sequence of Events 4:	Other motor vehicle			
Sequence of Events 5:	Other motor vehicle			
Sequence of Events 7:	Other motor vehicle			
Sequence of Events 8:	Other motor vehicle			
Thru Lane No.:	1			
Traffic Control:	No control			
Vehicle 1 Condition:	No apparent defect			
Vehicle 1 Damage:	None			
Vehicle 1 Manoeuver:	Going ahead			
Vehicle 1 Type:	Pick-up truck			
Vehicle 2 Condition:	No apparent defect			
Vehicle 2 Damage:	Severe			
Vehicle 2 Manoeuver:	Slowing or stopping			
Vehicle 2 Type:	Pick-up truck			
Vehicle 3 Condition:	No apparent defect			
Vehicle 3 Damage:	Severe			
Vehicle 3 Manoeuver:	Slowing or stopping			
Vehicle 3 Type:	Pick-up truck			
Vehicle 4 Condition:	No apparent defect			
Vehicle 4 Damage:	Moderate			
Vehicle 4 Manoeuver:	Slowing or stopping			
Vehicle 4 Type:	Automobile			



GROUP COLLISIONS BY INITIAL IMPACT TYPE

Collisions by Impact Type

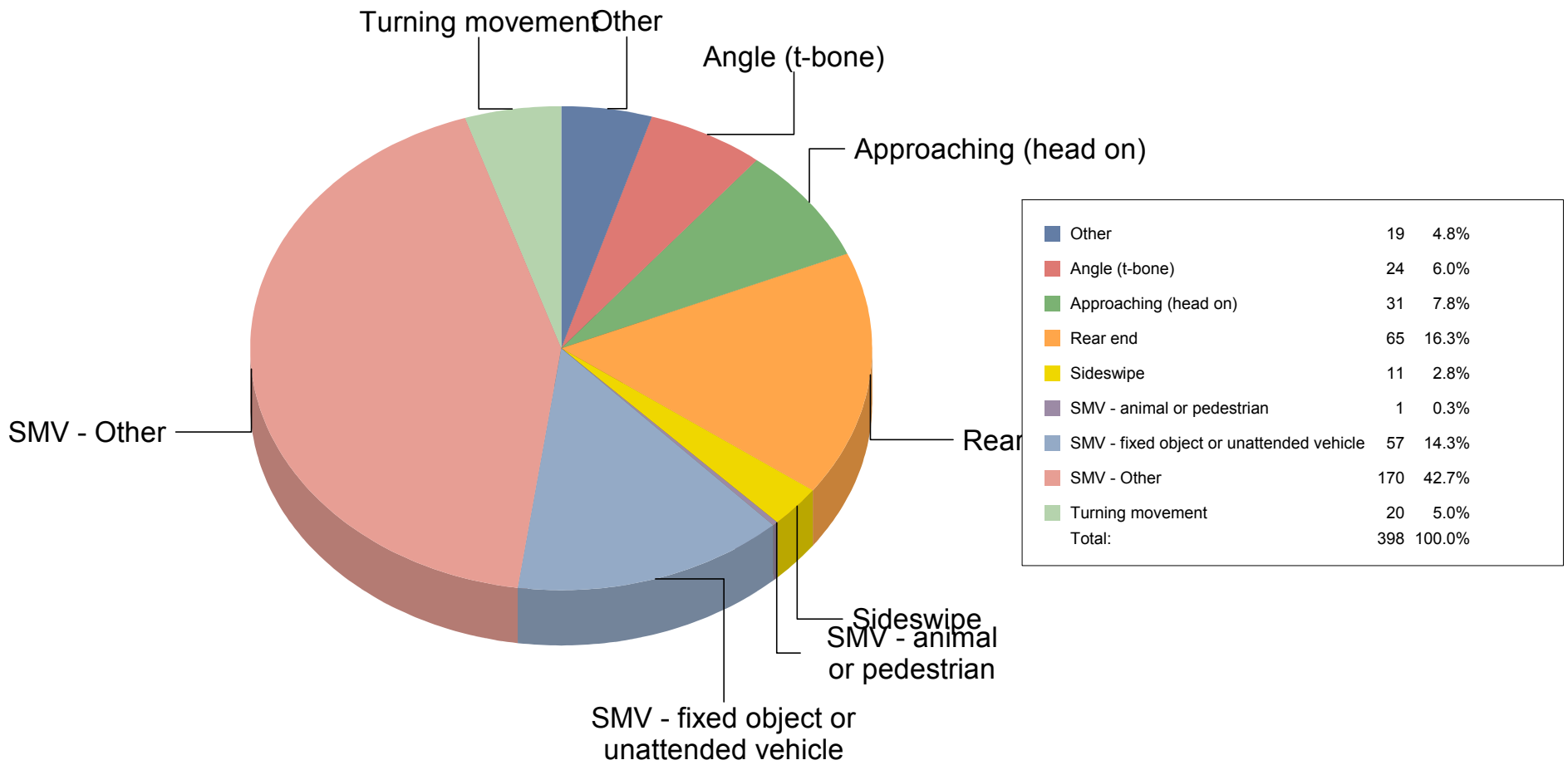
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)



TOTAL COLLISIONS: 398



GROUP COLLISIONS BY VEHICLE 1 TYPE

Vehicle Type

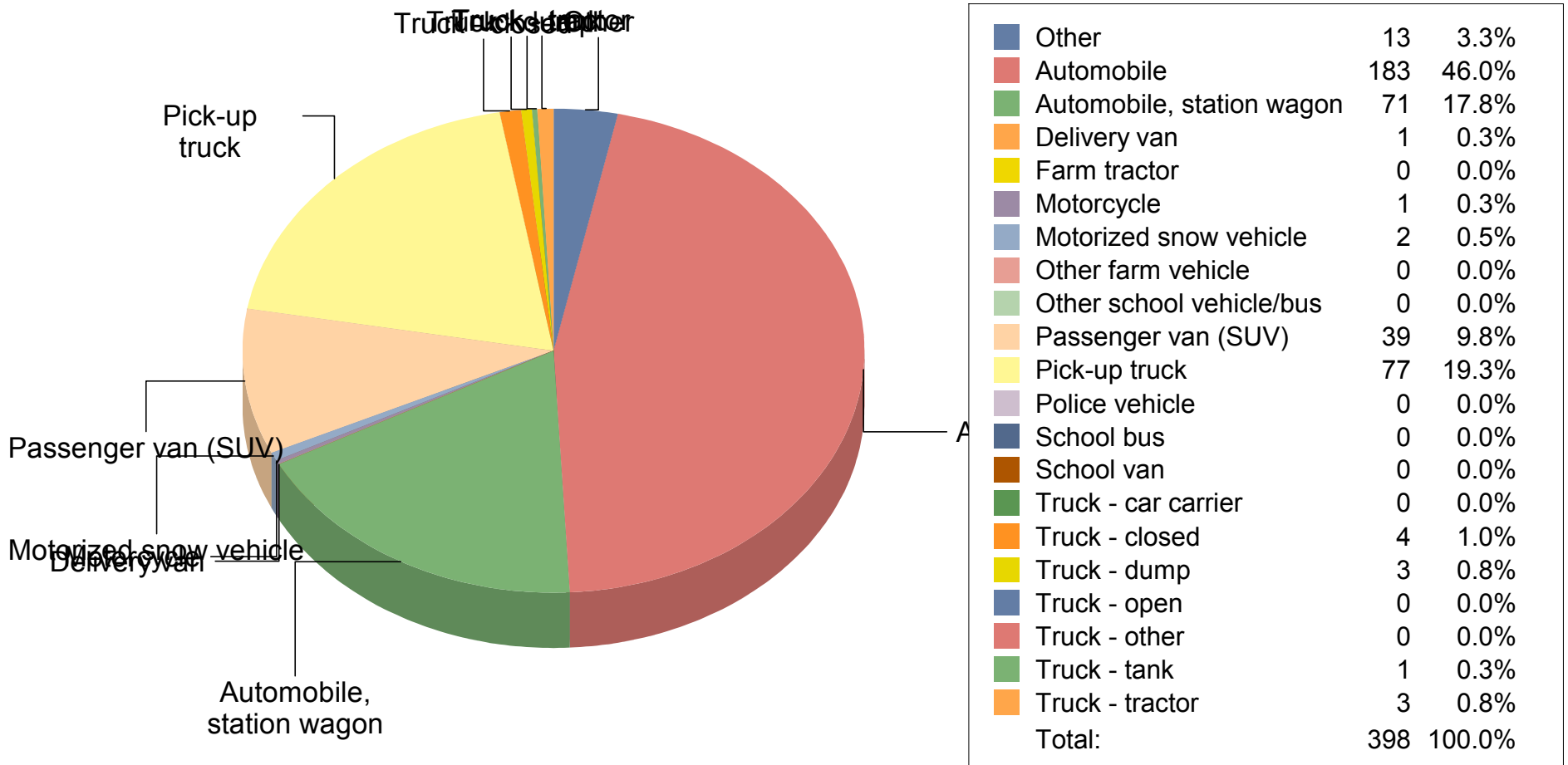
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)



TOTAL COLLISIONS: 398



GROUP REPORT - VEHICLE 1 TYPE vs. INITIAL IMPACT TYPE

V1 type vs Impact Type

FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)

	Other	Angle (t-bone)	Approaching (he	Rear end	Sideswipe	SMV - animal or	SMV - fixed obje
Other	3	1	0	2	0	0	0
Ambulance	0	0	0	0	0	0	0
Automobile	11	12	14	29	1	0	0
Automobile, station wagon	3	5	7	11	3	1	40
Bus (other)	0	0	0	0	0	0	0
Delivery van	0	0	0	0	0	0	0
Farm tractor	0	0	0	0	0	0	0
Fire vehicle	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Motorized snow vehicle	1	1	0	0	0	0	0
Other farm vehicle	0	0	0	0	0	0	0
Other school vehicle/bus	0	0	0	0	0	0	0
Passenger van (SUV)	0	2	2	6	2	0	6
Pick-up truck	1	2	7	13	4	0	9
Police vehicle	0	0	0	0	0	0	0
School bus	0	0	0	0	0	0	0
School van	0	0	0	0	0	0	0

	SMV - Other	Turning moveme	Total
Other	5	0	11
Ambulance	0	0	0
Automobile	106	10	183
Automobile, station wagon	0	1	71
Bus (other)	0	0	0
Delivery van	1	0	1
Farm tractor	0	0	0
Fire vehicle	0	0	0
Motorcycle	1	0	1
Motorized snow vehicle	0	0	2
Other farm vehicle	0	0	0
Other school vehicle/bus	0	0	0
Passenger van (SUV)	16	5	39
Pick-up truck	37	4	77
Police vehicle	0	0	0
School bus	0	0	0
School van	0	0	0

	Other	Angle (t-bone)	Approaching (he	Rear end	Sideswipe	SMV - animal or	SMV - fixed obje
Snow plow	0	0	0	0	0	0	0
Tow truck	0	0	0	0	0	0	1
Truck - car carrier	0	0	0	0	0	0	0
Truck - closed	0	0	0	0	1	0	0
Truck - dump	0	1	0	1	0	0	1
Truck - open	0	0	0	0	0	0	0
Truck - other	0	0	0	0	0	0	0
Truck - tank	0	0	0	1	0	0	0
Truck - tractor	0	0	1	2	0	0	0
Unknown	0	0	0	0	0	0	0
Total	19	24	31	65	11	1	57

	SMV - Other	Turning moveme	Total
Snow plow	0	0	0
Tow truck	0	0	1
Truck - car carrier	0	0	0
Truck - closed	3	0	4
Truck - dump	0	0	3
Truck - open	0	0	0
Truck - other	0	0	0
Truck - tank	0	0	1
Truck - tractor	0	0	3
Unknown	1	0	1
Total	170	20	398



GROUP COLLISIONS BY VEHICLE 2 TYPE

Vehicle type 2

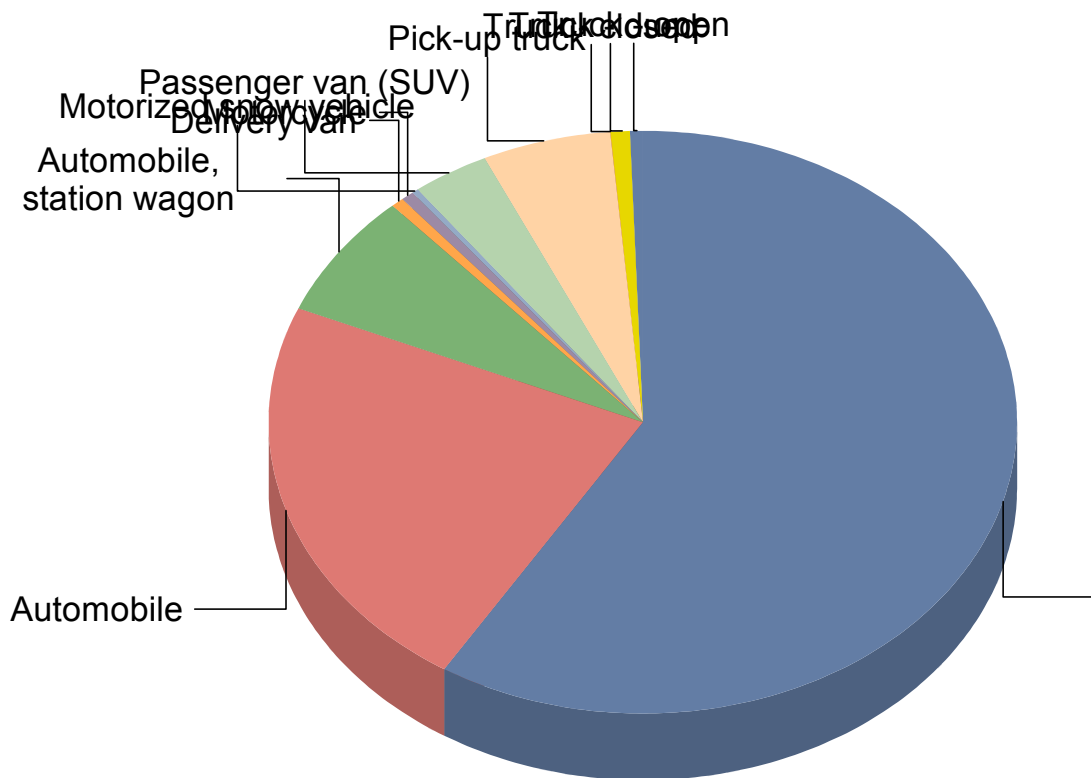
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)



Other	234	58.8%
Automobile	90	22.6%
Automobile, station wagon	28	7.0%
Delivery van	2	0.5%
Farm tractor	0	0.0%
Motorcycle	2	0.5%
Motorized snow vehicle	1	0.3%
Other farm vehicle	0	0.0%
Passenger van (SUV)	13	3.3%
Pick-up truck	22	5.5%
Police vehicle	0	0.0%
School bus	0	0.0%
School van	0	0.0%
Snow plow	0	0.0%
Truck - car carrier	0	0.0%
Truck - closed	1	0.3%
Truck - dump	3	0.8%
Truck - open	2	0.5%
Truck - other	0	0.0%
Truck - tank	0	0.0%
Truck - tractor	0	0.0%
Total:	398	100.0%

TOTAL COLLISIONS: 398



GROUP REPORT - VEHICLE 2 TYPE vs. INITIAL IMPACT TYPE

V 2 type vs Impact Type

FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)

	Other	Angle (t-bone)	Approaching (he	Rear end	Sideswipe	SMV - animal or	SMV - fixed obje
Other	10	1	1	1	1	0	56
Ambulance	0	1	0	0	0	0	0
Automobile	3	14	16	31	5	0	0
Automobile, station wagon	1	2	5	15	1	1	1
Bicycle	0	1	0	0	0	0	0
Bus (other)	0	1	0	0	0	0	0
Delivery van	0	0	1	1	0	0	0
Farm tractor	0	0	0	0	0	0	0
Fire vehicle	0	0	0	0	0	0	0
Motorcycle	0	0	0	1	0	0	0
Motorized snow vehicle	0	0	0	0	0	0	0
Other farm vehicle	0	0	0	0	0	0	0
Passenger van (SUV)	2	1	0	8	0	0	0
Pick-up truck	2	3	6	7	3	0	0
Police vehicle	0	0	0	0	0	0	0
School bus	0	0	0	0	0	0	0
School van	0	0	0	0	0	0	0

	SMV - Other	Turning moveme	Total
Other	161	0	231
Ambulance	0	0	1
Automobile	5	16	90
Automobile, station wagon	0	2	28
Bicycle	0	0	1
Bus (other)	0	0	1
Delivery van	0	0	2
Farm tractor	0	0	0
Fire vehicle	0	0	0
Motorcycle	1	0	2
Motorized snow vehicle	1	0	1
Other farm vehicle	0	0	0
Passenger van (SUV)	1	1	13
Pick-up truck	0	1	22
Police vehicle	0	0	0
School bus	0	0	0
School van	0	0	0

	Other	Angle (t-bone)	Approaching (he	Rear end	Sideswipe	SMV - animal or	SMV - fixed obje
Snow plow	0	0	0	0	0	0	0
Tow truck	0	0	0	0	0	0	0
Truck - car carrier	0	0	0	0	0	0	0
Truck - closed	0	0	1	0	0	0	0
Truck - dump	1	0	1	0	0	0	0
Truck - open	0	0	0	1	1	0	0
Truck - other	0	0	0	0	0	0	0
Truck - tank	0	0	0	0	0	0	0
Truck - tractor	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	19	24	31	65	11	1	57

	SMV - Other	Turning moveme	Total
Snow plow	0	0	0
Tow truck	0	0	0
Truck - car carrier	0	0	0
Truck - closed	0	0	1
Truck - dump	1	0	3
Truck - open	0	0	2
Truck - other	0	0	0
Truck - tank	0	0	0
Truck - tractor	0	0	0
Unknown	0	0	0
Total	170	20	398

To: **James E. Hunter, M.B.A., P. Eng.,** Copies to: **Mike Neumann, P.Eng.**

From: **Sean Sexsmith, A.Sc.T.**

Date: **November 18, 2011**

Ref: **County Road 22 (Horseshoe Valley Road) – Truck** File: **111129**
Climbing Lane Review

Overview

A warrant review for the requirement to construct truck-climbing lanes along Horseshoe Valley Road (County Road 22) in the area of Horseshoe Resort was conducted based upon the information supplied by County. It is our understanding that Horseshoe Resort will be constructing condominiums in the future, and proposed intersection upgrades include signalization. The proposed intersection layout has yet to be determined. The warrant review was conducted based on the guidelines set forth in the Geometric Design Manual (GDM).

The GDM states:

B.4.4.1.1 Warrants on Two-Lane Highways

The warrant for a truck climbing lane is based upon the speed reduction or level of service drop experienced on the upgrade. A climbing lane is warranted if each of the following criteria is satisfied:

1. One of the following conditions exists:
 - level of service E or F exists on the grade.
 - a reduction of two or more levels of service is experienced when moving from the approach segment to the grade.
 - a 15 km/h or greater speed reduction is expected for a typical heavy truck.
2. Upgrade traffic flow exceeds 200 v/h.
3. Upgrade truck flow exceeds 20 v/h.

Both westbound and eastbound directions were reviewed based on the above criteria. A “worst-case” scenario of having a truck stopped at the intersection by a red light was used as the basis for this review. The performance curve used for this analysis was that of a 120kg/kW truck (Fig. J2A-2 GDM, see attached). A preliminary design has been illustrated on the attached drawing, and utilizes widenings from centre line. Also shown on the attached drawings is the toe of slope/top of cut offset 3.0m to accommodate ditching and tie ins. Background traffic was provided by the County, and vehicles including buses and larger were considered in regards to flow.

Westbound Direction

Warrant Review:

- A reduction in speed 15km/hr is expected (See Performance Curve Fig #1)
- Upgrade traffic flow exceeds 200v/h – As noted in traffic counts provided by County.
- Upgrade truck flow exceeds 20v/h – Utilizing the traffic data supplied by the County, August counts show that over the five days covered multiple occurrences of upgrade truck flows exceeding 20v/h are

present on all five days.

Considering a stop condition at the intersection (Sta. 10+000) for a westbound truck, the vehicle will transition into the grade from a near flat area up to an approximate maximum grade of 8%. Data from the performance curve indicates that the vehicle will incur a reduction of speed greater than 15km/hr. At approximately Sta. 8+880 (intersection: Sta. 10+000) the vehicle will approach speeds within 15km/h of operational speeds once again. In this instance this was achieved prior to the minimum length of 1500m (including tapers). However, to clear the intersection at Line 3 North, the 180m taper was applied to the end of the 1500m length.

Eastbound Direction

Warrant Review:

- A reduction in speed 15km/hr is expected (See Performance Curve Fig #2)
- Upgrade traffic flow exceeds 200v/h – As noted in traffic counts provided by County.
- Upgrade truck flow exceeds 20v/h - Utilizing the traffic data supplied by the County, August counts daily counts were omitted (data appears to be skewed showing little to no cars and above average bus counts). August summary sheets show greater than 200 v/h, and assuming 10% of that count is represented by truck flow all four days depicted would have instances of truck flow greater than 20v/h.

Considering a stop condition at the intersection (Sta. 10+000) for an eastbound truck, the vehicle will transition into the grade from a near flat area up to an approximate maximum grade of 10%. Data from the performance curve indicates that the vehicle will incur a reduction of speed greater than 15km/hr. At approximately Sta. 11+710 the vehicle will approach speeds within 15km/h of operational speeds once again. In this instance this was achieved beyond the minimum length of 1500m (including tapers). The 180m taper was applied at Sta. 11+710.

I am writing in response to your email sent Sunday October 26 to Chris Doherty concerning the memo dated October 15, 2014 on Updated Traffic Counts for County Road 22 which was posted on our website.

The memo was not intended to address any one person's specific question. It was prepared to address the concerns expressed generally by several people at the May 12th PIC that the traffic count data was inaccurate, and that the truck volumes extracted from that traffic count data were skewed because dual wheeled pickup trucks were included in the truck classification.

In order to address those concerns, staff undertook 2 additional traffic counts for four days each the weeks of July 14 and October 6. The raw data was sent to the manufacturer for verification. Additionally, a random 7 hour period was manually monitored to determine if there were a significant number of dual wheeled pickups observed. The traffic count data was consistent and deemed to be accurate, and it was further determined that the number of dual wheeled pickups does not appear to be significant. The memo summarizes that work, and includes the detailed data. The detailed data was included in response to another general comment that the County was not releasing all the detailed data.

The memo is addressed to the Simcoe project team because it was prepared at our request. It forms part of the project documentation and was prepared in response to concerns raised by residents and therefore will not be retracted.

Debbie Korolnek, P. Eng.

General Manager, Engineering, Planning and Environment

County of Simcoe, Engineering Planning and Environment
1110 Highway #26, Midhurst, Ontario L0L 1X0
Phone: 705-726-9300 Ext. 1462

Toll Free: 1-866-893-9300 Ext. 1462

Fax: 705-726-9832
Email: Debbie.Korolnek@simcoe.ca

www.simcoe.ca

From: Shauna T [<mailto:shaunatoz@gmail.com>]
Sent: Sunday, October 26, 2014 11:21 PM
To: Doherty, Chris

Cc: Aitken, Mark; Patterson, Cal R.
Subject: Memo dated October 15th, 2014

Mr. Doherty,

I find it necessary to further clarify the actual concern raised at the May 12th, 2014 PIC in relation to the Class EA for CR 22.

In your memo, dated October 15th, 2014, Updated Traffic Counts - County Road 22 - Horseshoe Resort Area, you state that:

"Through the public consultation process concerns were raised with the validity of the traffic count

volumes in the 2 Axle 6 Tire classification and that it was comprised of all dually pick-up trucks, skewing

the data. By definition Class 5 Single Unit 2 Axle 6 Tire Trucks include courier vans, cube vans, single

unit trucks, camper vans and dual wheeled pickup trucks. During the summer and fall traffic counts a

visual count was also under taken on site to confirm the number of dually pick-up trucks using the

roadway. A total of 7 hours were visually observed over the course of the 2 traffic studies and during

the 7 hours, a total of 91 2 axle 6 tire vehicles were observed. Of the 91 vehicles 5 of them were dual

tired pickup trucks."

When in reality, this was my question at the May 12, 2014 PIC: "Please clarify this according to geometric traffic designs according to size and weight of vehicle classified as a heavy truck? Are vehicles similar to Dually pickup trucks included in the these counts? If this is the case then this misrepresents the actual number of trucks that cannot climb the hill at the posted speed limit." I followed up with this question in my email to

County Staff on May 27th, 2014. (Question #3 on page 24), however it was not answered in the Public Response document.

I feel that your memo has misrepresented my question and my concern at the May 12th, 2014 PIC. I was the only one who raised this issue and would ask for a public retraction and further clarification of my question. Further, your memo is not only posted on your website, but was directed to Debbie Korolnek, Christian Miele and Paul Murphy. I would further ask that you retract your memo to County Staff in relation to what you previously understood the public (my) concern was. My concern remains that lighter Class 5 vehicles (91, in the case of your memo) were included in the "heavy" truck counts, thereby inflating the results which may have caused County Staff to believe that the other Class 5 vehicles, including dual wheeled trucks and others, like courier vans, cannot make it up the CR 22 hills without slowing to 15 km/hr under the posted speed limit. This is simply not true.

I thank you in advance for your transparency and in clearly representing the public in their concerns with the data collected in the Class EA.

Shauna Tozser

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HORSESHOE VALLEY PROPERTY OWNERS ASSOCIATION
Helping to make Horseshoe Valley an even better place to live

Mr. Mark Aitken

Chief Administrative Officer

The Corporation of the County of Simcoe

County of Simcoe Administration Centre

1110 Highway 26

Midhurst, ON L0L 1X0

Re: CIMA Peer Review Report

Dear Mr. Aitken:

I am writing to you as President of the Horseshoe Valley Property Owners Association and on behalf of well over a thousand residents in and around the Horseshoe Valley area.

First, I want to congratulate you and your staff for commissioning the peer review of Ainley Group's truck warrant analysis on CR-22. It was much needed and brought forward some interesting insights. I have carefully read and discussed with colleagues, including two professional engineers, CIMA's assessment of July, 2014 and Ainley's response of October 20.

Second, I would anticipate that the county staff under your direction will fully implement CIMA's five main recommendations which, when taken together, show Ainley has made significant errors, omissions and questionable assumptions that directly affect, and indeed invalidate, the outcome of the truck warrant analysis.

I note that CIMA's peer review report does not include an assessment of two additional warrants; namely level of service (LoS) and cost effectiveness. Perhaps these warrants were not included in the County's terms of reference for the peer review. Moreover, Ainley's truck warrant analysis finds that the LoS warrant is not met as it rates each factor as an A or a B, or in one case a C. A rating of either an E or F is required to satisfy this warrant. And, Ainley fails to address the cost effectiveness warrant at all.



HORSESHOE VALLEY PROPERTY OWNERS ASSOCIATION
Helping to make Horseshoe Valley an even better place to live

Lastly, I question why the two projects have not been combined as the two projects impact each other. I will be consulting with the Ministry of Environment on this issue.

Can I conclude that CIMA's recommendations will be adopted by Simcoe County and incorporated into a new truck warrant analysis that includes all five warrants?

We have been advised that truck warrant analysis is a quantitative tool and must be subject to sound engineering judgment in deciding whether or not to implement truck lanes. A key aspect of such judgment is the unique characteristics of our community in the area for the proposed truck lanes. These characteristics cause us to reject truck lanes as part of an effective strategy to improve the safety and roadworthiness of our Horseshoe Valley "main street". While appreciating that your role is to look to future traffic needs along this corridor, we urge you to ensure that the safety of those that live in the community and of all who use Horseshoe Valley Road, no matter the purpose, remains paramount in the future designs.

I would appreciate a response, and I am available to discuss this with you further.

Yours sincerely,

Shauna Tozser

President, Horseshoe Valley Property Owners' Association

Korolnek, Debbie

From: Shauna T <shaunatoz@gmail.com>
Sent: Sunday, November 16, 2014 5:00 PM
To: Aitken, Mark
Cc: Patterson, Cal R.; Hughes, Harry; Hough, Ralph; Meile, Christian; Murphy, Paul; Doherty, Chris; Mike Neumann; Brad Kalus; Korolnek, Debbie
Subject: Re: Memo dated October 15th, 2014

Mr. Aitken,

I am increasingly troubled by the responses by your staff regarding the volume of heavy trucks that would slow to the point as to cause the platooning of vehicles between Line 3 and Line 4 on Horseshoe Valley Road. I wrote a letter in response to Mr. Doherty's memo dated October 15th which only explains part of the misunderstanding caused by the inclusion of Class 5 vehicles in volume counts carried out by Ainley Consulting. My question, and that of the community was not that truck volumes were skewed by the inclusion of dual wheeled pickup trucks, it was it is skewed because Class 5 vehicles, all of them, were included in the volume counts. I do not know where Ms. Korolnek has drawn this conclusion from?

Residents did not want to know how many dual wheeled trucks were in the counts, they wanted to know how many Class 5 vehicles were deemed to be heavy: "What is a heavy truck? What is a 2 axle 6 wheeled truck?" We now know what the definition is but want to know why they were chosen to be included and if removed, what that does to the 20 heavy truck per hour warrant.

Mr. Doherty has only answered part of my question by providing a number for only dual wheeled pickup trucks within the Class 5 volume counts.

It is because of this lack of data, that I am compelled to ask, once again, for a retraction or at the very least a clarification of what I have been asking for six months.

In the volume counts for the Class EA "Project A" Widening or Truck Climbing Lanes, your staff have publicly stated that the volume of heavy trucks in an hour exceeds 20. If the number of trucks that would slow to such a degree as to create platooning is actually 20 trucks per hour then why is the level of service, as stated in the Traffic Impact Study at a Level A or B? I would conclude, that this is because when the Class 5 vehicles were chosen to be included in the volume counts by Ainley, or County staff, the result is that the number of heavy trucks was inflated.

Start Time	Bikes	Cars & Trailer	2 Axis Long	Buses	2 Axis 6 Tire	3 Axis Single	4 Axis Single	<5 Axis Double	5 Axis Double	>5 Axis Double	<6 Axis Multi	6 Axis Multi	>6 Axis Multi	Net Class	Total
01:00															
02:00															
03:00															
04:00															
05:00															
06:00															
07:00															
08:00															
09:00															
10:00															
11:00															
12:00															
13:00	0	82	36	1	18	0	0	0	0	1	0	0	0	5	114
14:00	0	76	33	0	12	0	0	0	1	0	0	0	0	5	127
15:00	0	86	37	0	11	0	0	3	0	0	0	0	0	5	137
16:00	0	63	35	1	10	0	0	0	0	0	0	0	0	3	111
17:00	0	108	39	1	10	0	0	0	0	0	0	0	0	3	156
18:00	2	141	41	1	20	0	0	3	2	3	0	0	0	8	260
19:00	0	170	40	0	25	1	0	0	1	0	0	0	1	9	332
20:00	1	109	42	0	13	0	0	0	0	1	0	0	0	8	171
21:00	2	86	39	1	16	0	0	0	0	0	0	0	0	2	116
22:00	0	90	30	0	8	0	0	1	0	0	0	0	0	5	83
23:00	0	64	13	0	7	0	0	1	0	0	0	0	0	2	93
24:00	0	18	0	0	1	0	0	0	0	0	0	0	0	0	25
Total	15	1306	320	6	145	1	0	8	1	0	0	0	1	46	1602
Percent	0.9%	84.1%	20.0%	0.4%	9.1%	0.1%	0%	0.3%	0.1%	0%	0%	0%	0.1%	2.9%	

Total Number of Heavy Trucks During Peak Hour = 29

Total Number of Vehicles During Peak Hour = 260

AM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak
22:00	18:00	18:00	12:00	10:00	10:00	11:00	17:00	12:00					18:00	18:00	18:00
Vol	8	170	48	1	25	1	2	1					1	8	760

The representation above, from your staff, shows 25 of the 29 heavy trucks are Class 5, yet this includes, delivery vans, courier vans and dual wheeled pickups, those that have no trouble climbing the hills at 70km/hr. Further that, in the traffic data collected and posted on the Simcoe County website for volume between July 14th and July 18th eastbound from Horseshoe Valley Resort and the 7th line, the total volume was 9936 vehicles. 319 vehicles or 3.2% of this traffic was 3 axle or greater, but when Class 5 vehicles are added, the number jumps to 905 vehicles or 9.1%. Also included in this July data is the truck volume per hour. On July 14th, the number of heavy trucks never reaches 20 (13 are Class 5) per hour. On July 15th, only once does the volume reach 21 (18 are Class 5) trucks per hour. On July 16th, on three occasions the truck volume reaches 24 (16 are Class 5) trucks per hour. On July 17th, on two occasions the volume reaches 21 (14-15 are Class 5) trucks per hour. On July 18th, the truck volume never exceeds 20/hr (10 are Class 5).

The CIMA peer review raised this, in Section 3.3 choice of design vehicle, which has validated my concern and the concern of many interested persons.

On behalf of the interested persons looking to understand this clearly, I would ask that it be further clarified, publicly, from Mr. Doherty's memo, if Class 5 vehicles were removed entirely from the total number of heavy trucks, as they are the lighter vehicles which are not likely to be challenged by the grade thereby not causing platooning or a decreased level of service, how many actual heavy trucks per hour travel this section of road.

I thank you in advance for your response,

Shauna Tozser, President
HVPOA

On Fri, Oct 31, 2014 at 2:28 PM, Korolnek, Debbie <Debbie.Korolnek@simcoe.ca> wrote:

Hello Ms. Tozser,

I am writing in response to your email sent Sunday October 26 to Chris Doherty concerning the memo dated October 15, 2014 on Updated Traffic Counts for County Road 22 which was posted on our website.

The memo was not intended to address any one person's specific question. It was prepared to address the concerns expressed generally by several people at the May 12th PIC that the traffic count data was inaccurate, and that the truck volumes extracted from that traffic count data were skewed because dual wheeled pickup trucks were included in the truck classification.

In order to address those concerns, staff undertook 2 additional traffic counts for four days each the weeks of July 14 and October 6. The raw data was sent to the manufacturer for verification. Additionally, a random 7 hour period was manually monitored to determine if there were a significant number of dual wheeled pickups observed. The traffic count data was consistent and deemed to be accurate, and it was further determined that the number of dual wheeled pickups does not appear to be significant. The memo summarizes that work, and includes the detailed data. The detailed data was included in response to another general comment that the County was not releasing all the detailed data.

The memo is addressed to the Simcoe project team because it was prepared at our request. It forms part of the project documentation and was prepared in response to concerns raised by residents and therefore will not be retracted.

Debbie Korolnek, P. Eng.

General Manager, Engineering, Planning and Environment

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1110 Highway #26, Midhurst, Ontario L0L 1X0
Phone: 705-726-9300 Ext. 1462

Toll Free: 1-866-893-9300 Ext. 1462

Fax: 705-726-9832

Email: Debbie.Korolnek@simcoe.ca

www.simcoe.ca

From: Shauna T [<mailto:shaunatoz@gmail.com>]

Sent: Sunday, October 26, 2014 11:21 PM

To: Doherty, Chris

Cc: Aitken, Mark; Patterson, Cal R.
Subject: Memo dated October 15th, 2014

Mr. Doherty,

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"Through the public consultation process concerns were raised with the validity of the traffic count

volumes in the 2 Axle 6 Tire classification and that it was comprised of all dually pick-up trucks, skewing

the data. By definition Class 5 Single Unit 2 Axle 6 Tire Trucks include courier vans, cube vans, single

unit trucks, camper vans and dual wheeled pickup trucks. During the summer and fall traffic counts a

visual count was also under taken on site to confirm the number of dually pick-up trucks using the

roadway. A total of 7 hours were visually observed over the course of the 2 traffic studies and during

the 7 hours, a total of 91 2 axle 6 tire vehicles were observed. Of the 91 vehicles 5 of them were dual

tired pickup trucks."

When in reality, this was my question at the May 12, 2014 PIC: "Please clarify this according to geometric traffic designs according to size and weight of vehicle classified as a heavy truck? Are vehicles similar to Dually pickup trucks included in the these counts? If this is the case then this misrepresents the actual number of trucks that cannot climb the hill at the posted speed limit." I followed up with this question in my email to

County Staff on May 27th, 2014. (Question #3 on page 24), however it was not answered in the Public Response document.

I feel that your memo has misrepresented my question and my concern at the May 12th, 2014 PIC. I was the only one who raised this issue and would ask for a public retraction and further clarification of my question. Further, your memo is not only posted on your website, but was directed to Debbie Korolnek, Christian Miele and Paul Murphy. I would further ask that you retract your memo to County Staff in relation to what you previously understood the public (my) concern was. My concern remains that lighter Class 5 vehicles (91, in the case of your memo) were included in the "heavy" truck counts, thereby inflating the results which may have caused County Staff to believe that the other Class 5 vehicles, including dual wheeled trucks and others, like courier vans, cannot make it up the CR 22 hills without slowing to 15 km/hr under the posted speed limit. This is simply not true.

I thank you in advance for your transparency and in clearly representing the public in their concerns with the data collected in the Class EA.

Shauna Tozser

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MEMORANDUM

Ainley & Associates Limited
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From: Mike Neumann, Brad Kalus

Date: October 20, 2014

Ref: **County Road 22 Class Environmental Assessment**

File: **112166**

We are writing to provide a response to the recommendations provided by CIMA, as summarized in Section 4 of their report entitled Horseshoe Valley Road Truck Climbing Lane Warrant Peer Review (dated July 2014), as requested.

CIMA Recommendation 1 – *That application of the typical performance curve for 180 kg/kW trucks, or the provision of rationale for the application of a different truck weight-to-power ratio, should be utilized for the appropriate measured operating/entry speed.*

AAL Response:

Prior to the commencement of the Class EA Study, a cursory assessment of the existing traffic conditions and road profile, within the subject section of County Road 22, was undertaken. Based on the 2011 three season traffic data provided by the County and the various truck classifications (Class 5 to Class 13) that were considered in the assessment of truck climbing lane warrants, it was noted the majority of the recorded truck volumes were in the Class 5 category. Class 5 trucks are characterised as being two-axle, six tire single unit trucks. This class of truck includes all vehicles on a single frame which have two axles and dual rear wheels. This includes single unit dump trucks, camping and recreational vehicles, motor homes, etc., that on average, fall within the 120 g/W power to weight category. As such, a conservative approach was taken by considering the more typical 120 g/W design vehicle as opposed to the larger and heavier 180 g/W design truck. The findings of this cursory assessment determined the warrants for truck climbing lanes were met.

At the commencement of the Class EA study, the warrants for truck climbing lanes were revisited using the Performance Curves for Heavy Trucks, 180 g/W, as per the recommendations provided in the Transportation Association Canada (TAC) Geometric Design Guide for Canadian Roads. The results confirmed the findings of the original warrant assessment were valid. In addition, an entry speed of 95 km/h was assumed (as opposed to a stop condition) as per the TAC guidelines. We note this entry speed (measured at the base of the hills) is consistent with the 85 percentile average measured operating speed from the July 2014 speed survey conducted by the County as part of the traffic volume and classification survey.

CIMA Recommendation 2 – *That if there is any uncertainty in the installation of the traffic signals at the Resort entrance that the County review an additional warrant scenario where the measured operating speed is assumed (with the corresponding performance curves).*

AAL Response: As noted above, based on the Performance Curves for a 180 g/W design vehicle and an entry speed of 95 km/hr at P.I. # 1 (i.e. the bottom of the hill near the Horseshoe Resort entrance), the design truck decelerates to 35 km/h in the westbound direction (towards Line 3) due to a 620m upgrade at 7%. In the east bound direction (from approximately 500m east of Horseshoe Resort entrance towards Line 4), the design truck decelerates to 30 km/h due to a 700m upgrade which exceeds 7%.

We note the critical length of grade is 120m, as per Table 2.1.8.1 of the TAC manual. This is the length of specific grade in metres at which the design truck speed is reduced by 15 km/h from its entry speed (i.e. 95 km/h).

CIMA Recommendation 3 – *That the application of the selected performance curve assumes that vehicles travel in a straight line from one point of grade intersection to the next is used for consistency.*

AAL Response: The above noted analysis was completed using the 180 g/W Performance Curve and application of a straight line of travel from the entry point of the grade to the second point of intersection where the truck experiences a grade change in the uphill direction.

CIMA Recommendation 4 – *That clarification of the rationale for the determination of the heavy vehicle ratio of 10% would be valuable given the value is critical in the truck climbing lane analysis.*

AAL Response: The determination of truck volumes during the peak hour was originally derived from the County of Simcoe 2011 traffic count survey data by totalling the recorded truck volumes in the Class 5 (2 axle 6 tire) to Class 13 (>6 axle, multi) counts. We note on several occasions during the traffic survey, the total traffic volume during the peak hour was greater than 200 vehicles and the total number of trucks during this same period was 20 or more. Thus the truck climbing warrants are satisfied. The reference to a 10% truck ratio was a general correlation of the total traffic volume and truck traffic volumes recorded during the peak periods of the 2011 traffic surveys. This total traffic and truck volume ratio has also been substantiated by the updated traffic counts carried out by the County in May 2014, July 2014 and October 2014.

CIMA Recommendation 5 – *That consideration be given to collection of current speed data for representative time periods. This speed data, along with the County's current 2014 traffic volume and classification counts could be utilized to further support the warrant analysis findings from Ainley, which are based on 2011 counts.*

AAL Response: We note the traffic surveys completed by the County in July 2014, included speed survey data. This information has been considered to further support the alternatives being considered to address the Problem Statement, including the analysis of truck climbing lane warrants.

We also note the traffic counts carried out by the County in May, July and October of 2014 are consistent with the 2011 traffic data, which further supports that the truck climbing lane warrants are met.

File: S:\112166\Correspondence\memo\Peer Review Response Memo October 20 2014.doc

Document2

December 1, 2014

Mr. Christian Meile
Director Transportation Construction and
Maintenance
County of Simcoe
1110 Highway 26
Midhurst ON L0L 1X0

Ms. Deborah Korolnek
General Manager of Engineering, Planning and
Environment

Subject: Horseshoe Valley Road Truck Climbing Lane Warrant Peer Review

Introduction

Ainley Group completed a truck climbing lane warrant analysis for the upgrade sections of Horseshoe Valley Road (County Road 22), both eastbound and westbound of the Horseshoe Valley Resort entrance, as part of a Class Environmental Assessment for the County of Simcoe. CIMA undertook a peer review of the warrant analysis, which resulted in recommendations from CIMA that Ainley Group clarify some of the assumptions made while performing their analysis.

Ainley Group provided a response memorandum commenting on CIMA's recommendations. It is our understanding that Ainley Group conducted additional analysis following our peer review. It should be noted, however, that CIMA has not been provided with a full copy of the new analysis. Only the results summarized in Ainley Group's response memo were available for our review.

Warrant Procedure Utilized

As outlined in the GDSOH,¹ *“slow moving vehicles, in particular heavy trucks and recreational vehicles, can impede traffic flow and pose a safety hazard on significant upgrades. In these cases, the recommended safety improvement is a climbing lane.”*

For a truck climbing lane to be warranted on two-lane highways, the GDSOH requires all three of the following criteria to be satisfied:

1. One of the following conditions exists:
 - a. Level of Service (LOS) E or F exists on the grade;
 - b. A reduction of two or more levels of service is experienced when moving from the approach segment to the grade;
 - c. A 15 km/h or greater speed reduction is expected for a typical heavy truck;
2. Upgrade traffic flow exceeds 200 vehicles per hour;

¹ Geometric Design Standards for Ontario Highways. Ministry of Transportation of Ontario, 1985.

3. Upgrade truck flow exceeds 20 vehicles per hour.

Only one of the three conditions under criterion number 1 (1a, or 1b, or 1c) is required to exist to satisfy this criterion, but all three conditions, (1 and 2 and 3) must be satisfied to achieve the truck climbing lane warrant.

CIMA's Responses to Ainley Group's Memorandum

The following discussion addresses Ainley Group's responses to CIMA's recommendations.

CIMA Recommendation 1: "That application of the typical performance curve for 180 kg/kW trucks, or the provision of rationale for the application of a different truck weight-to-power ratio, should be utilized for the appropriate measured operating/entry speed."

Ainley Group's Response: Ainley indicated that an assessment of existing conditions of County Road 22 had been undertaken. They found that the majority of trucks were Class 5, two-axle, six tire "single unit" vehicles. Examples of this fleet can include dump trucks, RV's and motor homes. They stated that they used "a conservative approach" of a 120 g/W design vehicle for calculations of the warrant for the truck climbing lane. They subsequently re-did the analysis using the 180 g/W (weight-to-power ratio) design truck and confirmed their warrant results. They also verified that they used an entry speed of 95 km/h, supported by the July 2014 speed survey conducted by the County.

CIMA' Response: Class 5 vehicles include single-unit 2-axle trucks, which includes dump trucks, RV's and dual-wheeled vehicles including some larger pick-up trucks. We confirm that including Class 5 vehicles is correct for the analysis. The vehicles in that class are considered by the GDSOH to potentially impede traffic flow and pose a safety hazard. It should be noted that other vehicles with similar characteristics, buses and pick-up trucks without dual rear wheels, were excluded from the analysis. Including the Class 5 vehicles in the warrant analysis is consistent with the guidance provided by the GDSOH for this analysis.

Conducting the warrant analysis using both 120 kg/kW and 180 kg/kW performance curves is acceptable. It confirms that a climbing lane is warranted for both conditions. We are not able to confirm Ainley Group's statement that *single unit dump trucks, camping and recreational vehicles, motor homes, etc., on average fall within the 120 g/W power to weight category*, given the wide range of vehicle configuration that exist. The GDSOH provides four different performance curves, for 60, 120, 180, and 210 kg/kW trucks. Research on technical specifications of Class 5 vehicles would assist in confirming the desired performance curve to use, but would not alter the outcome of the assessment completed.

CIMA Recommendation 2: "That if there is any uncertainty in the installation of the traffic signal at the Resort entrance, that the County review an additional warrant scenario where the measured operating speed is assumed (with the corresponding performance curves)."

Ainley Group's Response: Ainley confirmed that based on the 180 g/W design vehicle and an entry speed of 95 km/hr at the bottom of the hill near the Horseshoe Resort entrance the design truck would decelerate to 35 km/h in the westbound direction and to 30 km/h in the eastbound direction due to the upgrades, meeting the warrant criterion 1c.

CIMA' Response: CIMA further conducted additional analysis using the 60 g/W design vehicle and confirms that Ainley's analysis correctly determines that a speed reduction of 15 km/h from a 95 km/h entry speed can be expected for all available performance curves. A 15 km/h or greater speed reduction is expected for all possible scenarios. The warrant criterion number 1c is, therefore, satisfied.

CIMA Recommendation 3: "That the application of the selected performance curve assume that vehicles travel in a straight line from one point of grade intersection to the next be used for consistency."

Ainley Group's Response: Ainley noted their analysis was completed considering a straight line of travel from the entry point of the grade to the second point of intersection where the truck experiences a grade change in the uphill direction.

CIMA' Response: CIMA confirms that Ainley followed the guideline indicated in the GDSOH.

CIMA Recommendation 4: "That clarification of the rationale for the determination of the heavy vehicle ratio of 10% would be valuable given that the value is critical in the truck climbing lane analysis."

Ainley Group's Response: Ainley noted that peak-hour truck volumes were originally derived from the County of Simcoe 2011 traffic count, totalling the Class 5 to Class 13 vehicles. They identified that on several occasions in the traffic survey the peak-hour volume was greater than 200 vehicles and trucks were 20 or more. They further note that traffic:truck volume ratio has also been substantiated by the counts carried out in May 2014, July 2014 and October 2014.

CIMA' Response: Given that the 10% heavy vehicle ratio has been substantiated by recent counts, we find their original assumption reasonable.

CIMA Recommendation 5: "That consideration be given to collection of current speed data for representative time periods. This speed data, along with the County's current 2014 traffic volume and classification counts, could be utilized to further support the warrant analysis findings from Ainley, which are based on the 2011 counts."

Ainley Group's Response: Ainley noted that traffic surveys completed in July 2014 included speed data. They used this information to further support the alternatives being considered and to address the Problem Statement, including the analysis of truck climbing lane warrants.

CIMA' Response: We have no further comments regarding this recommendation.

Final Comments

1. CIMA confirms that the inclusion of Class 5 vehicles in assessing the warrant criterion number 3 (upgrade truck flow exceeds 20 vehicles per hour) is consistent with the guidance provided in the GDSOH.
2. CIMA confirms that truck climbing lanes are warranted in the study area for the following reasons:
 - a. Based on 7% or steeper upgrades that extend for at least 600 metres in either direction from the bottom of the hill near the Horseshoe Resort entrance, a speed reduction of 15 km/h or greater is expected for all possible scenarios, therefore the warrant criterion number 1c is satisfied; and
 - b. Based on Ainley Group's comments regarding the consistency between traffic data used in the original study from 2011 and subsequent 2014 traffic counts, we find that the warrant criteria numbers 2 and 3 (upgrade traffic flow and upgrade truck flow, respectively) have also been satisfied.
3. Ideally, additional evidence should be provided to justify the selection of an appropriate performance curve for design purposes, and also to ensure that the Class Environmental Assessment process is thoroughly documented. Research on technical specifications of different Class 5 vehicle types would be desirable to assess the range of power-to-weight ratios of these vehicles. However, the climbing lane is expected to be warranted regardless of which performance curve is used.

Yours sincerely,



Brian Malone, P.Eng., PTOE
Vice President, Transportation

Appendix F

Natural Heritage Review

**DRAFT Natural Heritage Review
For the Proposed Widening
Of County Road 22 in Horseshoe Valley
Township of Oro-Medonte, County of Simcoe**



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**DRAFT Natural Heritage Review
For the Proposed Widening of
County Road 22 in Horseshoe Valley,
Township of Oro-Medonte,
County of Simcoe**

prepared for

The Ainley Group

by

Tarandus Associates Limited

March, 2016

Executive Summary

In early 2013, Tarandus Associates Limited was retained by Ainley Group to complete a Natural Heritage Review (NHR) for the proposed widening of County Road 22 from Line 1 North eastward to Line 5 North. This section of the road is proposed to be widened to three lanes primarily to accommodate truck traffic. This NHR is required as part of the Class Environmental Assessment currently being undertaken by Ainley on behalf of the County of Simcoe.

The study area is located in the Oro Moraine and includes headwater drainage features of the Matheson Creek and the Coldwater River. Recreational and urban land uses dominate the study area, with some remnant patches of forested land.

The scope of work for this assignment consisted of:

- Acquisition and Review of Existing Information;
- Inventory of the Existing Natural Environment;
- Evaluation of Species At Risk Issues;
- Identification of Potential Effects and Proposed Mitigation Measures; and
- Documentation.

Field surveys were initiated in early 2013 and were completed in July of that year. Following is a summary of results:

More than 47 vascular plant species were found in the study area, almost half of which are either exotic or ornamental landscaping plants. All birds and mammals either observed or expected in the study area are common and well adapted to the urban/recreational land uses in the study area. No fish surveys were undertaken. Although many headwaters of the two watersheds are likely coldwater, the three which cross the County Road 22 study-area coldwater are considered intermittent warm-water drainage features.

MNRF reports the presence of four species at risk (SAR) in the vicinity of the study area. These are American ginseng, butternut, milk snake and snapping turtle. Milk snake and snapping turtle are classified as “species of special concern” provincially and federally. American ginseng and butternut are “endangered” provincially and federally. None of these species at risk were observed in the study area during the 2013 field surveys.

There are no Significant Wetlands, Significant Woodlands, or Areas of Natural and Scientific Interest in the vicinity of the study area.

Three road-widening alternatives are under consideration. These include: a “do-nothing” scenario; road widening to address capacity; and detour traffic to alternate routes to lower traffic volumes.

The proposed works are located in an existing transportation corridor which is dominated by recreational and residential land uses. The study area is also one in which there is much ongoing human and vehicular activity and much existing disturbance and development. The ecological functions of the study area are limited; and as a result, the potential effects of the proposed road widening on the natural environment are expected to be minimal. They include:

1. The loss of mature native trees and other existing native vegetation in those areas which will be cleared and re-graded to accommodate the road widening;
2. the loss of some existing breeding-bird habitat for some common birds;
3. the loss and disruption of some existing terrestrial habitat for some common small mammals such as mice and voles in the area required for road widening and re-grading; and
4. potential effects on aquatic habitat as a result of the lengthening or replacement of existing culverts.

Recommendations to avoid or mitigate potential effects include the use of appropriate mitigation measures and construction-timing windows and the planting of trees where feasible to replace those removed during construction

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Natural Heritage Review for the Proposed Widening of County Road 22 in Horseshoe Valley

Introduction

In early 2013, Tarandus Associates Limited was retained by Ainley Group to complete a Natural Heritage Review (NHR) for the proposed widening of County Road 22 from about Line 1 North eastward to Line 5 north. This section of the road is proposed to be widened to three lanes primarily to accommodate truck traffic. This NHR is required as part of the Class Environmental Assessment currently being undertaken by Ainley on behalf of the County of Simcoe.

The main objective of this assignment was to acquire and evaluate relevant information about the natural-heritage features and functions in the study area which could potentially be affected by the road widening and bridge replacement.

Following is a description of the study area, an outline of the scope of work, a description of study methods, and a summary of results.

Study Area

The NHR study area consists of that part of County Road 22, also known as Horseshoe Valley Road, which extends eastward from the entrance to the Horseshoe Resort for approximately 2.5 km to Line 5 North, and westward from the resort entrance for about 2.5 km ending at about Line 1 North (Figures 1 and 2). The NHR study area also included approximately 50 m on both sides of County Road 22 along this corridor.

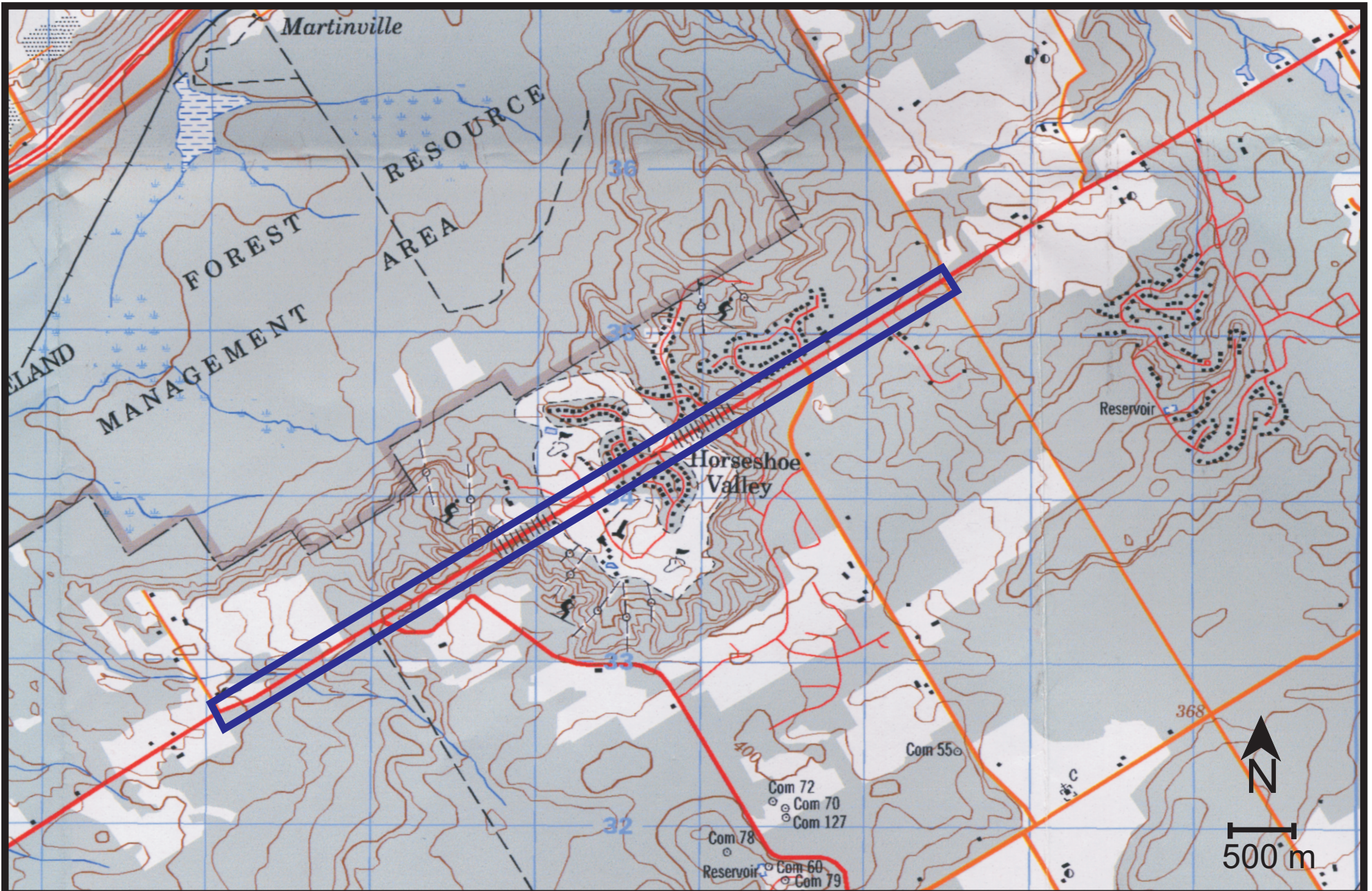


Figure 1: Horseshoe Valley Natural Heritage Review Study Location

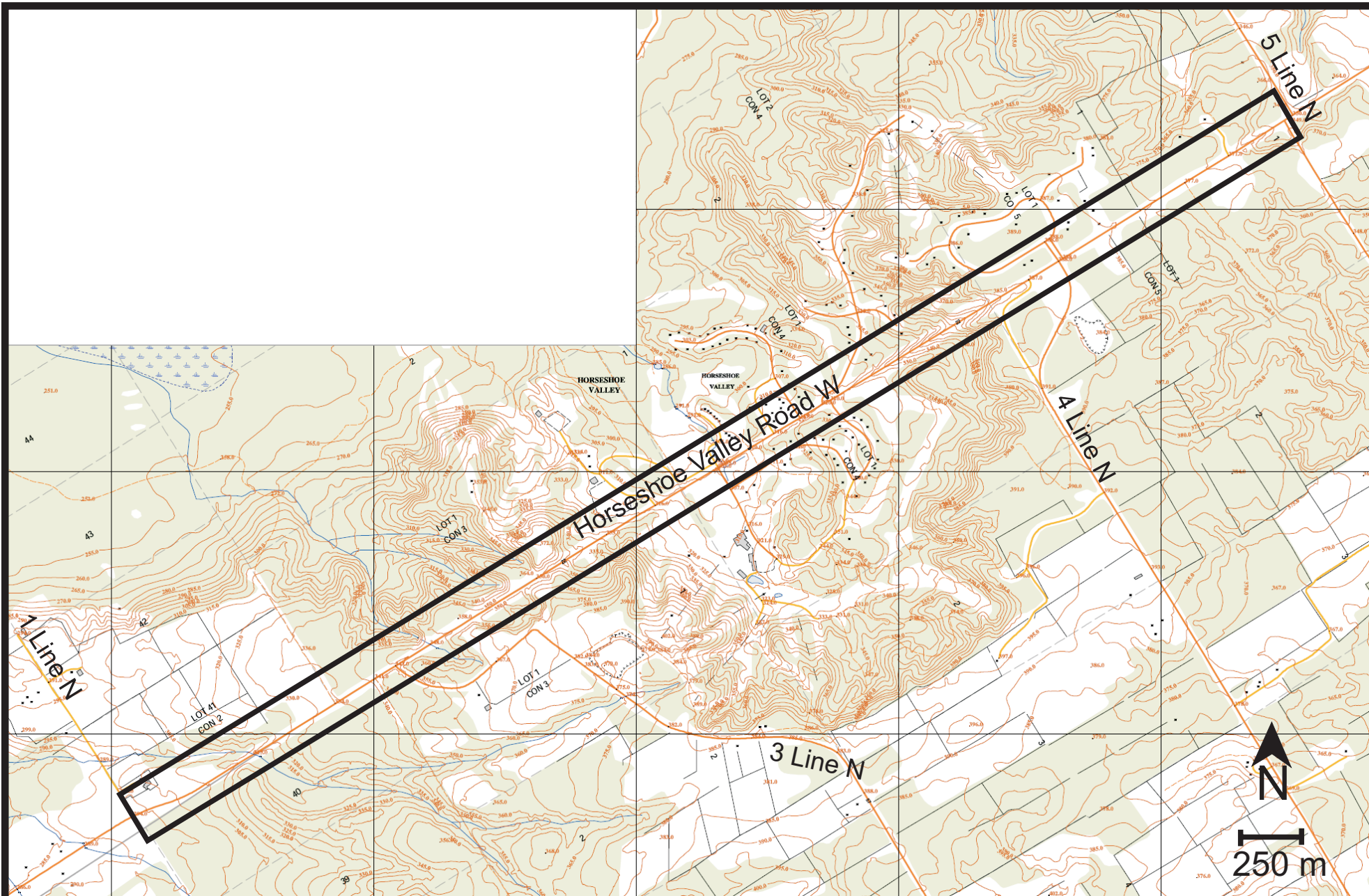


Figure 2: Horseshoe Valley Natural Heritage Review Study Area

Scope of Work

The scope of work for this assignment consisted of:

1. Acquisition and Review of Existing Information;
2. Inventory of the Existing Natural Environment;
3. Evaluation of Species At Risk Issues
4. Identification of Potential Effects and Proposed Mitigation Measures; and
5. Documentation.

Methods

Existing information about the natural environment in the study area was obtained from the Nottawasaga Valley Conservation Authority (NVCA), the County of Simcoe, the Natural Heritage Information Center (NHIC), consultant reports, the Ontario Ministry of Natural Resources (MNRF), airphotos, and Ontario Base Maps (OBM).

Field surveys were initiated in January of 2013 and were concluded in July, 2013. A total of three visits to the study area were undertaken: January 10th, June 8th, and July 23rd, 2013. During these visits, vegetation was inspected, plant species and communities recorded, and incidental observations of wildlife presence noted (direct observations, prints, scat, etc). Photographs were taken throughout (Appendix I). MNRF's NHIC database and MNRF regional biologists were directly consulted regarding species at risk which could potentially be in the study area.

Results

Existing Conditions

The study area is located in rural and semi-urban environment with adjacent land uses that include a major recreational resort, a golf course, residential developments, and some small relatively natural patches of woodland. The study-area corridor includes several drainage features which are headwater tributaries of Matheson Creek and the Coldwater River. The entire corridor has been

significantly affected by human activity. Not surprisingly, the natural-heritage characteristics reflect these circumstances, with much of the vegetation being ornamental or introduced and fauna consisting of species tolerant of human presence and developed lands.

Vegetation

More than 47 species of vascular plants were found in the study area, at least 19 of which were exotic or ornamental. Some vegetation could not be identified to species due to the stage of plant maturity. All species, such as sugar maple (*Acer saccharum*), staghorn sumac (*Rhus typhina*), silver maple (*Acer saccharinum*), white cedar (*Thuja occidentalis*), eastern hemlock (*Tsuga canadensis*), raspberry (*Rubus* sp.), Queen Anne's lace (*Daucus carota*), common milkweed (*Asclepias syriaca*), Scotch thistle (*Onopordum acanthium*) etc are considered common throughout southern Ontario.

Avifauna

Birds observed during the field surveys included: American Crow (*Corvus brachyrhynchos*), Mourning Dove (*Zenaidura macroura*), House Sparrow (*Passer domesticus*), Blue Jay (*Cyanocitta cristata*), American Robin (*Turdus migratorius*), American Goldfinch (*Carduelis tristis*), European Starling (*Sturnus vulgaris*). Based on habitats existing in the study area, some of the bird species that could also be expected in the vicinity of the County Road 22 corridor include: Savannah Sparrow (*Passerculus sandwichensis*), Ruby-throated Hummingbird (*Archilocus colubris*), Rose-breasted Grosbeak (*Pheucticus ludovicianus*), and House Finch (*Carpodacus mexicanus*), Purple Finch (*Carpodacus purpureus*) and Yellow Warbler (*Dendroica petechia*).

Mammals

Mammals observed in the study area included racoon (*Procyon lotor*), groundhog (*Marmota monax*) common gray squirrel (*Sciurus carolinensis*) and skunk (*Mephitis* sp.) Other small mammals such as), mice (*Mus* sp.), voles (*Peromyscus* sp.), shrews, and moles would also be expected in the study area, along with larger mammals such as coyote (*Canis latrans*), white-tailed deer (*Odocoileus virginianus*), and fox (*Vulpes* sp.).

Herpetofauna

No breeding-amphibian habitat was found within the study-area corridor and no breeding amphibian surveys were undertaken. Breeding habitat exists in adjacent lands, however, particularly in association with various anthropogenic ponds and pockets of unevaluated wetlands. Species that might be expected in the study area, however, include American toad (*Bufo americanus*).

Breeding amphibians reported in the vicinity of the study-area corridor include spring peeper (*Pseudacris crucifer*), wood frog (*Lithobates sylvaticus*), American Toad (*Bufo americanus*), and grey tree frog (*Hyla versicolor*) (Beacon, 2015).

No reptiles were observed during the field surveys, but species that could potentially be found in the vicinity of the study area, eastern garter snake (*Thamnophis sirtalis sirtalis*), DeKays brown snake (*Storeria dekayi*), and Eastern smooth green snake (*Opheodrys vernalis*), none of which are considered species at risk.

Species At Risk

MNRF reports the presence of four species at risk (SAR) in the vicinity of the study area. These are American ginseng (*Panax quinquefolius*), butternut (*Juglans cinerea*), milk snake (*Lampropeltis triangulum*), and snapping turtle (*Chelydra serpentina*). Milk snake and snapping turtle are classified as “species of special concern” provincially and federally. American ginseng and butternut are “endangered” provincially and federally. None of these species at risk were observed in the study area during the 2013 field surveys. Although any of them has the potential to occur, habitat for these species within the study-area corridor is very limited.

Aquatic Habitat

The study-area corridor is located in the watersheds of Matheson Creek and the Coldwater River. The two westernmost drainage features which cross the County Road 22 study area are all headwaters of Matheson Creek, and the drainage feature which crossed the ROW at Horseshoe Valley Resort is a headwater tributary of the Coldwater River. The land uses in much of these watersheds is dominated by agriculture or forest.

Only two drainage features were found to have flowing water during all three site visits to the study area - the tributary which crosses the road immediately west of the entrance to the Horseshoe Valley Resort and a small drainage feature to the east of the Resort entrance and which crosses County road and Pine Ridge Trail. No flow was noted in the other drainage feature which is located to the west of the resort. It is likely that these drainage features only convey water during periods of snow melt and high rainfall. Some other culvert crossings were noted between Horseshoe Valley Resort and the westernmost terminus of the study area. These crossings, however, were dominated by terrestrial vegetation on both sides of the road. There was no evidence of any aquatic habitat associated with these crossings and the gradients were steep at all of these culvert crossings. It is likely that they are “equalization culverts” and only convey overland flow during snow melt and periods of high rainfall.

All three drainage features in the study-area corridor likely provide intermittent warm-water fish habitat. This is substantiated by studies undertaken by others (Beacon, 2015). These features also can be considered as providing supporting habitat functions to downstream fish communities.

Areas of Natural and Scientific Interest (ANSIs)

There are no Areas of Natural and Scientific Interest (ANSIs) anywhere in the vicinity of the study-area corridor.

Significant Wetlands

Although some small pockets of unevaluated wetlands are located on and in the vicinity of the study-area corridor, there are no Provincially, Regionally, or Locally significant wetland within the subject County Road 22 corridor. The nearest Provincially Significant Wetland is the Copeland-Craighurst-Guthrie PSW complex situated approximately 2 km to the north.

Significant Wildlife Habitat

There is no significant wildlife habitat located within the study-area corridor. This is corroborated by the results of other studies (Beacon, 2015).

Significant Woodlands

Based on information in the Official Plan of the Township of Oro Medonte, there are no significant woodlands on or in the vicinity of the County 22 study-area corridor.

Road-Widening Alternatives

Three road-widening alternatives are under consideration. These include:

1. a “do-nothing” scenario
2. road widening and a roundabout intersection to address capacity; and
3. detour traffic to alternate routes to lower traffic volumes.

The three alternatives are illustrated in Appendix V.

Potential Effects

The proposed road-widening works are located in an existing transportation corridor with adjacent urban, rural, and recreational land uses. The study area is also one in which there is much ongoing human and vehicular activity and much existing disturbance and development. The ecological functions of the study-area corridor are limited; and as a result, the potential effects of the proposed road widening on the natural environment are expected to be minimal.

There are, nevertheless, some potential effects which could occur in the absence of appropriate mitigation measures. These potential effects apply to all scenarios where road-widening is undertaken:

1. The loss of mature native trees and other existing native vegetation in those areas which will be cleared and re-graded to accommodate the road widening.
2. The loss of some existing breeding-bird habitat for some common birds. This is not considered a significant effect.
3. The loss and disruption of some existing terrestrial habitat for some common small mammals such as mice and voles in the area required for road widening and re-grading.
4. Potential effects on aquatic habitat as a result of the lengthening or replacement of existing culverts.

Proposed Mitigation Measures

It is expected that the potential effects noted above can be avoided or mitigated by the implementation of appropriate mitigation measures. Although the following measures are intended to form the core of the mitigation plan, they may be further refined or enhanced prior to construction of the road-widening.

1. The removal of trees within the construction footprint should be undertaken outside of the bird-reeding season. This will likely extend from about April to the end of June, but MNRF should be consulted to confirm the appropriate window for such removal.
2. Removal of trees should be avoided where possible. Trees should be planted to replace those removed, where feasible.
3. MNRF has indicated that a warm-water no-construction window would likely apply to the proposed in-water works. Such a timing would typically extend from April 01 to June 30th, but this should be confirmed in advance of construction.
4. Sediment and erosion controls (SECs) should be incorporated into construction methods to relevant provincial and municipal standards to minimize the effects of siltation and erosion. All SECs should be monitored and maintained in optimal working order until soil has been stabilized.
5. Any fill material deposited in the study area should conform with the fill-quality standards of the relevant regulatory authority. No fill material will be placed in any watercourse.
6. Any stockpiled soils and materials used during construction should be located away from the watercourse. Appropriate sediment-control measures should be implemented between any stockpiled materials and the water, and exposed soils should be stabilized with vegetation where possible.
7. All fueling and maintenance of construction equipment should be completed away from the

water to minimize the possibility of water and sediment contamination. All on-site fuels oils and chemical should also be stored at least 100 meters away from surface waters.

8. Excess construction materials should not be deposited in any watercourse or anywhere else where they could be introduced to the aquatic environment.
9. Environmental monitoring of construction activities should be undertaken by qualified personnel.
10. Post-construction soil stabilization measures will be taken as soon as possible following the completion of work.

Conclusions and Recommendations

1. Because of the disturbed and developed nature of the setting in which the road widening is proposed, potential effects on the natural-heritage features and functions associated with the study area are considered minor.
2. The most noteworthy potential effects of the project are those associated with the displacement and disturbance to terrestrial habitat for some common breeding birds and small mammals. It is expected that long-term potential effects can be avoided or minimized with the implementation of appropriate mitigation measures and construction timing.
3. The period during which no in-water works would be permitted likely extends from September 30th to May 31. This should be confirmed with MNRF.
4. It is recommended that trees be planted to replace those that may need to be removed where feasible.

Appendix I

Study Area Photographs



Photo 1: ROW vegetating, S side of County Road 22, at Line 1 North (08/06/13)



Photo 2: Equalization culvert between Horseshoe Resort and Line 1 N; south side of County Road 22 (08/06/13)



Photo 3: ROW vegetation, S side of County Road 22, west of Horseshoe Resort, viewed eastward (08/06/13)



Photo 4: Perched culvert, N of County Road 22 just west of the Horseshoe Resort entrance.



Photo 5: Drainage feature west of Resort entrance, N side of County Road 22, at Pine Ridge Trail



Photo 6: ROW vegetation W of Line 5 N, north side of County road 22, viewed eastward (08/05/13)

Appendix II

Vascular Plant Species Observed in the Study Area

Appendix II: Vascular plants observed in the study area

Common name	Scientific name	Comments
Norway Maple	<i>Acer platanoides</i>	Exotic
Sugar Maple	<i>Acer saccharum</i>	
Manitoba Maple	<i>Acer negundo</i>	on residential properties
American Beach	<i>Fagus grandifolia</i>	
Silver Maple	<i>Acer saccharinum</i>	
Speckled Alder	<i>Alnus incana ssp. rugosa</i>	
American Elm	<i>Ulmus americana</i>	
Basswood	<i>Tilia americana</i>	
White Birch	<i>Betula papyrifera</i>	
Red-Osier Dogwood	<i>Cornus sericea</i>	
Eastern White Cedar	<i>Thuja occidentalis</i>	
Eastern Red Cedar	<i>Juniperus virginiana</i>	landscape trees
Eastern Hemlock	<i>Tsuga canadensis</i>	
White Spruce	<i>Picea glauca</i>	
Blue Spruce	<i>Picea pungens</i>	Introduced, used for ornamental purposes
Norway Spruce	<i>Picea abies</i>	Introduced, used for ornamental purposes
Scots Pine	<i>Pinus sylvestris</i>	Exotic
Raspberry/Blackberry	<i>Rubus sp.</i>	
Highbush Cranberry	<i>Viburnum trilobium</i>	
Wild Grape	<i>Vitis sp.</i>	
Staghorn Sumac	<i>Rhus typhina</i>	
Common Yarrow	<i>Achillea millefolium</i>	Exotic
Common Ragweed	<i>Ambrosia artemisiifolia</i>	
Common Plantain	<i>Plantago major</i>	
Chicory	<i>Cichorium intybus</i>	Exotic
Bull Thistle	<i>Cirsium vulgare</i>	Exotic
Cat's Ear	<i>Hypochaeris radicata</i>	Exotic
Blue Lettuce	<i>Lactuca biennis</i>	
Scotch Thistle	<i>Onopordum acanthium</i>	Exotic
Goldenrod	<i>Solidago sp.</i>	
Dandelion	<i>Taraxacum officinale</i>	Exotic

Coltsfoot	<i>Tussilago farfara</i>	Exotic
False Nettle	<i>Boehmeria cylindrica</i>	
Common Mullein	<i>Verbascum thapsus</i>	Exotic
Garlic Mustard	<i>Alliaria petiolata</i>	Exotic
Queen Anne's Lace	<i>Daucus carota</i>	Exotic
Wild Teasel	<i>Dipsacus fullonum</i>	Exotic
Bedstraw	<i>Galium sp.</i>	
Common Milkweed	<i>Asclepias syriaca</i>	
White Clover	<i>Trifolium repens</i>	Exotic
Cow Vetch	<i>Vicia cracca</i>	Exotic
Grasses		Poaceae Family, at least 4 different sp.
Crabgrass	<i>Digitaria sp.</i>	
Horsetail	<i>Equisetum</i>	

Appendix III

Fish Species Present in the Study Area Headwater Tributaries

Appendix III: Fish species present in Study Area Headwater Tributaries

Common Name	Scientific Name	Data Sources
Bluntnose Minnow	<i>Pimephales notatus</i>	MNRF
Blacknose Dace	<i>Rhinichthys atratulus</i>	MNRF
Longnose Dace	<i>Rhinichthys cataractae</i>	MNRF
Common Shiner	<i>Luxilus cornutus</i>	MNRF
Johnny Darter	<i>Etheostoma nigrum</i>	MNRF
Rainbow Darter	<i>Etheostoma caeruleum</i>	MNRF
White Sucker	<i>Catostomus commersonii</i>	MNRF
Creek Chub	<i>Semotilus atromaculatus</i>	MNRF
Hognose Sucker	<i>Hypentelium nigricans</i>	MNRF
Pearly Dace	<i>Margariscus margarita</i>	MNRF
Northern Redbelly Dace	<i>Chrosomus eos</i>	MNRF

Appendix IV

Species at Risk (SAR) Potentially Present in the Study Area

Appendix IV presents a list of the Species At Risk (SAR) that could potentially be present in the vicinity of the site. Information provided by MNRF.

Appendix IV: Species at Risk recorded in the vicinity of the Study Area

Common Name	Scientific Name	SAR*	SARO*	Recorded within 10km of study area	Comments
Reptiles					
Milksnake	<i>Lampropeltis triangulum</i>	SC	SC	✓	- NHIC
Snapping Turtle	<i>Chelydra serpentina</i>	SC	SC	✓	- MNRF record
Plants					
Butternut	<i>Juglans cinerea</i>	END	END	✓	- MNRF record
American Ginseng	<i>Panax quinquefolius</i>	END	END	✓	MNRF

Notes:

*SAR and SARO terminology:

THR - Threatened

END - Endangered

SC - Species of Special Concern

Appendix V

Road-Widening Alternatives

In addition to the “do-nothing” alternative, two other alternatives are under consideration. Illustrations of these three concepts are presented in this Appendix.

Appendix G

Traffic Impact Study & Speed Zone Review

**COUNTY OF SIMCOE
COUNTY ROAD 22 INTERSECTION IMPROVEMENTS
AT 3RD LINE, HORSESHOE RESORT ENTRANCE AND 4TH LINE**

TRAFFIC IMPACT STUDY



Source : Google Maps

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1.0 Introduction

This Traffic Impact Study has been prepared in conjunction with a Municipal Class Environmental Assessment, Design and Construction Administration for the intersections of County Road 22 at 3rd Line, County Road 22 at Horseshoe Resort Entrance and County Road 22 at 4th Line/Cathedral Pine Road.

The overall purpose of the Traffic Impact Study is to assess the intersection improvement needs of the subject intersections under future traffic projection for the horizon years of 2018, 2023 and 2033. The 2018, 2023 and 2033 horizons were selected to represent the 5, 10 and 20 year horizons. Although 2031 horizon year is the ultimate horizon in the County of Simcoe Transportation Master Plan (i.e. population and employment data is not available beyond 2031), it is assumed the growth trend beyond 2031 will stay the same as the one prior to 2031.

2.0 Existing Conditions

This section will describe the road network, traffic volumes and operations for the existing conditions.

2.1 Road Network

The road network to be addressed by this study consists of County Road 22, 3rd Line, Birch Grove Drive/Horseshoe Resort entrance, 4th Line, and Cathedral Pine Road. County Road 22 is under the jurisdiction of the County of Simcoe, whereas, 3rd Line, Birch Grove Drive, 4th Line and Cathedral Pine Road are under the jurisdiction of the Township of Oro-Medonte. Photographs of the road system are provided in Figures 1 to 3.

2.1.1 Road Sections

The section of County Road 22 is identified in the County's Transportation Master Plan as a primary arterial road. Through the study area, County Road 22 is a two-lane rural County road providing one travel lane in each direction with a 2 to 3 m gravel shoulder. Upon approaching 3rd Line the horizontal alignment of County Road 22 is relatively straight, however, there are vertical curves to the east and to the west and a grade of approximately 3.5% from the west to the east. County Road 22 at 4th Line is straight and flat, however, there is a downgrade further to the east (approximately 2.5%) and another downgrade further to the west (gradually changing from 2% to 10%). County Road 22 at Horseshoe Resort Entrance is straight; however, the road increases in grade to the west (7.5%) and to the east (6.5%) The road is rolling. The road has a posted speed limit of 80 km/h in the area of 3rd Line and 70 km/h in the area of Horseshoe Resort Entrance and 4th Line and, hence, a design speed of 100 km/h and 90 km/h have been assumed respectively (speed limit + 20 km/h for higher speed roads). The road has been currently resurfaced.

The section of 3rd Line is serving as a collector road. Upon approaching County Road 22, 3rd Line is mainly a two-lane urban/semi-urban road providing one lane of travel in each direction with mountable curbs and paved shoulders (0.5 to 1 m) on both sides. The road curves to the east and increases in grade (approximately 5%) from CR 22 to the south. The posted speed limit is 50 km/h. Thus, the design speed assumed is 60 km/h.

The section of Birch Grove Drive/Horseshoe Resort entrance serves as a collector road. Upon approaching County Road 22, Birch Grove Drive is relatively straight and flat. North of County Road 22, Birch Grove Drive has one lane in each direction with a gravel shoulder on each side. The road becomes a gravel road at approximately 80 m north of CR22 and bends to the west and ends at approximately 230 m north of CR 22. There is no speed limit posted on the road. A posted speed limit of 50 km/h is assumed corresponding to a design speed of 60 km/h.

South of County Road 22, Horseshoe Resort entrance/Birch Grove Drive has an urban/semi-urban cross-section with a curb and a sidewalk on the east side and a mountable curb on the west side. The road has one lane in each direction and a left turn lane at CR 22. The road has a posted speed limit of 20 km/h corresponding to a design speed of 30 km/h. At approximately 80 m south of CR 22, Horseshoe Resort entrance increases in grade and provide a curb and a sidewalk on the west side; whereas, Birch Grove Drive turns to the east at a right angle and forms an intersection with Horseshoe Resort entrance.

The section of 4th Line is also serving as a collector road. Upon approaching County Road 22, 4th Line is a divided road with one lane in each direction, a curbed centre island and a gravel shoulder on the east and west sides. The road is relatively flat; however, it bends to the west. The posted speed limit is 50 km/h. Thus, the design speed assumed is 60 km/h.

The section of Cathedral Pine Road serves as a collector road. From County Road 22 to approximately 90 m north, the road is a divided or one-way only rural road with one inbound lane and one out bound lane and minimal gravel shoulders. The alignment of this section of road is straight and flat. Cathedral Pine Road then becomes a circular road (i.e. the beginning point meets with the end point). The posted speed limit is 40 km/h. Thus, the design speed assumed is 50 km/h.

2.1.2 Key Intersections

The intersection of County Road 22 with 3rd Line is a “T” intersection with stop control on 3rd Line the northbound approach. Each approach has a single shared lane.

The intersection of County Road 22 with Horseshoe Resort entrance/Birch Grove Drive is a 4-leg intersection with stop control on Horseshoe Resort entrance/Birch Grove Drive the north and south approaches. The eastbound approach has a left-through shared lane and a right turn lane. The northbound approach has a left turn lane and a through-right shared lane. The southbound and westbound approaches have a single shared left-through-right lane.

The intersection of County Road 22 with 4th Line is a 4-leg intersection with stop control on 4th Line and Cathedral Pine Road the south and north approaches. Each approach has a single shared left-through-right lane. 4th Line and Cathedral Pine Road have an approximately 10 m in width centre median.

2.2 Existing Traffic Volumes

Traffic counts were conducted at the intersections of County Road 22 with 3rd Line, County Road 22 with 4th Line and County Road 22 with the Horseshoe Valley Resort Entrance on Saturday, June 8, 2013 and Wednesday, June 12, 2013 from 6:00 to 9:00, 11:00 to 13:00 and 15:00 to 18:00; Saturday January 11, 2014 from 10:00 to 18:00; and Tuesday January 14, 2014 from 7:00 to 10:00, 11:00 to 13:00 and 15:00 to 18:00 (the count data is included in Appendix A).

The following traffic data was provided by the County of Simcoe for the sections of County Road 22 from 7th Line to Horseshoe Valley Resort Entrance and from Horseshoe Valley Resort Entrance to County Road 93:

- AADT for the years of 2002, 2005, 2008 and 2011
- Spring, summer and fall weekday hourly volumes in each direction for 2011 and
- 2011 spring and summer weekday hourly volumes in each direction with vehicle classification.

A review of the intersection count data indicated the following:

- weekday volumes are higher than weekend volumes except for the winter count for the intersection of Horseshoe Valley Road at Horseshoe Valley Resort entrance where weekend PM peak hour traffic volumes are higher than the weekday PM peak hour volumes
- weekday AM and PM peak hour volumes are higher than weekday mid-day volumes for both January and June counts
- the June 2013 traffic volumes are higher than the January 2014 traffic volumes except for the intersection of Horseshoe Valley Road at Horseshoe Valley Resort entrance where the January week end PM peak hour traffic volumes are higher than the June weekend PM peak hour volumes
- in any cases, the June weekday PM traffic volumes are the highest (although the January Saturday PM peak hour volumes are the highest on Horseshoe Resort entrance, the June weekday PM peak hour volumes are the highest for the overall intersection)

Thus the June weekday AM and PM peak hour volumes have been used for the analysis.

A review of daily traffic volumes along County Road 22 for the spring, summer and fall seasons in 2011 and the AADTs in 2011 indicated that spring average daily volumes are 4% lower than the AADT for the section from 7th Line to Horseshoe Valley Resort Entrance, and 19% lower than the AADT for the section from Horseshoe Resort Entrance to County Road 93. To reflect the average condition, the June counts have been increased by 19% for the intersections of 3rd Line with County Road 22 and the west side of the intersection of Horseshoe Resort entrance with CR 22; and by 4% for the east side of the intersection of Horseshoe Resort entrance with CR 22 and the intersection of 4th Line with County Road 22. The resulting 2011 weekday AM and PM peak hour volumes are presented in Figure 4.

2.3 Existing Traffic Operations

Operational analysis was carried out for the intersections of County Road 22 with 3rd Line and County Road 22 with 4th Line based on the existing traffic volumes and the existing intersection configurations and control. The methodology applied was consistent with the *2010 Highway Capacity Manual* method for signalized intersections as employed in the software program Synchro 8.

Table 1 summarized the results of the analysis showing the Level of Service (LOS), estimated delays (measured in seconds) and the volume to capacity (v/c) ratio for the critical movements of the intersections. Level of Service A, corresponding to minimal delays, is the best whereas Level of Service F, corresponding to high delays, is generally considered a poor condition. When volume is less than capacity, v/c ratio is less than 1. Otherwise, v/c ratio equals to 1 or more than 1, which means volume reaches capacity or is more than capacity. Level of Service definitions and the corresponding detailed worksheets are included in Appendix B.

TABLE 1 – INTERSECTION OPERATIONS – 2013 TRAFFIC VOLUMES

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	12.0	B	0.09	18.2	C	0.29
	WBL	free	7.9	A	0.02	8.5	A	0.02
County Road 22 & Horseshoe Resort Entrance	NBL	stop	12.9	B	0.05	20.1	C	0.24
	NBT-R		8.8	A	0.01	10.3	B	0.07
	EBL	free	7.6	A	0.01	7.7	A	0.01
	WBL		7.7	A	0.03	8.4	A	0.03
	SB	stop	10.3	B	0.02	14.6	B	0.04
County Road 22 & 4 th Line	NB	stop	11.1	B	0.09	16.0	C	0.19
	EBL	free	7.7	A	0.01	7.7	A	0.02
	WBL		7.7	A	0.03	8.3	A	0.04
	SB	stop	11.1	B	0.07	14.3	B	0.07

As per the analysis, an acceptable Level of Service C or better occurs at the intersections under existing conditions and thus no improvements related to intersection operations are required at this time on the basis of the intersection operational analysis.

2.4 Current Left Turn Lane Requirements

Based on the existing 2013 traffic volumes indicated in Figure 4 and MTO left turn lane warrant criteria, a 15 m in length westbound left turn storage lane is warranted on County Road 22 at 3rd Line. Based on a design speed of 100 km/h, this left turn lane should include a 70 metre parallel length and a 160 metre taper.

With respect to the need for a right turn lane, MTO criteria indicates that they should be considered when the turning volume exceeds 60 vehicles per hour at an unsignalized intersection. Based on the 2013 traffic volumes, an eastbound right turn lane is recommended on County Road 22 at 3rd Line. This right turn lane should include an 85 metre parallel lane and an 80 metre taper.

3.0 Future Conditions

This section will describe the future growth projections, anticipated improvements to the road network and future traffic volumes and operations expected for the 2018, 2023 and 2033 planning horizons.

3.1 Historic Traffic Growth

Historic AADT for the section of County Road 22 provided by the County of Simcoe are listed in Table 2.

TABLE 2 – AADT GROWTH ON COUNTY ROAD 22

YEAR	FROM 7 TH LINE TO HORSESHOE VALLEY RESORT ENTRANCE		FROM HORSESHOE VALLEY RESORT ENTRANCE TO COUNT ROAD 93	
	AADT	ANNUAL GROWTH RATE	AADT	ANNUAL GROWTH RATE
2002	4,100		5,700	
2005	4,100	0%	6,100	2.3%
2008	4,600	3.9%	6,200	0.5%
2011	4,300	-2.3%	5,500	-4.1%

Annual growth rates in a range of -2.3% to 3.9% and a range of -4.1% to 2.3% have been calculated for the sections of County Road 22 from 7th Line to Horseshoe Valley Resort Entrance and from Horseshoe Valley Resort Entrance to County Road 93 respectively. These growth rates are provided in Table 2. On average from 2002 to 2011, the average annual growth rate was 0.53% for the section of County Road 22 from 7th Line to Horseshoe Valley Resort Entrance, whereas, -0.4% for the section of County Road 22 from Horseshoe Valley Resort Entrance to County Road 93.

3.2 Projected Growth

In developing future traffic projections, consideration has been given to population and employment forecasts in addition to specific development growth information provided by the Township.

3.2.1 Population & Employment Trends

Traffic growth will depend largely on the population and employment growth of an area. The population and employment forecasts for the Township of Oro-Medonte are documented in *Simcoe County Transportation Master Plan and Ontario Places to Grow Growth Plan for the Greater Golden Horseshoe*. Future population and employment projections are provided in Table 3.

TABLE 3 – POPULATION AND EMPLOYMENT FORECASTS

COMMUNITY	POPULATION			EMPLOYMENT		
	2011	2031	ANNUAL GROWTH	2006	2031	ANNUAL GROWTH
Township of Oro-Medonte	20,078 ¹	27,000 ²	1.49%	4,700 ³	6,000 ²	0.98%

¹ Statistics Canada. 2012. Oro-Medonte, Ontario (Code 3543023) and Simcoe, Ontario (Code 3543) (table). Census Profile. 2011 Census. Statistics Canada Catalogue no. 98-316-XWE. Ottawa. Released October 24, 2012.

² Ontario Places to Grow Growth Plan for the Greater Golden Horseshoe 2006. Office Consolidation, January 2012.

³ Simcoe County Transportation Master Plan. July 2008.

3.2.2 Growth from Specific Developments

A number of specific developments within and adjacent to the study area have been considered. These are illustrated in Figure 4 and are listed below:

1. Skyline HV Inc. development located at 1101 Horseshoe Valley Road – 110 units residential-commercial condominium;
2. Horseshoe Valley Lands development – 84 residential lots, 1000 medium density units;
3. Kellwat Ltd. & Fred Grant Square Ltd. development – 97 residential lots; and
4. Horseshoe Timber Ridge – 250 resort condominium units.

As per the phasing information provided by the Township, the Horseshoe Valley Lands development will likely have 84 units built in the next 5 years and the rest of the units will be built in the 20 year horizon.

It is assumed that the other three developments will be built out in the 20 year horizon at a straight line building rate (i.e. 25% in 5 years, 50% in 10 years and 100% in 20 years).

Trips generated by all four developments have been specifically estimated, given the size and type of developments, corresponding trip rates as per the *ITE Trip Generation Manual*. The following have been employed:

- Residential lots – trip rates correspond to “single family detached housing” (ITE land use code 210);
- residential-commercial condominium units – trip rates based on the average rates from “residential condominium/townhouse” (ITE land use code 230); and
- medium density units, and resort condominium units – trip rates based on the average rates from “recreational homes” (ITE land use code 260).

The applicable trip rates and corresponding trip estimates are provided in Table 4.

TABLE 4 – SPECIFIC DEVELOPMENT TRIP GENERATION ESTIMATES

Dev. No.	Land Use	Rate/ Estimate	Unit/ Size	WEEKDAY AM PEAK			WEEKDAY PM PEAK		
				In	Out	Total	In	Out	Total
1	condominium units	rate	unit	0.07	0.37	0.44	0.35	0.17	0.52
		estimate	110	8	40	48	38	19	57
2	single detached units	rate	unit	0.19	0.56	0.75	0.64	0.37	1.01
		estimate	84	16	47	63	53	32	85
	medium density units	rate	unit	0.11	0.05	0.16	0.11	0.15	0.26
		estimate	1000	107	53	160	107	153	260
	sub-total			1084	123	100	223	160	185
3	single detached units	rate	unit	0.19	0.56	0.75	0.64	0.37	1.01
		estimate	97	18	55	73	62	36	98

Dev. No.	Land Use	Rate/ Estimate	Unit/ Size	WEEKDAY AM PEAK			WEEKDAY PM PEAK		
				In	Out	Total	In	Out	Total
4	resort condominium units	rate	unit	0.11	0.05	0.16	0.11	0.15	0.26
		estimate	250	27	13	40	27	38	65
Total				176	208	384	287	278	565

In total, all four specific developments are estimated to generate 384 trips during the AM peak hour and 565 trips during the PM peak hour (total inbound and outbound trips).

The distributions of the trips to be generated by these developments have been developed based on the existing travel patterns and locations of the developments. The following distributions were assumed:

For the developments No. 1 and No. 4

- 65% to/from the west via County Road 22
- 35% to/from the east via County Road 22

For the developments No. 2 and No. 3

- 35% to/from the west via 3rd Line and County Road 22
- 17% to/from the west via 4th Line and County Road 22
- 23% to/from the east via 4th Line and County Road 22
- 15% to/from the east via 3rd Line and County Road 22
- 10% to/from the south via 3rd Line or 4th Line

The resulting traffic volumes attributed to the four developments are presented in Figures C1 to C4 for the 2018 horizon, Figures C5 to C8 for the 2023 horizon, and Figures C9 to C12 for the 2033 horizon.

3.3 Anticipated Improvements

Based on *County of Simcoe Transportation Master Plan*, the following improvements are anticipated:

- Upgrading 7th Line from County Road 22 to Highway 11 to county road standards by 2028; and
- Upgrading 6th Line from County Road 22 to Mt. St. Louis Rd. beyond 2028.

The Township's *Official Plan* indicates the following improvements:

- An exclusive left/right turn lane on each approach at the intersection of County Road 22 with 3rd Line by developers, timing depending on the developments in the area;
- County Road 22 with Horseshoe Resort entrance: traffic signal, an exclusive left turn lane on each approach (the left turn lane on the Horseshoe Resort entrance the northbound approach is completed), an exclusive right turn lane on the eastbound approach (this right turn lane is completed); and
- County Road 22 with 4th Line intersection: exclusive left and right turn lanes on the eastbound and northbound approaches, an exclusive left turn lane on the westbound approach, timing depending on the developments in the area.

For the purpose of this study, no improvements to the intersections of County Road 22 with 3rd Line, County Road 22 with Horseshoe Resort entrance, and County Road 22 with 4th Line were assumed. Improvement needs and timing of improvements for all three intersections will be identified in this study.

3.4 Future Traffic Volumes

Given that development growth has been considered specifically and that AADT growth rates for the section of County Road 22 are in the order of -0.4% to 0.53% for the past 9 years, an annual general background growth rate of 1.0% was applied for traffic volumes on County Road 22.

Estimates of future traffic volumes for the years 2018, 2023 and 2033 have been determined based on the following:

- 2013 traffic volumes;
- development specific volumes (as per volumes provided in Figures 1C to 12C); and
- a 1.0% annual background growth rate.

The resulting future traffic projections are provided in Figures 6 to 8 for the 2018, 2023 and 2033 horizons respectively. The AM and PM peak hour volumes are provided, reflective of weekday conditions.

3.5 Future Traffic Operations

3.5.1 Future 2018 Operations

Based on the existing intersection configurations and controls, analysis of the intersections was carried out for the future 2018 peak hour traffic volumes. A summary of the assessment is provided in Table 5. As previously noted, Level of Service (LOS) A corresponds to the best operating condition with minimal delays whereas LOS F corresponds to poor operations resulting from high delays. The corresponding worksheets are provided in Appendix B.

TABLE 5 – INTERSECTION OPERATIONS – 2018 TRAFFIC VOLUMES

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	12.9	B	0.15	21.9	C	0.38
	WBL	free	8.0	A	0.02	8.8	A	0.03
County Road 22 & Horseshoe Resort Entrance	NBL	stop	13.5	B	0.07	22.5	C	0.27
	NBT-R		8.9	A	0.01	10.5	B	0.07
	EBL	free	7.7	A	0.01	7.8	A	0.01
	WBL		7.8	A	0.03	8.5	A	0.03
	SB	stop	10.5	B	0.02	15.5	C	0.04
County Road 22 & 4 th Line	NB	stop	11.6	B	0.13	17.8	C	0.25

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
	EBL	free	7.8	A	0.01	7.8	A	0.02
	WBL		7.8	A	0.03	8.4	A	0.05
	SB	stop	11.4	B	0.07	15.4	C	0.08

Despite the increase in traffic volumes, both intersections will provide acceptable Levels of Service with slightly increased delays of 8 to 23 seconds in 2018. As such, no improvements to the road system are required from a traffic operations perspective.

3.5.2 Future 2023 Operations

Based on the existing intersection lane configurations and controls, analysis of the intersections was carried out for the future 2023 peak hour traffic volumes. A summary of the assessment is provided in Table 6. The corresponding worksheets are provided in Appendix B.

TABLE 6 – INTERSECTION OPERATIONS – 2023 TRAFFIC VOLUMES

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	14.2	B	0.20	30.8	D	0.54
	WBL	free	8.1	A	0.03	9.0	A	0.04
County Road 22 & Horseshoe Resort Entrance	NBL	stop	14.3	B	0.09	26.5	D	0.32
	NBT-R		9	A	0.02	10.7	B	0.08
	EBL	free	7.7	A	0.01	7.8	A	0.01
	WBL		7.8	A	0.03	8.7	A	0.03
	SB	stop	10.8	B	0.02	16.9	C	0.05
County Road 22 & 4 th Line	NB	stop	12.4	B	0.16	21.2	C	0.35
	EBL	free	7.8	A	0.01	7.8	A	0.02
	WBL		7.9	A	0.04	8.6	A	0.06
	SB	stop	11.9	B	0.08	17.2	C	0.09

Despite the increase in traffic volumes, both intersections will continue to provide acceptable Levels of Service with increased delays of 8 to 31 seconds in 2023. As such, no improvements to the road system are required from a traffic operations perspective.

3.5.3 Future 2033 Operations

Based on the existing intersection configurations, analysis of the intersection were conducted for the future 2033 peak hour traffic volumes. A summary of the assessment is provided in Table 7. The corresponding worksheets are provided in Appendix B.

TABLE 7 – INTERSECTION OPERATIONS – 2033 TRAFFIC VOLUMES

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	18.0	C	0.32	117.5	F	1.03
	WBL	free	8.3	A	0.04	9.6	A	0.06
County Road 22 & Horseshoe Resort Entrance	NBL	stop	16.6	C	0.14	40.8	E	0.46
	NBT-R		9.1	A	0.03	11.4	B	0.09
	EBL	free	7.9	A	0.01	8.0	A	0.01
	WBL		7.9	A	0.03	9.1	A	0.04
	SB	stop	11.4	B	0.02	20.7	C	0.06
County Road 22 & 4 th Line	NB	stop	14.5	B	0.25	39.3	E	0.63
	EBL	free	7.9	A	0.01	8.0	A	0.02
	WBL		8.1	A	0.06	9.0	A	0.09
	SB	stop	13.1	B	0.09	22.3	C	0.12

As per the analyses, a poor Level of Service F occurs on the northbound approach at the intersection of County Road 22 with 3rd Line under the 2033 conditions with delays of 118 seconds and volume over capacity during the PM peak hour. As such, improvements to the intersection are required.

4.0 Improvements

This section will address improvement needs of the intersections of County Road 22 with 3rd Line, County Road 22 with Horseshoe Resort entrance, and County Road 22 with 4th Line. Namely, the following will be addressed:

- Signal warrant analysis for the intersection of County Road 22 with 3rd Line in 2033 horizon;
- Left turn lane storage length requirements of all three intersections in the 2018, 2023 and 2033 horizons;
- Available sight lines on County Road 22; and
- Pedestrian crossing considerations.

4.1 Signal Warrant Analysis

The need for a traffic signal at the intersection of County Road 22 with 3rd Line was reviewed. Based on MTO signal warrant criteria and the 2033 traffic volumes and intersection configurations, a traffic signal is not warranted. The completed signal warrant analyses are provided in Appendix D.

Although, a traffic signal is not warranted, given the high delays for vehicles on 3rd Line turning onto County Road 22, a traffic signal is recommended at the intersection in the 2033 horizon.

4.2 2033 Operational Analysis with Improvements

Should the intersection of County Road 22 with 3rd Line be signalized, an exclusive left turn lane on the westbound and northbound approaches and a right turn lane on the eastbound approach are also recommended. Based on these improvements and the 2033 traffic volumes, operational analysis for the intersection was carried out. A summary of the assessment is provided in Table 8. The corresponding worksheets are provided in Appendix B.

TABLE 8 – 2033 INTERSECTION OPERATIONS WITH IMPROVEMENTS

INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
			Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	overall	signal	12.6	B		16.7	B	
	EBT		14.4	B	0.51	22.5	B	0.82
	EBR		12.4	B	0.19	11.6	B	0.26
	WBL		10.5	B	0.12	12.2	B	0.20
	WBT		11.4	B	0.48	10.4	B	0.49
	NBL		13.0	B	0.17	18.4	B	0.31
	NBR		12.4	B	0.08	16.7	B	0.15

As per the above, a good Level of Service (B) occurs at the intersection. No further improvements are required.

4.3 Turn Lane Requirements

Based on the 2018, 2023 and 2033 traffic volumes indicated in Figures 5 to 7 and MTO left turn lane warrant criteria, the warranted left turn storage lanes for unsignalized conditions are provided in Table 9. The need for a right turn lane was also assessed and presented in Table 9.

TABLE 9 – WARRANTED TURN LANES – STOP CONTROL CONDITION

INTERSECTION		LEFT TURN LANE STORAGE (m)			RIGHT TURN LANE PARALLEL (m)		
		2018	2023	2033	2018	2023	2033
County Road 22 & 3 rd Line	EB	n/a	n/a	n/a	85	85	n/a
	WB	15	25	n/a	n/a	n/a	n/a
County Road 22 & Horseshoe Resort Entrance	EB	15	15	15	existing	existing	existing
	WB	15	15	15			
County Road 22 & 4 th Line	EB	0	15	15			70
	WB	15	15	25			

Left turn queue lengths at the intersection of County Road 22 with 3rd Line for the 2033 horizon were reviewed based on the improvements noted in Section 4.2. The 95th percentile queue lengths are presented in Table 10. The required storage lengths were determined by considering the 95th percentile queue lengths and a minimum 15 m storage length.

TABLE 10 – THE 95TH PERCENTILE QUEUE LENGTHS & STORAGE LENGTHS IN 2033 FOR THE INTERSECTION OF COUNTY ROAD 22 WITH 3RD LINE

MOVEMENT	THE 95 TH PERCENTILE QUEUE LENGTH (m)		REQUIRED STORAGE LENGTH (m)
	AM PEAK HOUR	PM PEAK HOUR	
EBR	19.5	17.6	n/a
WBL	13.1	15.4	15
NBL	21.2	32.3	35

Based on a design speed of 100 km/h, the westbound left turn lane on County Road 22 at 3rd Line should include a 70 metre parallel length and a 160 metre taper, whereas, the eastbound right turn lane at the intersection should include a 85 metre parallel length and a 80 metre taper.

Based on a design speed of 90 km/h, the eastbound and westbound left turn lanes on County Road 22 at Horseshoe Resort entrance and at 4th Line should include a 60 metre parallel lane and a 145 metre taper. The eastbound right turn lane on County Road 22 at 4th Line should include a 70 metre parallel length and a 75 metre taper.

4.4 Sight Line Analysis

As evident in Figures 1, 2 and 3, the horizontal alignment of County Road 22 through the study area is relatively straight. However, there are vertical curves east and west of 3rd Line, Horseshoe Resort Entrance and 4th Line.

Based on MTO geometric design standards, the minimum stopping sight distances for design speeds of 100 km/h and 90 km/h are 185 and 160metres respectively. This requirement provides sufficient distance for an approaching vehicle to observe a stationary hazard in the road (i.e. a vehicle stopped at an intersection waiting to complete a turn) and bring their vehicle to a complete stop prior to the hazard. The minimum sight distances on County Road 22 have been adjusted based on the grades on the road. They are as follows:

- County Road 22 at 3rd Line to the west 170 m (185 - 15);
- County Road 22 at 3rd Line to the east 195 m (185 + 10);
- County Road 22 at Horseshoe Resort entrance to the west 190 m (160 + 30);
- County Road 22 at Horseshoe Resort entrance to the east 180 m (160 + 20);
- County Road 22 at 4th Line to the west 140 m (160 - 20); and
- County Road 22 at 4th Line to the east 150 m (160 - 10).

The above are the minimum stopping sight distances based on the MTO standard. For County Roads, the County has a higher standard. The County’s minimum sight distance for a 70 km/h posted speed limit road is 200 m, whereas, for an 80 km/h posted speed limit road it is 230 m. These minimum sight distances were also adjusted based on the grades on the road and presented below:

- County Road 22 at 3rd Line to the west 220 m (230 - 10);
- County Road 22 at 3rd Line to the east 240 m (230 + 10);
- County Road 22 at Horseshoe Resort entrance to the west 210 m (200 + 10);
- County Road 22 at Horseshoe Resort entrance to the east 210 m (200 + 10);
- County Road 22 at 4th Line to the west 190 m (200 - 10); and
- County Road 22 at 4th Line to the east 195 m (200 - 5).

The County’s standard has been applied. The available sight lines have been assessed through a site visit, Google Maps and Simcoe County GIS mapping. They are presented in Table 11.

TABLE 11 – AVAILABLE SIGHT LINES

LOCATION	TO THE EAST/NORTH (m)		TO THE WEST/SOUTH (m)	
	AVAILABLE	REQUIRED	AVAILABLE	REQUIRED
County Road 22 at 3 rd Line	300	240	400	220
County Road 22 at Horseshoe Resort entrance	300	210	> 400	210
County Road 22 at 4 th Line	250	195	150	190

As indicated in Table 11, insufficient sightline is provided to the west on County Road 22 at 4th Line. Improvements to the sightline should be considered, such as reducing the posted speed limit to 50 km/h at the location or installation of a flashing yellow traffic light at the intersection.

4.5 Pedestrian Crossing Considerations

Pedestrian volumes crossing County Road 22 at the three locations were reviewed. No pedestrians are currently crossing County Road 22 at 3rd Line during the summer and winter weekdays and weekends. Eight (8) hour pedestrian volumes crossing County Road 22 at Horseshoe Resort entrance are in the order of 5 to 10 people during the summer and winter weekdays and weekends. Eight (8) hour pedestrian volumes crossing County Road 22 at 4th Line are 0 to 2 persons during the winter and in the range of 19 to 25 persons during the summer weekdays or weekends. Pedestrian traffic volumes do not warrant an intersection pedestrian traffic signal at any of the three locations.

Given that residents in the 4th Line area have a concern about crossing County Road 22, pedestrian signals may be considered at the location. To consider the sightline deficiency to the west, a flashing yellow traffic light is recommended.

5.0 Conclusion

In conclusion, in the ultimate 2033 horizon, the intersection of County Road 22 with 3rd Line will be signalized; while the intersections of County Road with Horseshoe Resort entrance, and County Road 22 with 4th Line will still be stop controlled on Horseshoe Resort entrance/Birch Grove Drive and on 4th Line/Cathedral Pine Road respectively. The three intersections should have the following configurations:

County Road 22 with 3rd Line:

- Signalized intersection;
- The eastbound approach: one through lane and one right turn lane (85 m parallel lane + 80 m taper);
- The westbound approach: one left turn lane (15 m storage lane + 70 m parallel lane + 160 m taper), one through lane; and
- The northbound approach: one left turn lane (35 m storage lane + 30 m parallel lane + 100 m taper), one right turn lane.

County Road 22 with Horseshoe Resort entrance/Birch Grove Drive

- The eastbound approach: one left turn lane (15 m storage lane + 60 m parallel lane + 145 m taper), one through lane and one right turn lane (existing);
- The westbound approach: one left turn lane (15 m storage lane + 60 m parallel lane + 145 m taper), one through-right shared lane;
- The northbound approach: one left turn lane (existing), one through-right shared lane; and
- The southbound approach: one left-through-right shared lane.

County Road 22 with 4th Line:

- The eastbound approach: one left turn lane (15 m storage lane + 60 m parallel lane + 145 m taper), one through lane and one right turn lane (70 m parallel lane + 75 m taper);
- The westbound approach: one left turn lane (25 m storage lane + 60 m parallel lane + 145 m taper), one through-right shared lane;
- The northbound approach: one left-through-right shared lane; and
- The southbound approach: one left-through-right shared lane.

Sightlines were reviewed on County Road 22 at 3rd Line, Horseshoe Resort entrance and at 4th Line. Insufficient sightline is provided to the west on County Road 22 at 4th Line based on the County's standard. Improvement to the sightline includes installation of a flashing yellow traffic light at the intersection.

Pedestrian volumes crossing County Road 22 at the three intersections were reviewed. Pedestrian traffic volumes do not warrant an intersection pedestrian traffic signal at any of the three locations.

We trust that the above meets with your purpose. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,


AINLEY & ASSOCIATES LIMITED

Reported by:



**Lilly Chen, P. Eng.
Senior Transportation Engineer**

Reviewed by:



**Mike Neumann, P. Eng.
Vice-President, Transportation Engineering**

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Looking north on 3rd Line to County Road 22



Looking south on 3rd Line from County Road 22



Looking east on County Road 22 from 3rd Line



Looking west on County Road 22 from 3rd Line

Source: Google Maps

Figure 1 – Study Area Road System – County Road 22 & 3rd Line



County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance, 3rd Line and 4th Line



Looking north on Birch Grove Drive from County Road 22



Looking north on Horseshoe Resort entrance to County Road 22



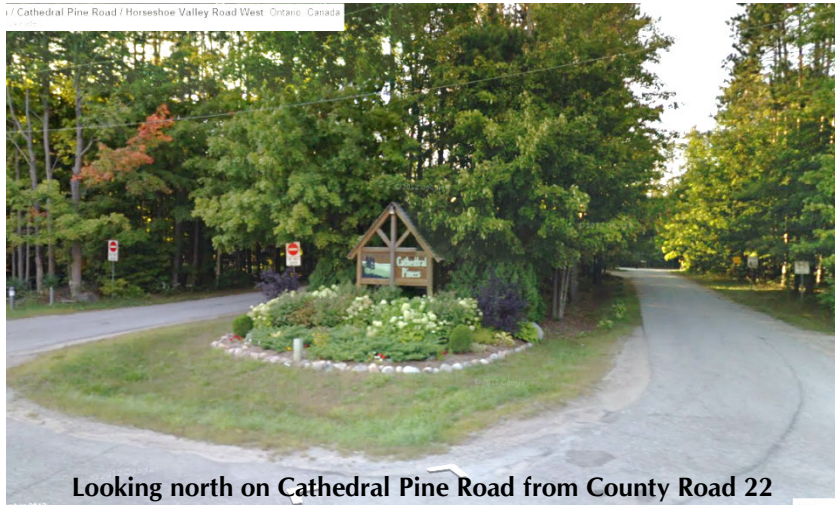
Looking west on County Road 22 from Horseshoe Resort Entrance



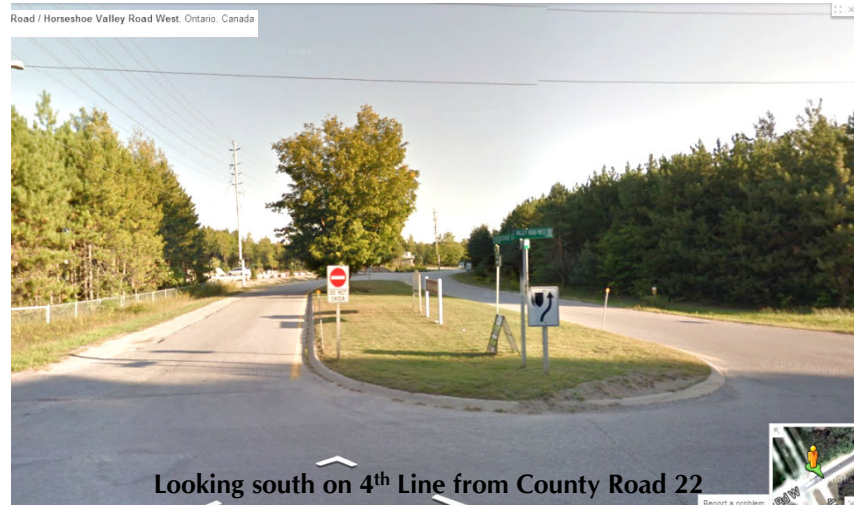
Looking east on County Road 22 from Horseshoe Resort Entrance



Figure 2 – Study Area Road System – County Road 22 & Horseshoe Resort Entrance
County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance, 3rd Line and 4th Line



Looking north on Cathedral Pine Road from County Road 22



Looking south on 4th Line from County Road 22



Looking east on County Road 22 from 4th Line

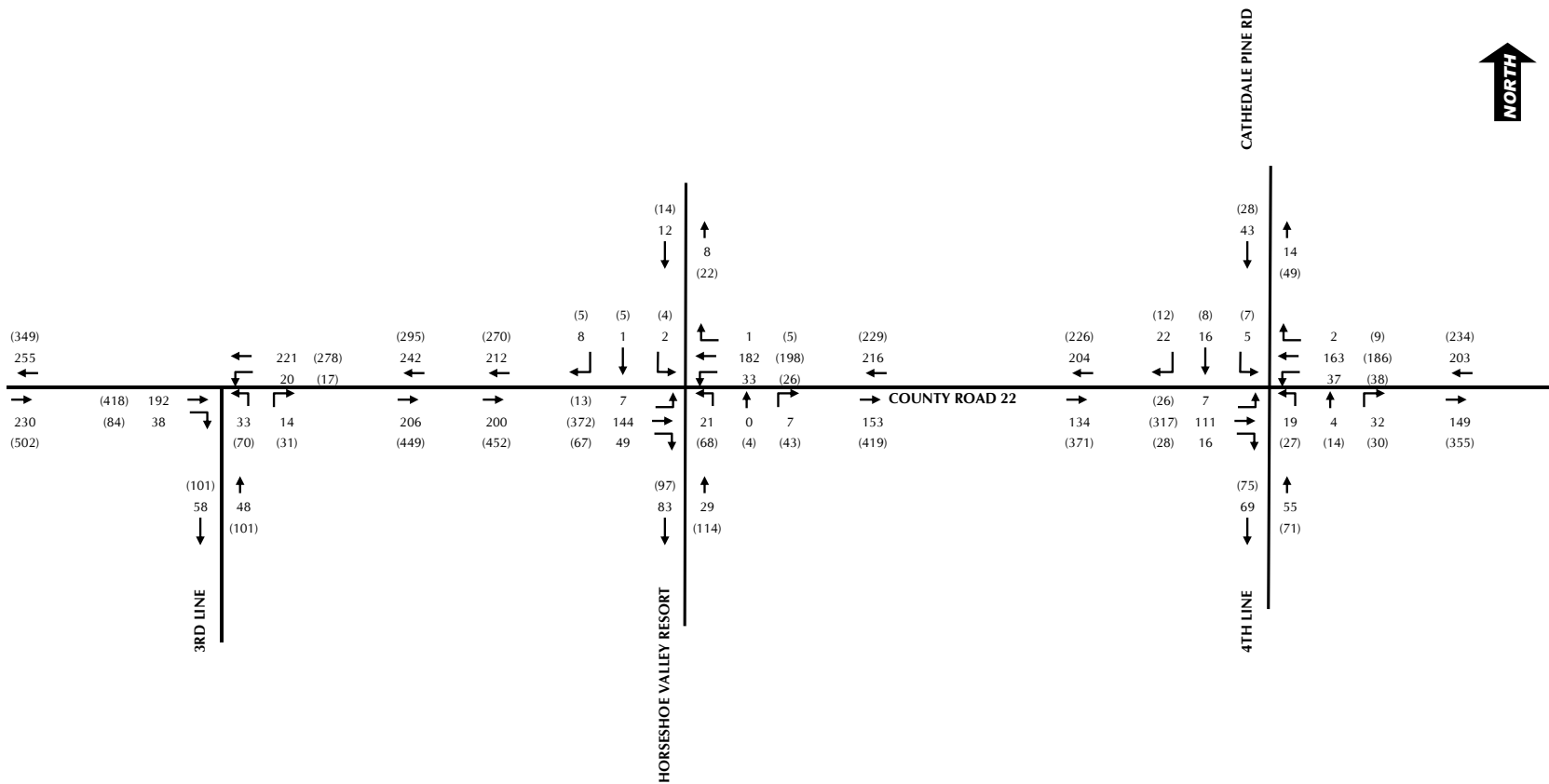


Looking west on County Road 22 from 4th Line

Source: Google Maps

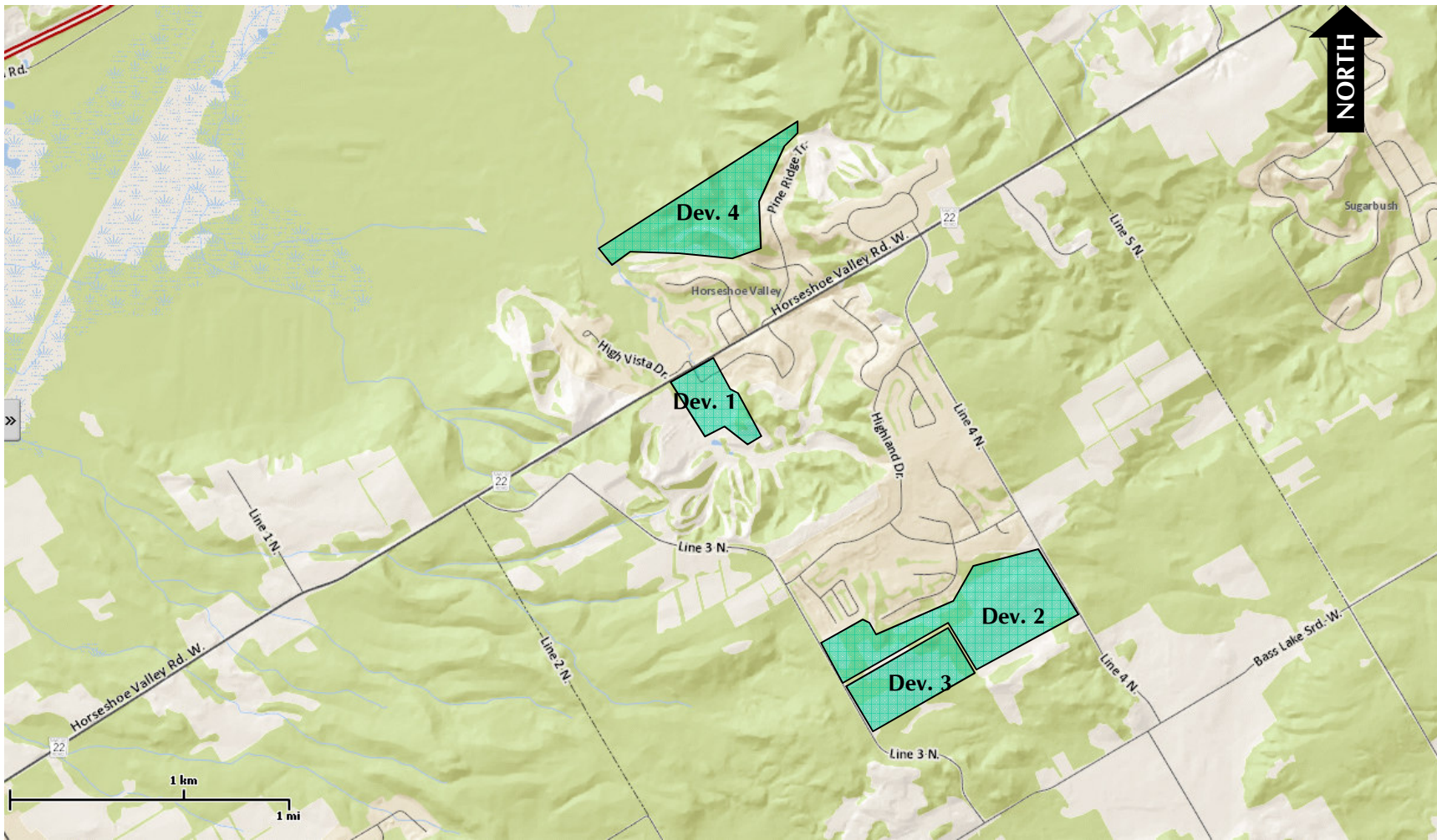


Figure 3 – Study Area Road System – County Road 22 & 4th Line
County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance, 3rd Line and 4th Line



100 (100) AM (PM) peak hour

Figure 4
 Existing 2013 Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

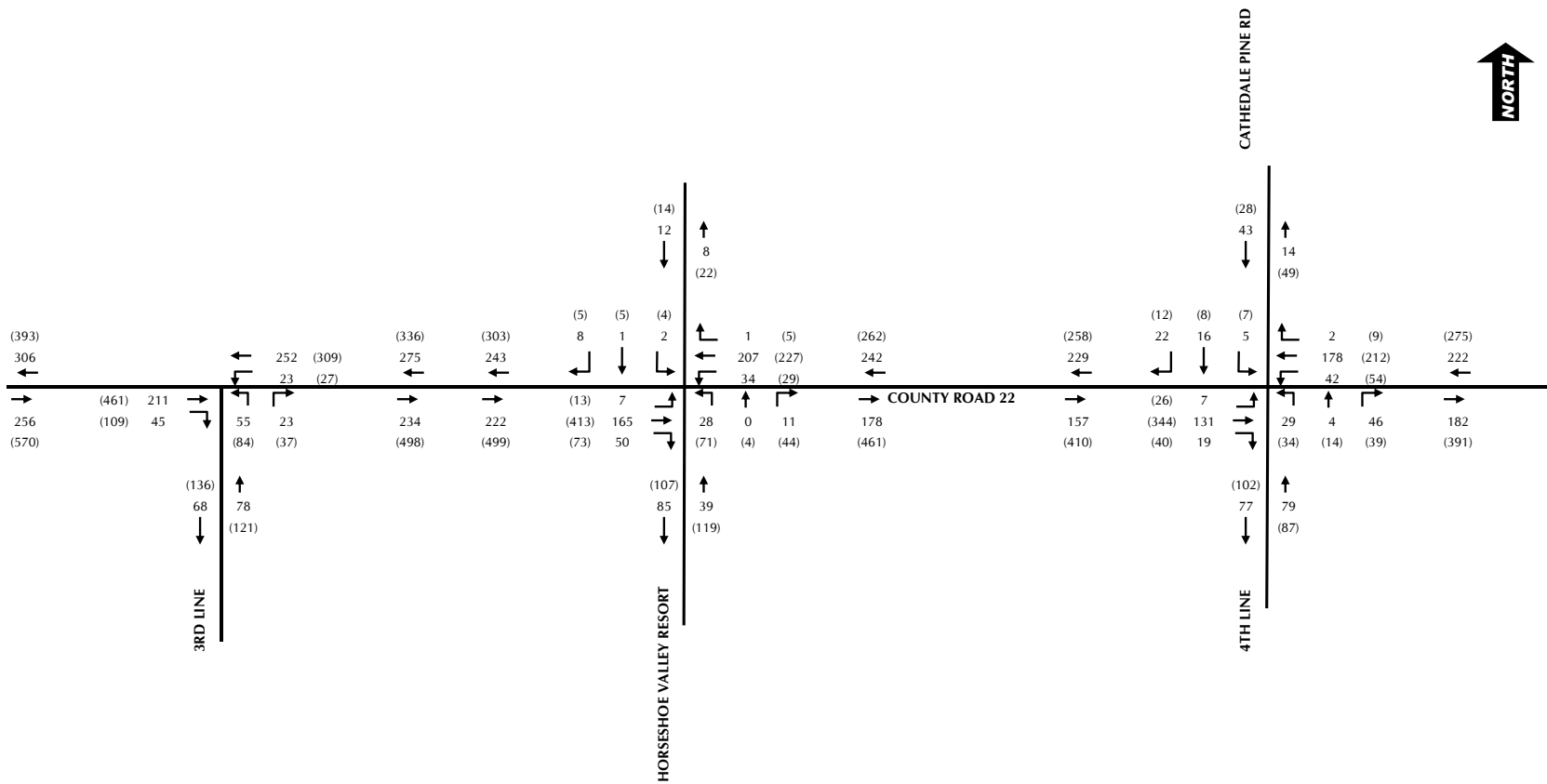


Source: maps.simcoe.ca

Figure 5 – Specific Developments



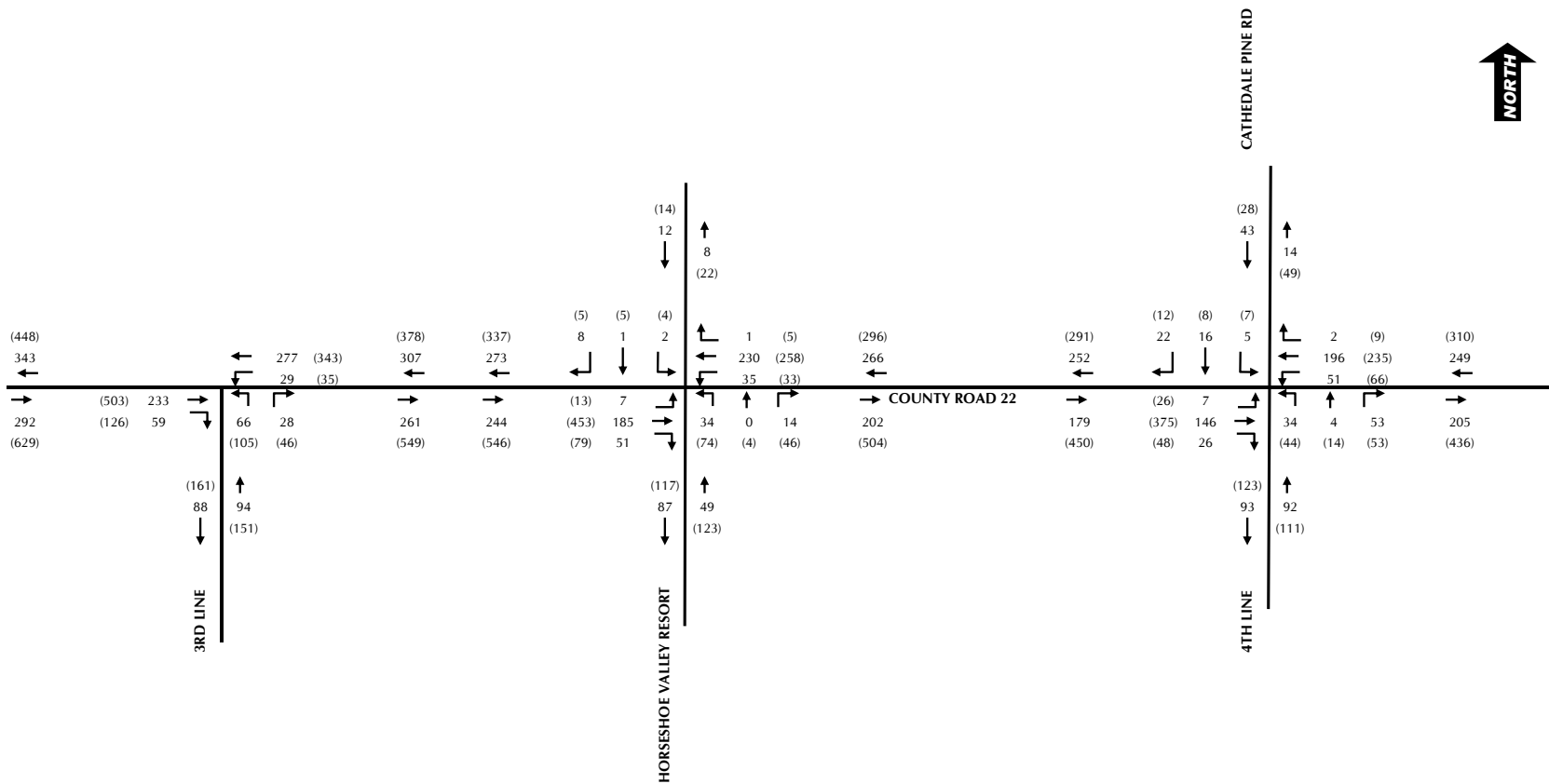
**County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance,
3rd Line and 4th Line**



100 (100) AM (PM) peak hour

Figure 6
2018 Future Total Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe





100 (100) AM (PM) peak hour

Figure 7
2023 Future Total Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



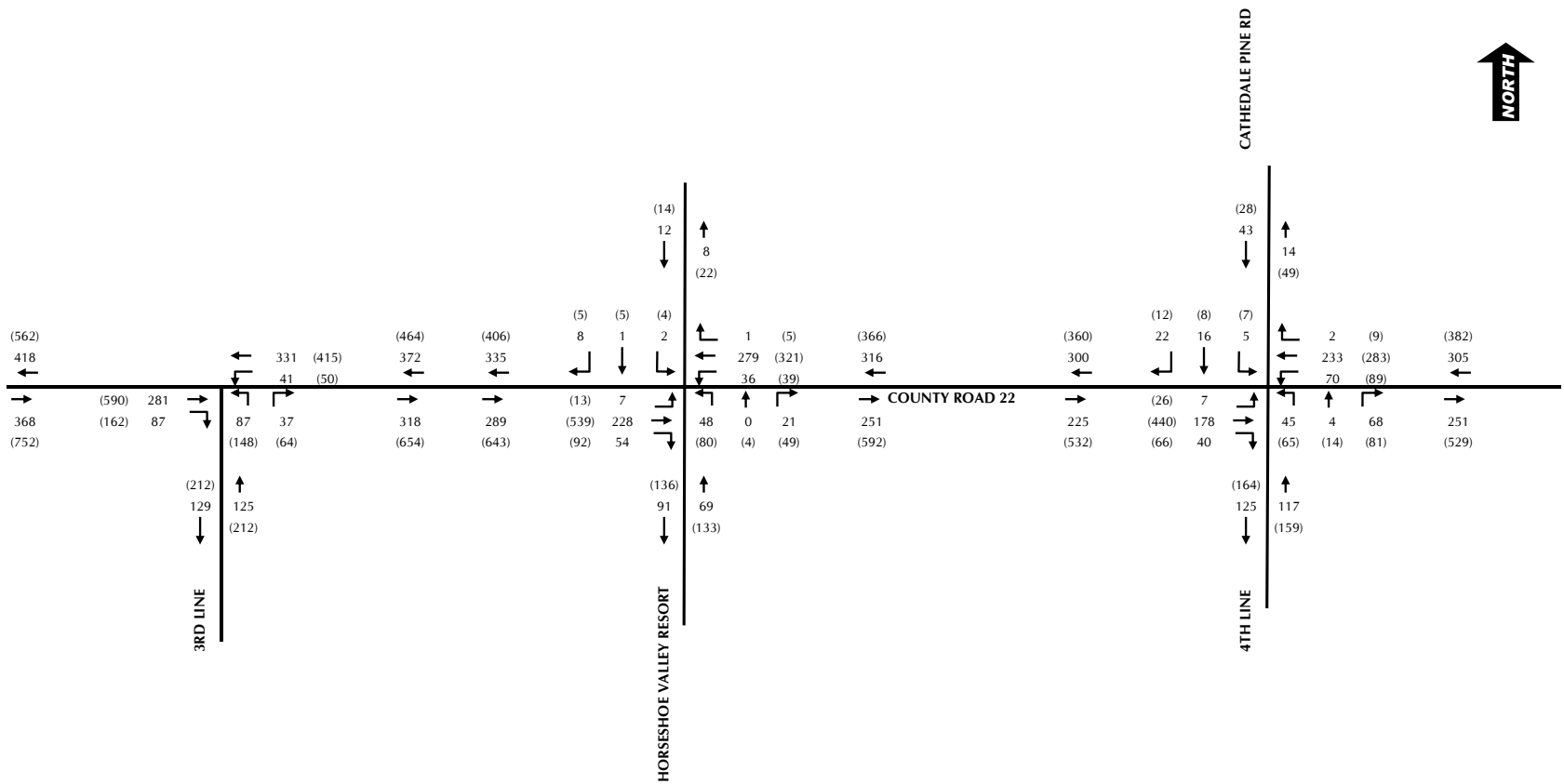


Figure 8
 2033 Future Total Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe



APPENDIX A

Traffic Counts

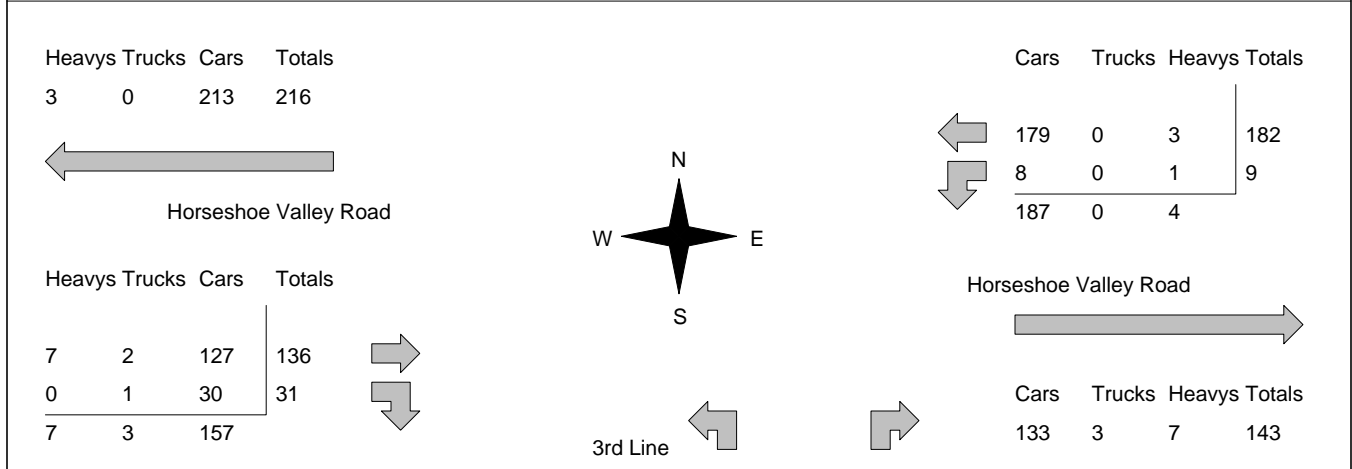
Accu-Traffic Inc.

Morning Peak Diagram	Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
-----------------------------	--	--

Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
---	---

** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 334 East Entering: 191 East Peds: 0 Peds Cross: ∞
--	--



Peds Cross: ∞ West Peds: 0 West Entering: 167 West Leg Total: 383	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>38</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;">Totals 40</td></tr> </table>	Cars	38	Trucks	1	Heavys	1	Totals 40		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>34</td><td>6</td><td>40</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td colspan="3" style="border-top: 1px solid black;"></td><td></td></tr> <tr><td>Totals</td><td>34</td><td>7</td><td></td></tr> </table>	Cars	34	6	40	Trucks	0	1	1	Heavys	0	0	0					Totals	34	7		Peds Cross: ∞ South Peds: 0 South Entering: 41 South Leg Total: 81
Cars	38																														
Trucks	1																														
Heavys	1																														
Totals 40																															
Cars	34	6	40																												
Trucks	0	1	1																												
Heavys	0	0	0																												
Totals	34	7																													

Comments

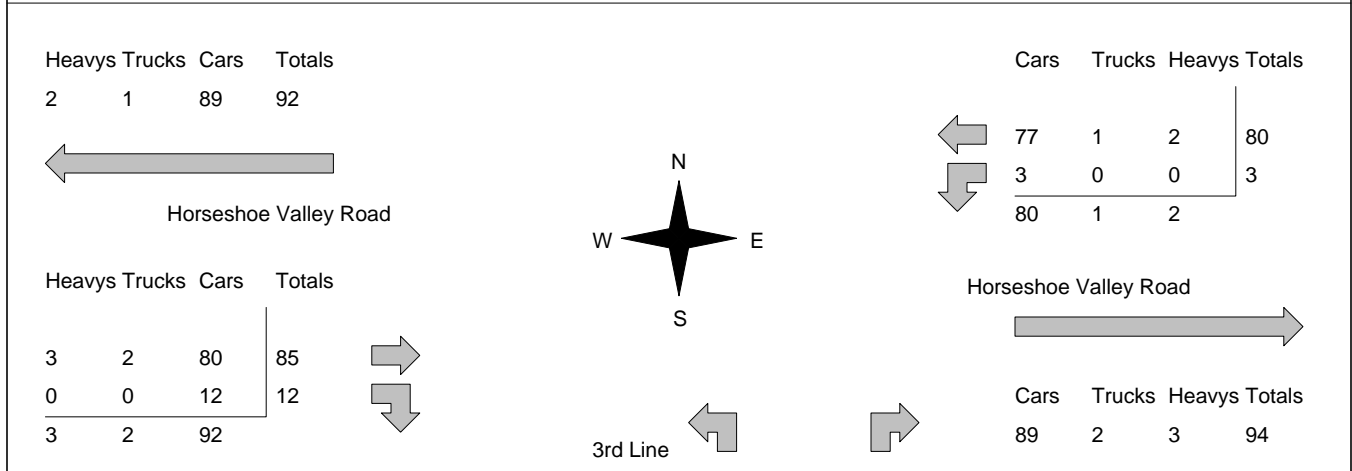
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
-----------------------------	---	--

Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
---	---

** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 177 East Entering: 83 East Peds: 0 Peds Cross: ∞
--	---



Peds Cross: ∞ West Peds: 0 West Entering: 97 West Leg Total: 189	<table style="width: 100%;"> <tr><td>Cars</td><td>15</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>15</td></tr> </table>	Cars	15	Trucks	0	Heavys	0	Totals	15	<table style="width: 100%;"> <tr><td>Cars</td><td>12</td><td>9</td><td>21</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>12</td><td>9</td><td></td></tr> </table>	Cars	12	9	21	Trucks	0	0	0	Heavys	0	0	0	Totals	12	9		Peds Cross: ∞ South Peds: 0 South Entering: 21 South Leg Total: 36
Cars	15																										
Trucks	0																										
Heavys	0																										
Totals	15																										
Cars	12	9	21																								
Trucks	0	0	0																								
Heavys	0	0	0																								
Totals	12	9																									

Comments

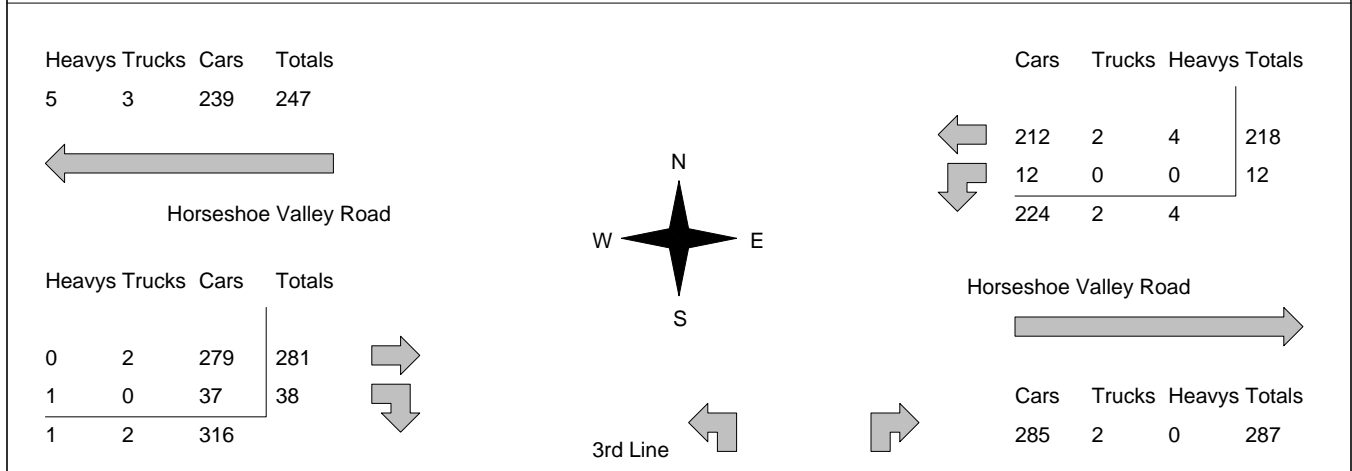
Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00
-------------------------------	---	--

Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
---	---

** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 517 East Entering: 230 East Peds: 0 Peds Cross: ∅
--	--



Peds Cross: ∅ West Peds: 0 West Entering: 319 West Leg Total: 566	<table style="width: 100%;"> <tr><td>Cars</td><td>49</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>50</td></tr> </table>	Cars	49	Trucks	0	Heavys	1	Totals	50	<table style="width: 100%;"> <tr><td>Cars</td><td>27</td><td>6</td><td>33</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>29</td><td>6</td><td></td></tr> </table>	Cars	27	6	33	Trucks	1	0	1	Heavys	1	0	1	Totals	29	6		Peds Cross: ∅ South Peds: 0 South Entering: 35 South Leg Total: 85
Cars	49																										
Trucks	0																										
Heavys	1																										
Totals	50																										
Cars	27	6	33																								
Trucks	1	0	1																								
Heavys	1	0	1																								
Totals	29	6																									

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

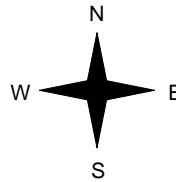
East Leg Total: 2607
 East Entering: 1251
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
30	22	1326	1378



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
24	18	1241	1283
3	1	205	209
27	19	1446	



3rd Line

Cars	Trucks	Heavys	Totals
1142	19	26	1187
62	1	1	64
1204	20	27	



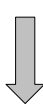
Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1313	19	24	1356

Peds Cross: ∞
 South Peds: 0
 South Entering: 264
 South Leg Total: 537

Peds Cross: ∞
 West Peds: 0
 West Entering: 1492
 West Leg Total: 2870

Cars	267
Trucks	2
Heavys	4
Totals	273



Cars	184	72	256
Trucks	3	1	4
Heavys	4	0	4
Totals	191	73	

Comments

Accu-Traffic Inc. Traffic Count Summary


Intersection		Horseshoe Valley Road & 3rd Line					Count Date		14-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	0	0	0	0	1	7:00:00	0	0	1	1	0								
8:00:00	0	0	0	0	0	26	8:00:00	22	0	4	26	0								
9:00:00	0	0	0	0	0	38	9:00:00	33	0	5	38	0								
10:00:00	0	0	0	0	0	20	10:00:00	12	0	8	20	0								
12:00:00	0	0	0	0	0	32	12:00:00	22	0	10	32	0								
13:00:00	0	0	0	0	0	27	13:00:00	17	0	10	27	0								
16:00:00	0	0	0	0	0	48	16:00:00	34	0	14	48	0								
17:00:00	0	0	0	0	0	39	17:00:00	24	0	15	39	0								
18:00:00	0	0	0	0	0	33	18:00:00	27	0	6	33	0								
Totals:	0	0	0	0	0	264		191	0	73	264	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	4	0	4	0	9	7:00:00	0	5	0	5	0								
8:00:00	6	173	0	179	0	326	8:00:00	0	132	15	147	0								
9:00:00	10	162	0	172	0	339	9:00:00	0	133	34	167	0								
10:00:00	8	111	0	119	0	260	10:00:00	0	110	31	141	0								
12:00:00	5	91	0	96	0	210	12:00:00	0	103	11	114	0								
13:00:00	7	102	0	109	0	251	13:00:00	0	124	18	142	0								
16:00:00	11	148	0	159	0	357	16:00:00	0	170	28	198	0								
17:00:00	9	210	0	219	0	507	17:00:00	0	249	39	288	0								
18:00:00	8	186	0	194	0	484	18:00:00	0	257	33	290	0								
Totals:	64	1187	0	1251	0	2743		0	1283	209	1492	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	8:00	9:00	10:00	12:00		13:00	16:00	17:00	18:00											
Crossing Values:	22	33	12	22		17	34	24	27											

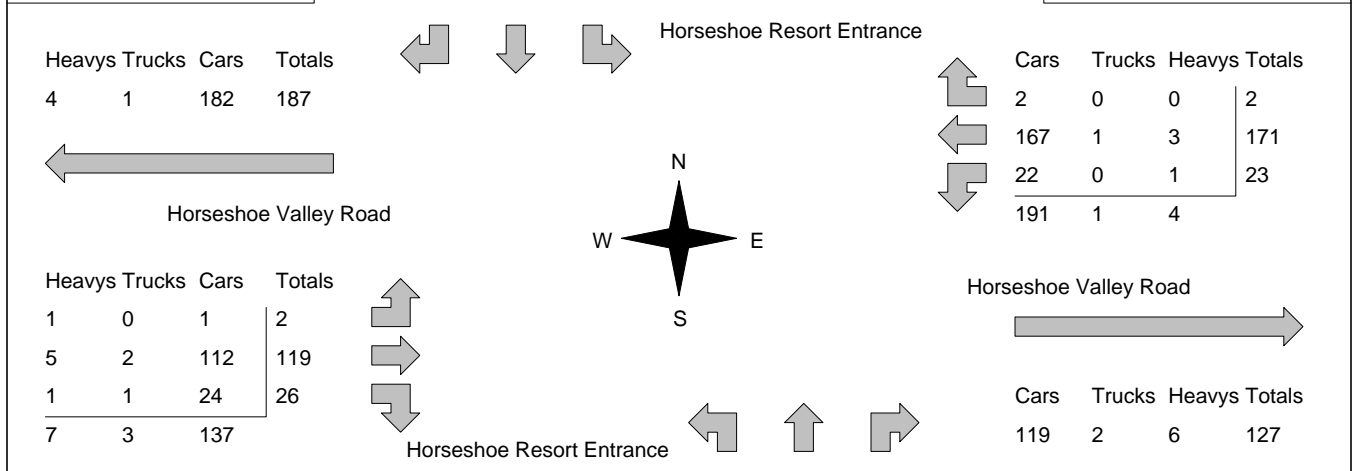
Accu-Traffic Inc.


Morning Peak Diagram	Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
-----------------------------	--	--

Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 22 North Entering: 16 North Peds: 0 Peds Cross: 0	<table border="1" style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>8</td><td>2</td><td>5</td><td>15</td></tr> <tr><td>Totals</td><td>8</td><td>2</td><td>6</td><td></td></tr> </table>	Heavys	0	0	1	1	Trucks	0	0	0	0	Cars	8	2	5	15	Totals	8	2	6			<table border="1" style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>5</td></tr> <tr><td>Totals</td><td>6</td></tr> </table>	Heavys	1	Trucks	0	Cars	5	Totals	6	East Leg Total: 323 East Entering: 196 East Peds: 0 Peds Cross: 0
Heavys	0	0	1	1																												
Trucks	0	0	0	0																												
Cars	8	2	5	15																												
Totals	8	2	6																													
Heavys	1																															
Trucks	0																															
Cars	5																															
Totals	6																															



Peds Cross: 0 West Peds: 0 West Entering: 147 West Leg Total: 334	<table border="1" style="border-collapse: collapse;"> <tr><td>Cars</td><td>48</td><td>7</td><td>2</td><td>2</td><td>11</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>2</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>51</td><td>8</td><td>2</td><td>2</td><td></td></tr> </table>	Cars	48	7	2	2	11	Trucks	1	0	0	0	0	Heavys	2	1	0	0	1	Totals	51	8	2	2			<table border="1" style="border-collapse: collapse;"> <tr><td>Cars</td><td>7</td><td>2</td><td>2</td><td>11</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>8</td><td>2</td><td>2</td><td></td></tr> </table>	Cars	7	2	2	11	Trucks	0	0	0	0	Heavys	1	0	0	1	Totals	8	2	2		Peds Cross: 0 South Peds: 0 South Entering: 12 South Leg Total: 63
Cars	48	7	2	2	11																																											
Trucks	1	0	0	0	0																																											
Heavys	2	1	0	0	1																																											
Totals	51	8	2	2																																												
Cars	7	2	2	11																																												
Trucks	0	0	0	0																																												
Heavys	1	0	0	1																																												
Totals	8	2	2																																													


Comments

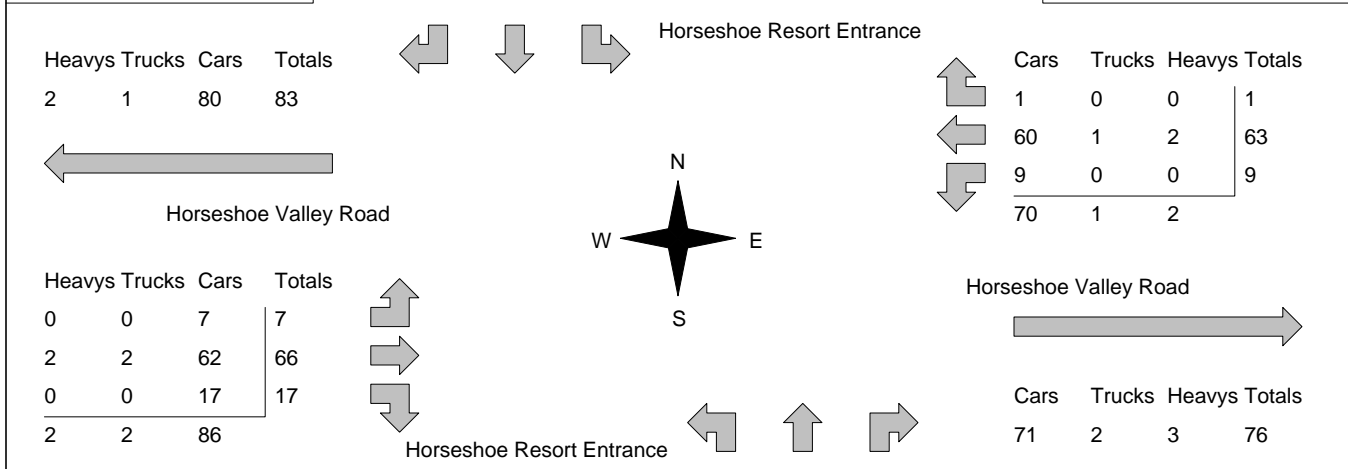
Accu-Traffic Inc.


Mid-day Peak Diagram	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 23 North Entering: 12 North Peds: 2 Peds Cross: 2	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>5</td><td>3</td><td>3</td><td>11</td></tr> <tr><td>Totals</td><td>5</td><td>3</td><td>4</td><td></td></tr> </table>	Heavys	0	0	1	1	Trucks	0	0	0	0	Cars	5	3	3	11	Totals	5	3	4			Heavys 0 Trucks 0 Cars 11 Totals 11	East Leg Total: 149 East Entering: 73 East Peds: 2 Peds Cross: 2
Heavys	0	0	1	1																				
Trucks	0	0	0	0																				
Cars	5	3	3	11																				
Totals	5	3	4																					



Peds Cross: 2 West Peds: 0 West Entering: 90 West Leg Total: 173	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>29</td><td>15</td><td>3</td><td>6</td><td>24</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>29</td><td>15</td><td>3</td><td>6</td><td></td></tr> </table>	Cars	29	15	3	6	24	Trucks	0	0	0	0	0	Heavys	0	0	0	0	0	Totals	29	15	3	6			Peds Cross: 2 South Peds: 0 South Entering: 24 South Leg Total: 53
Cars	29	15	3	6	24																						
Trucks	0	0	0	0	0																						
Heavys	0	0	0	0	0																						
Totals	29	15	3	6																							


Comments

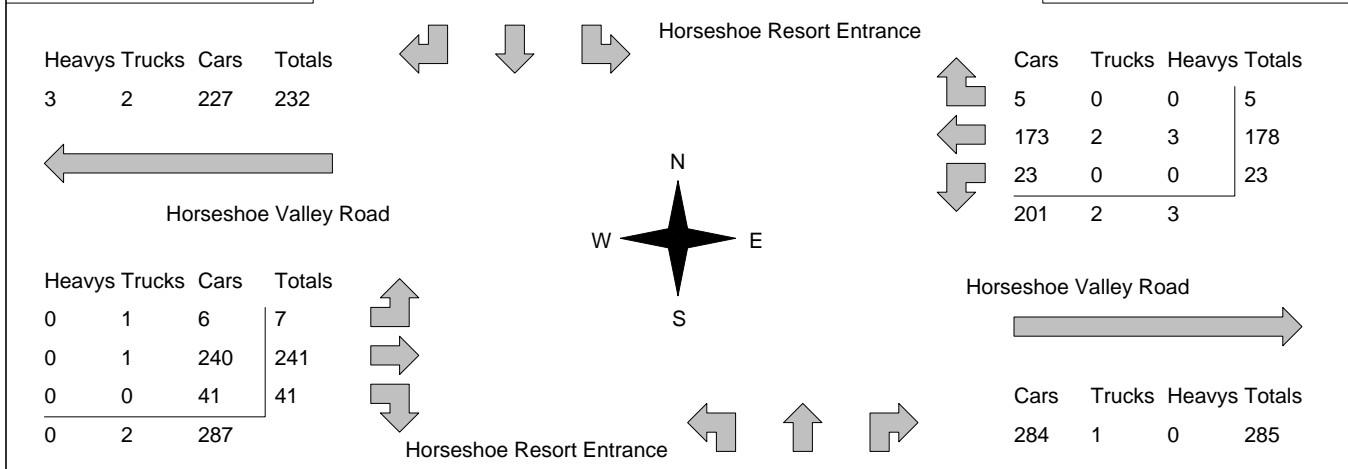
Accu-Traffic Inc.


Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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North Leg Total: 25 North Entering: 12 North Peds: 0 Peds Cross: 0	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>7</td><td>1</td><td>4</td><td>12</td></tr> <tr><td>Totals</td><td>7</td><td>1</td><td>4</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	7	1	4	12	Totals	7	1	4			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>12</td></tr> <tr><td>Totals</td><td>13</td></tr> </table>	Heavys	0	Trucks	1	Cars	12	Totals	13	East Leg Total: 491 East Entering: 206 East Peds: 0 Peds Cross: 0
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	7	1	4	12																												
Totals	7	1	4																													
Heavys	0																															
Trucks	1																															
Cars	12																															
Totals	13																															



Peds Cross: 0 West Peds: 1 West Entering: 289 West Leg Total: 521	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>65</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>65</td></tr> </table>	Cars	65	Trucks	0	Heavys	0	Totals	65		<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>47</td><td>1</td><td>40</td><td>88</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>47</td><td>1</td><td>40</td><td></td></tr> </table>	Cars	47	1	40	88	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	47	1	40		Peds Cross: 0 South Peds: 0 South Entering: 88 South Leg Total: 153
Cars	65																															
Trucks	0																															
Heavys	0																															
Totals	65																															
Cars	47	1	40	88																												
Trucks	0	0	0	0																												
Heavys	0	0	0	0																												
Totals	47	1	40																													

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 194
 North Entering: 106
 North Peds: 2
 Peds Cross: 2

Heavys	1	0	3	4
Trucks	0	1	0	1
Cars	54	20	27	101
Totals	55	21	30	



Heavys	5
Trucks	2
Cars	81
Totals	88

East Leg Total: 2469
 East Entering: 1231
 East Peds: 7
 Peds Cross: 7

Heavys	25
Trucks	23
Cars	1209
Totals	1257

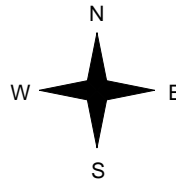


Horseshoe Resort Entrance

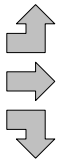
Cars	24
Trucks	0
Heavys	4
Totals	28
Cars	981
Trucks	22
Heavys	19
Totals	1022
Cars	179
Trucks	1
Heavys	1
Totals	181
Cars	1184
Trucks	23
Heavys	24



Horseshoe Valley Road



Heavys	1
Trucks	1
Cars	38
Totals	40
Heavys	18
Trucks	16
Cars	1039
Totals	1073
Heavys	3
Trucks	2
Cars	242
Totals	247
Heavys	22
Trucks	19
Cars	1319



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1197
Trucks	19
Heavys	22
Totals	1238

Peds Cross: 1
 West Peds: 1
 West Entering: 1360
 West Leg Total: 2617

Cars	441
Trucks	4
Heavys	4
Totals	449
Cars	174
Trucks	1
Heavys	5
Totals	180
Cars	19
Trucks	1
Heavys	0
Totals	20
Cars	131
Trucks	3
Heavys	1
Totals	135
Cars	324
Trucks	5
Heavys	6



Peds Cross: 2
 South Peds: 2
 South Entering: 335
 South Leg Total: 784

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & Horsesh					Count Date		14-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0								
8:00:00	2	1	6	9	0	19	8:00:00	4	3	3	10	0								
9:00:00	5	2	7	14	0	31	9:00:00	11	2	4	17	0								
10:00:00	3	3	9	15	0	37	10:00:00	8	4	10	22	0								
12:00:00	2	5	4	11	0	45	12:00:00	19	3	12	34	0								
13:00:00	5	5	6	16	2	50	13:00:00	19	4	11	34	0								
16:00:00	4	3	9	16	0	90	16:00:00	42	0	32	74	0								
17:00:00	7	1	11	19	0	100	17:00:00	35	3	43	81	2								
18:00:00	2	1	3	6	0	69	18:00:00	42	1	20	63	0								
Totals:	30	21	55	106	2	441		180	20	135	335	2								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	1	0	1	0	1	7:00:00	0	0	0	0	0								
8:00:00	13	169	2	184	0	320	8:00:00	0	123	13	136	0								
9:00:00	26	150	2	178	0	322	9:00:00	2	115	27	144	0								
10:00:00	30	103	7	140	1	263	10:00:00	6	77	40	123	0								
12:00:00	13	74	3	90	0	202	12:00:00	3	84	25	112	0								
13:00:00	13	85	1	99	2	227	13:00:00	8	91	29	128	0								
16:00:00	28	111	5	144	0	327	16:00:00	8	140	35	183	0								
17:00:00	31	178	6	215	4	483	17:00:00	8	217	43	268	1								
18:00:00	27	151	2	180	0	446	18:00:00	5	226	35	266	0								
Totals:	181	1022	28	1231	7	2591		40	1073	247	1360	1								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	8:00	9:00	10:00	12:00			13:00	16:00	17:00	18:00										
Crossing Values:	9	18	16	26			31	49	50	45										

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period

From: 7:00:00
To: 10:00:00

One Hour Peak

From: 7:45:00
To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 28
North Entering: 17
North Peds: 0
Peds Cross: \bowtie

Heavys	0	1	1	2
Trucks	0	0	0	0
Cars	7	6	2	15
Totals	7	7	3	



Heavys	1
Trucks	0
Cars	10
Totals	11

East Leg Total: 322
East Entering: 193
East Peds: 0
Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
4	1	185	190

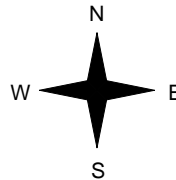


4th Line

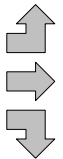
Cars	Trucks	Heavys	Totals
2	0	0	2
161	1	4	166
22	0	3	25
185	1	7	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	0	4	4
3	2	95	100
0	0	44	44
3	2	143	



Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
117	3	9	129

Peds Cross: \bowtie
West Peds: 0
West Entering: 148
West Leg Total: 338

Cars	72
Trucks	0
Heavys	4
Totals	76



Cars	17	4	20	41
Trucks	0	0	1	1
Heavys	0	1	5	6
Totals	17	5	26	

Peds Cross: \bowtie
South Peds: 0
South Entering: 48
South Leg Total: 124

Comments

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:30:00
To: 12:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 22
North Entering: 13
North Peds: 0
Peds Cross: ∇

Heavys	0	1	1	2
Trucks	0	0	0	0
Cars	5	2	4	11
Totals	5	3	5	



Heavys	0
Trucks	0
Cars	9
Totals	9

East Leg Total: 217
East Entering: 103
East Peds: 1
Peds Cross: ∇

Heavys	Trucks	Cars	Totals
2	4	99	105

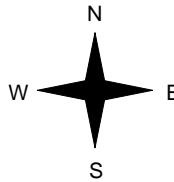


4th Line

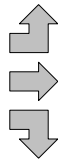
Cars	Trucks	Heavys	Totals
1	0	0	1
84	3	2	89
12	1	0	13
97	4	2	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	0	5	5
3	1	89	93
0	0	19	19
3	1	113	



4th Line

Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
108	1	5	114

Peds Cross: ∇
West Peds: 0
West Entering: 117
West Leg Total: 222

Cars	33
Trucks	1
Heavys	1
Totals	35



Cars	10	3	15	28
Trucks	1	0	0	1
Heavys	0	0	1	1
Totals	11	3	16	

Peds Cross: ∇
South Peds: 0
South Entering: 30
South Leg Total: 65

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:30:00
To: 17:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 59
North Entering: 16
North Peds: 0
Peds Cross: \times

Heavys	0	0	1	1
Trucks	0	0	0	0
Cars	8	5	2	15
Totals	8	5	3	



Heavys	1
Trucks	0
Cars	42
Totals	43

East Leg Total: 447
East Entering: 203
East Peds: 0
Peds Cross: \times

Heavys	5
Trucks	1
Cars	190
Totals	196

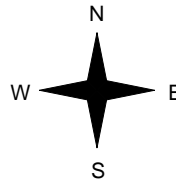


4th Line

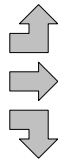
Cars	3	Trucks	0	Heavys	1	Totals	4
Cars	167	Trucks	1	Heavys	4	Totals	172
Cars	25	Trucks	0	Heavys	2	Totals	27
Cars	195	Trucks	1	Heavys	7	Totals	



Horseshoe Valley Road



Heavys	0
Trucks	0
Cars	31
Totals	31
Heavys	1
Trucks	1
Cars	209
Totals	211
Heavys	0
Trucks	0
Cars	20
Totals	20
Heavys	1
Trucks	1
Cars	260
Totals	260



Horseshoe Valley Road



Cars	241	Trucks	1	Heavys	2	Totals	244
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Peds Cross: \times
West Peds: 0
West Entering: 262
West Leg Total: 458

Cars	50	Cars	15	8	30	53
Trucks	0	Trucks	0	0	0	0
Heavys	2	Heavys	1	0	0	1
Totals	52	Totals	16	8	30	



Peds Cross: \times
South Peds: 0
South Entering: 54
South Leg Total: 106

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 250
 North Entering: 102
 North Peds: 0
 Peds Cross: \bowtie

Heavys	0	5	4	9
Trucks	0	0	1	1
Cars	46	20	26	92
Totals	46	25	31	



Heavys	8
Trucks	3
Cars	137
Totals	148

East Leg Total: 2320
 East Entering: 1156
 East Peds: 2
 Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
24	19	1112	1155

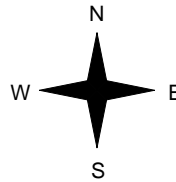


4th Line

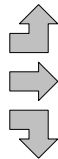
Cars	Trucks	Heavys	Totals
19	2	1	22
952	17	20	989
135	1	9	145
1106	20	30	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
4	1	84	89
21	16	941	978
0	0	185	185
25	17	1210	



Horseshoe Valley Road



4th Line



Cars	Trucks	Heavys	Totals
1108	19	37	1164

Peds Cross: \bowtie
 West Peds: 0
 West Entering: 1252
 West Leg Total: 2407

Cars	340
Trucks	1
Heavys	14
Totals	355



Cars	114	34	141	289
Trucks	2	0	2	4
Heavys	4	3	12	19
Totals	120	37	155	

Peds Cross: \bowtie
 South Peds: 2
 South Entering: 312
 South Leg Total: 667

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection: Horseshoe Valley Road & 4th Line													Count Date: 14-Jan-14		Municipality: Horseshoe Valley	
North Approach Totals						North/South Total Approaches	South Approach Totals									
Includes Cars, Trucks, & Heavys					Total Peds		Includes Cars, Trucks, & Heavys					Total Peds				
Hour Ending	Left	Thru	Right	Grand Total			Hour Ending	Left	Thru	Right	Grand Total					
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0				
8:00:00	5	4	5	14	0	41	8:00:00	9	1	17	27	1				
9:00:00	3	6	6	15	0	67	9:00:00	19	5	28	52	0				
10:00:00	5	3	5	13	0	53	10:00:00	21	4	15	40	0				
12:00:00	3	1	3	7	0	40	12:00:00	11	3	19	33	0				
13:00:00	5	2	5	12	0	33	13:00:00	8	2	11	21	0				
16:00:00	3	1	3	7	0	36	16:00:00	10	4	15	29	0				
17:00:00	5	7	11	23	0	81	17:00:00	23	10	25	58	1				
18:00:00	2	1	8	11	0	63	18:00:00	19	8	25	52	0				
Totals:	31	25	46	102	0	414		120	37	155	312	2				
East Approach Totals						East/West Total Approaches	West Approach Totals									
Includes Cars, Trucks, & Heavys					Total Peds		Includes Cars, Trucks, & Heavys					Total Peds				
Hour Ending	Left	Thru	Right	Grand Total			Hour Ending	Left	Thru	Right	Grand Total					
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0				
8:00:00	19	166	0	185	0	323	8:00:00	4	105	29	138	0				
9:00:00	23	144	3	170	0	314	9:00:00	6	97	41	144	0				
10:00:00	16	105	2	123	0	235	10:00:00	1	74	37	112	0				
12:00:00	6	77	1	84	0	180	12:00:00	4	79	13	96	0				
13:00:00	14	83	3	100	1	213	13:00:00	6	92	15	113	0				
16:00:00	19	104	4	127	0	297	16:00:00	15	138	17	170	0				
17:00:00	21	167	4	192	1	435	17:00:00	25	195	23	243	0				
18:00:00	27	143	5	175	0	411	18:00:00	28	198	10	236	0				
Totals:	145	989	22	1156	2	2408		89	978	185	1252	0				
Calculated Values for Traffic Crossing Major Street																
Hours Ending:	8:00	9:00	10:00	12:00		13:00	16:00	17:00	18:00							
Crossing Values:	18	28	30	17		16	17	39	29							

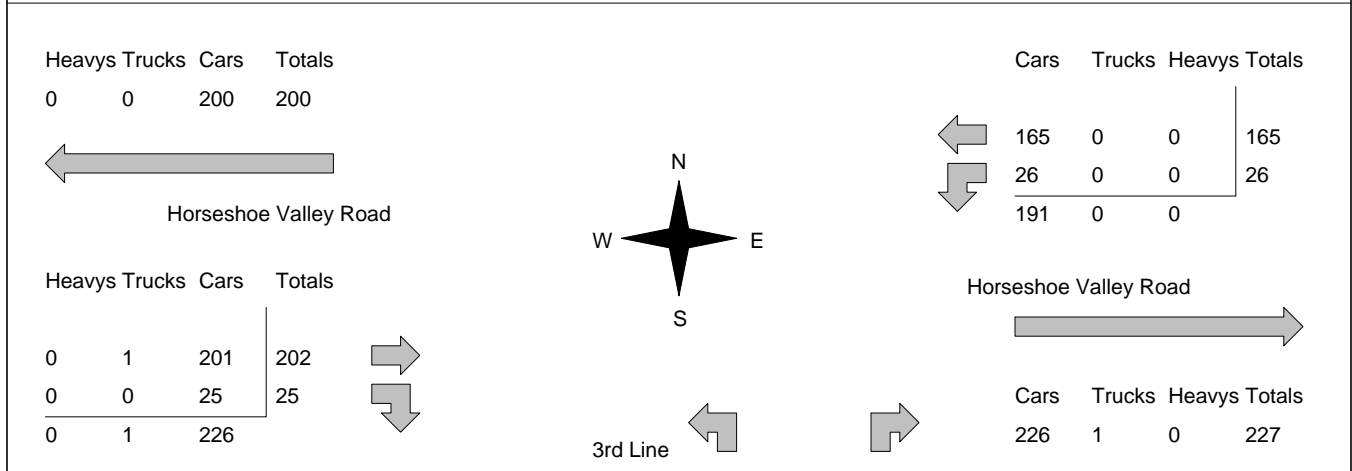
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 10:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
-----------------------------	---	--

Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 418 East Entering: 191 East Peds: 0 Peds Cross: ∞
--	--



Peds Cross: ∞ West Peds: 0 West Entering: 227 West Leg Total: 427		<table style="width: 100%;"> <tr><th>Cars</th><th>Trucks</th><th>Heavys</th><th>Totals</th></tr> <tr><td>51</td><td>0</td><td>0</td><td>51</td></tr> </table>	Cars	Trucks	Heavys	Totals	51	0	0	51	<table style="width: 100%;"> <tr><th>Cars</th><th>Trucks</th><th>Heavys</th><th>Totals</th></tr> <tr><td>35</td><td>0</td><td>0</td><td>35</td></tr> <tr><td>25</td><td>0</td><td>0</td><td>25</td></tr> <tr><td>60</td><td>0</td><td>0</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	35	0	0	35	25	0	0	25	60	0	0		Peds Cross: ∞ South Peds: 0 South Entering: 60 South Leg Total: 111
Cars	Trucks	Heavys	Totals																									
51	0	0	51																									
Cars	Trucks	Heavys	Totals																									
35	0	0	35																									
25	0	0	25																									
60	0	0																										

Comments

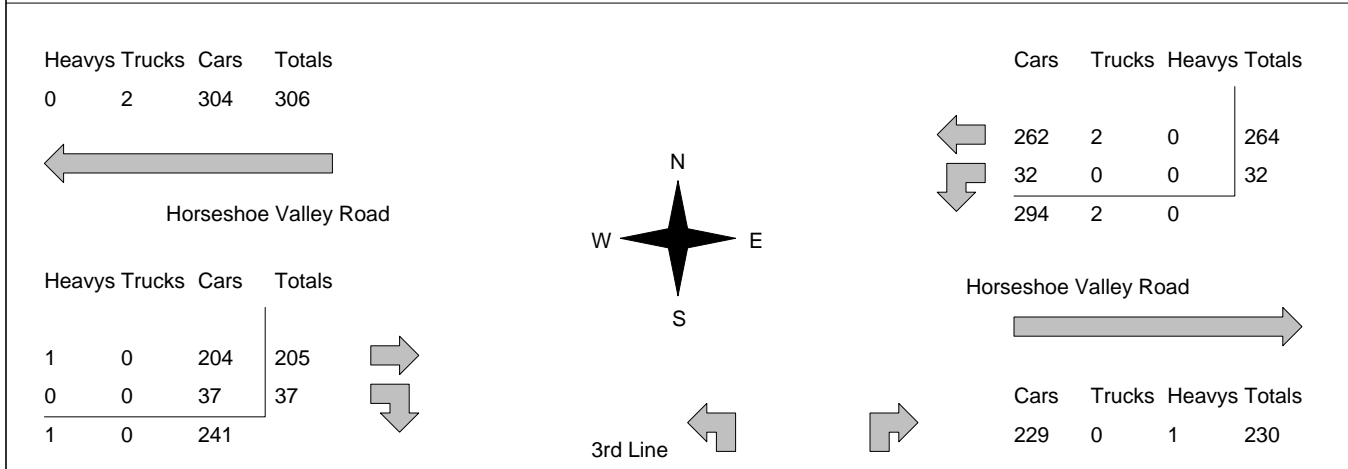
Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 526 East Entering: 296 East Peds: 0 Peds Cross: ∞
--	--



Peds Cross: ∞ West Peds: 0 West Entering: 242 West Leg Total: 548	<table style="width: 100%;"> <tr><td>Cars</td><td>69</td><td></td><td></td></tr> <tr><td>Trucks</td><td>0</td><td></td><td></td></tr> <tr><td>Heavys</td><td>0</td><td></td><td></td></tr> <tr><td>Totals</td><td>69</td><td></td><td></td></tr> </table>	Cars	69			Trucks	0			Heavys	0			Totals	69			<table style="width: 100%;"> <tr><td>Cars</td><td>42</td><td>25</td><td>67</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>42</td><td>25</td><td></td></tr> </table>	Cars	42	25	67	Trucks	0	0	0	Heavys	0	0	0	Totals	42	25		Peds Cross: ∞ South Peds: 0 South Entering: 67 South Leg Total: 136
Cars	69																																		
Trucks	0																																		
Heavys	0																																		
Totals	69																																		
Cars	42	25	67																																
Trucks	0	0	0																																
Heavys	0	0	0																																
Totals	42	25																																	

Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

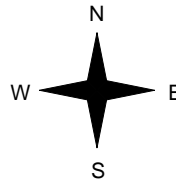
East Leg Total: 3191
 East Entering: 1664
 East Peds: 0
 Peds Cross: ∅

Heavys	Trucks	Cars	Totals
1	10	1682	1693



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
3	13	1302	1318
0	3	267	270
3	16	1569	



3rd Line

Cars	Trucks	Heavys	Totals
1420	9	1	1430
234	0	0	234
1654	9	1	



Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1511	13	3	1527

Peds Cross: ∅
 South Peds: 0
 South Entering: 472
 South Leg Total: 976

Peds Cross: ∅
 West Peds: 0
 West Entering: 1588
 West Leg Total: 3281

Cars	501	Cars	262	209	471
Trucks	3	Trucks	1	0	1
Heavys	0	Heavys	0	0	0
Totals	504	Totals	263	209	

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

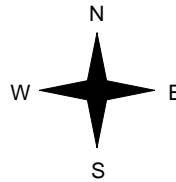
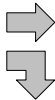
East Leg Total: 3191
 East Entering: 1664
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
1	10	1682	1693



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
3	13	1302	1318
0	3	267	270
3	16	1569	



3rd Line

Cars	Trucks	Heavys	Totals
1420	9	1	1430
234	0	0	234
1654	9	1	



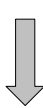
Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1511	13	3	1527

Peds Cross: ∞
 South Peds: 0
 South Entering: 472
 South Leg Total: 976

Peds Cross: ∞
 West Peds: 0
 West Entering: 1588
 West Leg Total: 3281

Cars	501
Trucks	3
Heavys	0
Totals	504



Cars	262	209	471
Trucks	1	0	1
Heavys	0	0	0
Totals	263	209	

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & 3rd Line					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	0	0	0	0	0	55	11:00:00	34	0	21	55	0								
12:00:00	0	0	0	0	0	45	12:00:00	20	0	25	45	0								
13:00:00	0	0	0	0	0	60	13:00:00	35	0	25	60	0								
14:00:00	0	0	0	0	0	59	14:00:00	34	0	25	59	0								
15:00:00	0	0	0	0	0	72	15:00:00	21	0	51	72	0								
16:00:00	0	0	0	0	0	56	16:00:00	34	0	22	56	0								
17:00:00	0	0	0	0	0	66	17:00:00	42	0	24	66	0								
18:00:00	0	0	0	0	0	59	18:00:00	43	0	16	59	0								
Totals:	0	0	0	0	0	472		263	0	209	472	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	25	121	0	146	0	311	11:00:00	0	138	27	165	0								
12:00:00	27	141	0	168	0	351	12:00:00	0	162	21	183	0								
13:00:00	26	165	0	191	0	418	13:00:00	0	202	25	227	0								
14:00:00	25	132	0	157	0	361	14:00:00	0	167	37	204	0								
15:00:00	48	186	0	234	0	423	15:00:00	0	148	41	189	0								
16:00:00	31	270	0	301	0	492	16:00:00	0	152	39	191	0								
17:00:00	31	259	0	290	0	536	17:00:00	0	204	42	246	0								
18:00:00	21	156	0	177	0	360	18:00:00	0	145	38	183	0								
Totals:	234	1430	0	1664	0	3252		0	1318	270	1588	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	34	20	35	34		21	34	42	43											



Accu-Traffic Inc.

Count Date: 11-Jan-14 Site #: 1400100002

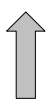
Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
10:15:00	0	0	26	26	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	0	0	53	27	15	6	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0
10:45:00	0	0	85	32	21	6	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
11:00:00	0	0	135	50	27	6	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
11:15:00	0	0	173	38	35	8	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0
11:30:00	0	0	218	45	41	6	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0
11:45:00	0	0	251	33	44	3	0	0	4	0	1	1	0	0	1	0	0	0	0	0	0
12:00:00	0	0	294	43	47	3	0	0	5	1	1	0	0	0	1	0	0	0	0	0	0
12:15:00	0	0	352	58	53	6	0	0	6	1	1	0	0	0	1	0	0	0	0	0	0
12:30:00	0	0	412	60	60	7	0	0	6	0	1	0	0	0	1	0	0	0	0	0	0
12:45:00	0	0	457	45	65	5	0	0	6	0	1	0	0	0	1	0	0	0	0	0	0
13:00:00	0	0	495	38	72	7	0	0	6	0	1	0	0	0	1	0	0	0	0	0	0
13:15:00	0	0	526	31	79	7	0	0	7	1	1	0	0	0	1	0	0	0	0	0	0
13:30:00	0	0	562	36	90	11	0	0	7	0	1	0	0	0	1	0	0	0	0	0	0
13:45:00	0	0	622	60	97	7	0	0	7	0	1	0	0	0	1	0	0	0	0	0	0
14:00:00	0	0	659	37	109	12	0	0	9	2	1	0	0	0	1	0	0	0	0	0	0
14:15:00	0	0	701	42	117	8	0	0	9	0	1	0	0	0	1	0	0	0	0	0	0
14:30:00	0	0	727	26	131	14	0	0	9	0	1	0	0	0	2	1	0	0	0	0	0
14:45:00	0	0	772	45	138	7	0	0	9	0	1	0	0	0	2	0	0	0	0	0	0
15:00:00	0	0	805	33	150	12	0	0	10	1	1	0	0	0	2	0	0	0	0	0	0
15:15:00	0	0	834	29	163	13	0	0	11	1	1	0	0	0	2	0	0	0	0	0	0
15:30:00	0	0	868	34	171	8	0	0	11	0	1	0	0	0	2	0	0	0	0	0	0
15:45:00	0	0	911	43	180	9	0	0	11	0	1	0	0	0	3	1	0	0	0	0	0
16:00:00	0	0	955	44	189	9	0	0	11	0	1	0	0	0	3	0	0	0	0	0	0
16:15:00	0	0	1007	52	196	7	0	0	11	0	1	0	0	0	3	0	0	0	0	0	0
16:30:00	0	0	1072	65	208	12	0	0	11	0	1	0	0	0	3	0	0	0	0	0	0
16:45:00	0	0	1111	39	221	13	0	0	11	0	1	0	0	0	3	0	0	0	0	0	0
17:00:00	0	0	1159	48	231	10	0	0	11	0	1	0	0	0	3	0	0	0	0	0	0
17:15:00	0	0	1204	45	244	13	0	0	12	1	1	0	0	0	3	0	0	0	0	0	0
17:30:00	0	0	1232	28	254	10	0	0	12	0	3	2	0	0	3	0	0	0	0	0	0
17:45:00	0	0	1267	35	256	2	0	0	13	1	3	0	0	0	3	0	0	0	0	0	0
18:00:00	0	0	1302	35	267	11	0	0	13	0	3	0	0	0	3	0	0	0	0	0	0
18:15:00	0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0	0
18:15:15	0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0	0

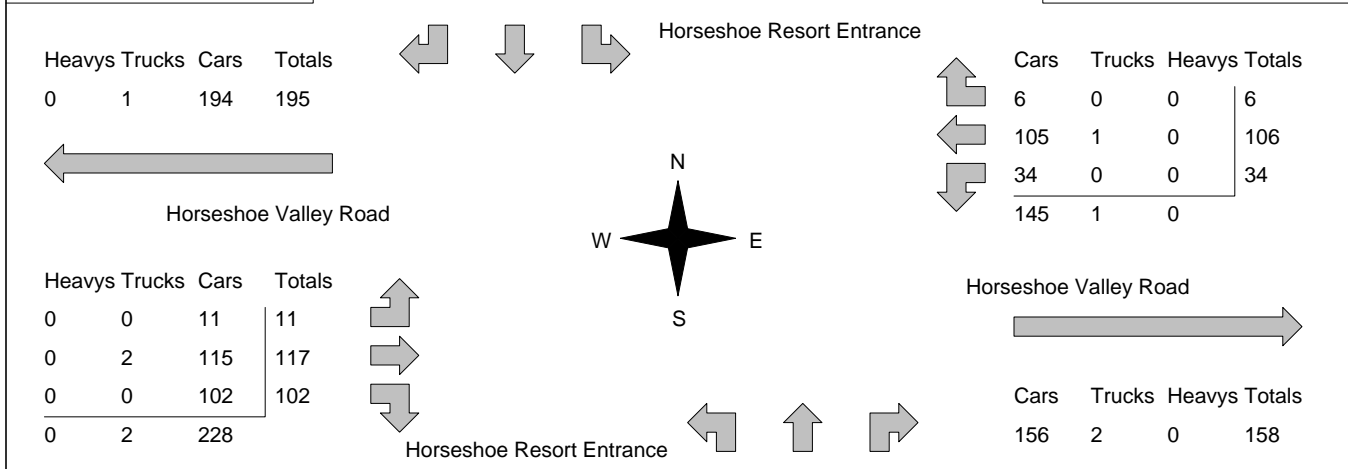
Accu-Traffic Inc.


Mid-day Peak Diagram	Specified Period	One Hour Peak
	From: 10:00:00 To: 14:00:00	From: 11:45:00 To: 12:45:00

Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 73 North Entering: 44 North Peds: 1 Peds Cross: \times	<table border="1"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>24</td><td>9</td><td>11</td><td>44</td></tr> <tr><td>Totals</td><td>24</td><td>9</td><td>11</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	24	9	11	44	Totals	24	9	11		 <table border="1"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>29</td></tr> <tr><td>Totals</td><td>29</td></tr> </table>	Heavys	0	Trucks	0	Cars	29	Totals	29	East Leg Total: 304 East Entering: 146 East Peds: 1 Peds Cross: \times
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	24	9	11	44																											
Totals	24	9	11																												
Heavys	0																														
Trucks	0																														
Cars	29																														
Totals	29																														



Peds Cross: \times West Peds: 0 West Entering: 230 West Leg Total: 425	<table border="1"> <tr><td>Cars</td><td>145</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>145</td></tr> </table>	Cars	145	Trucks	0	Heavys	0	Totals	145	 <table border="1"> <tr><td>Cars</td><td>65</td><td>12</td><td>30</td><td>107</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>65</td><td>12</td><td>30</td><td></td></tr> </table>	Cars	65	12	30	107	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	65	12	30		Peds Cross: \times South Peds: 0 South Entering: 107 South Leg Total: 252
Cars	145																														
Trucks	0																														
Heavys	0																														
Totals	145																														
Cars	65	12	30	107																											
Trucks	0	0	0	0																											
Heavys	0	0	0	0																											
Totals	65	12	30																												

Comments

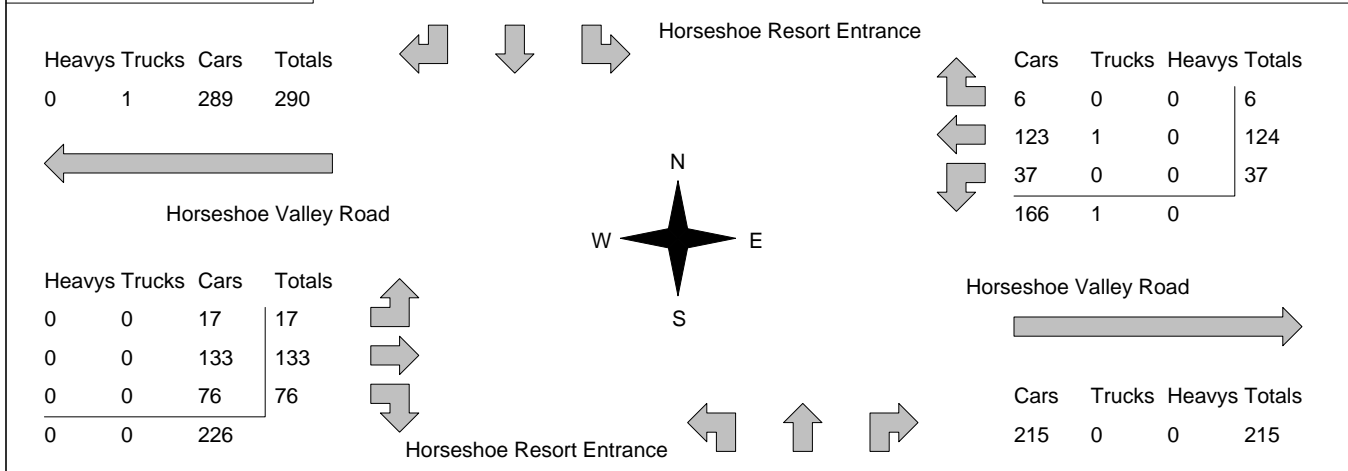
Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 16:00:00 To: 17:00:00
-------------------------------	---	--

Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
--	---

** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 98 North Entering: 68 North Peds: 0 Peds Cross: 0	<table border="1" style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>42</td><td>9</td><td>17</td><td>68</td></tr> <tr><td>Totals</td><td>42</td><td>9</td><td>17</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	42	9	17	68	Totals	42	9	17			Heavys 0 Trucks 0 Cars 30 Totals 30	East Leg Total: 382 East Entering: 167 East Peds: 2 Peds Cross: 2
Heavys	0	0	0	0																				
Trucks	0	0	0	0																				
Cars	42	9	17	68																				
Totals	42	9	17																					



Peds Cross: 0 West Peds: 0 West Entering: 226 West Leg Total: 516	<table border="1" style="margin: auto;"> <tr><td>Cars</td><td>122</td><td>Cars</td><td>124</td><td>7</td><td>65</td><td>196</td></tr> <tr><td>Trucks</td><td>0</td><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>122</td><td>Totals</td><td>124</td><td>7</td><td>65</td><td></td></tr> </table>	Cars	122	Cars	124	7	65	196	Trucks	0	Trucks	0	0	0	0	Heavys	0	Heavys	0	0	0	0	Totals	122	Totals	124	7	65			Peds Cross: 0 South Peds: 0 South Entering: 196 South Leg Total: 318
Cars	122	Cars	124	7	65	196																									
Trucks	0	Trucks	0	0	0	0																									
Heavys	0	Heavys	0	0	0	0																									
Totals	122	Totals	124	7	65																										

Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 622
North Entering: 383
North Peds: 1
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	231	66	86	383
Totals	231	66	86	



Heavys	0
Trucks	0
Cars	239
Totals	239

East Leg Total: 2374
East Entering: 1123
East Peds: 7
Peds Cross: \times

Heavys	0	Trucks	9	Cars	1642	Totals	1651
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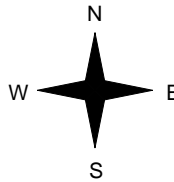


Horseshoe Resort Entrance

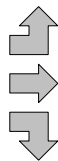
Cars	62	Trucks	0	Heavys	0	Totals	62
Cars	821	Trucks	9	Heavys	0	Totals	830
Cars	231	Trucks	0	Heavys	0	Totals	231
Cars	1114	Trucks	9	Heavys	0	Totals	



Horseshoe Valley Road



Heavys	0	Trucks	0	Cars	112	Totals	112
Heavys	3	Trucks	13	Cars	845	Totals	861
Heavys	0	Trucks	0	Cars	546	Totals	546
Heavys	3	Trucks	13	Cars	1503	Totals	



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1235	Trucks	13	Heavys	3	Totals	1251
------	------	--------	----	--------	---	--------	------

Peds Cross: \times
West Peds: 1
West Entering: 1519
West Leg Total: 3170

Cars	843	Cars	590	65	304	959
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	843	Totals	590	65	304	



Peds Cross: \times
South Peds: 1
South Entering: 959
South Leg Total: 1802

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 622
 North Entering: 383
 North Peds: 1
 Peds Cross: ∇

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	231	66	86	383
Totals	231	66	86	



Heavys	0
Trucks	0
Cars	239
Totals	239

East Leg Total: 2374
 East Entering: 1123
 East Peds: 7
 Peds Cross: ∇

Heavys	0	Trucks	9	Cars	1642	Totals	1651
--------	---	--------	---	------	------	--------	------

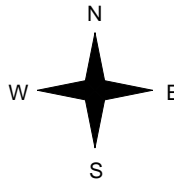


Horseshoe Resort Entrance

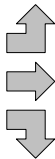
Cars	62	Trucks	0	Heavys	0	Totals	62
Cars	821	Trucks	9	Heavys	0	Totals	830
Cars	231	Trucks	0	Heavys	0	Totals	231
Cars	1114	Trucks	9	Heavys	0	Totals	



Horseshoe Valley Road



Heavys	0	Trucks	0	Cars	112	Totals	112
Heavys	3	Trucks	13	Cars	845	Totals	861
Heavys	0	Trucks	0	Cars	546	Totals	546
Heavys	3	Trucks	13	Cars	1503	Totals	



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1235	Trucks	13	Heavys	3	Totals	1251
------	------	--------	----	--------	---	--------	------

Peds Cross: ∇
 West Peds: 1
 West Entering: 1519
 West Leg Total: 3170

Cars	843	Cars	590	65	304	959
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	843	Totals	590	65	304	



Peds Cross: ∇
 South Peds: 1
 South Entering: 959
 South Leg Total: 1802

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & Horsesh					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	9	4	15	28	0	80	11:00:00	22	7	23	52	1								
12:00:00	7	10	18	35	1	104	12:00:00	32	14	23	69	0								
13:00:00	13	7	27	47	0	152	13:00:00	65	8	32	105	0								
14:00:00	6	4	21	31	0	114	14:00:00	46	10	27	83	0								
15:00:00	15	13	34	62	0	202	15:00:00	91	8	41	140	0								
16:00:00	12	14	45	71	0	281	16:00:00	149	8	53	210	0								
17:00:00	17	9	42	68	0	264	17:00:00	124	7	65	196	0								
18:00:00	7	5	29	41	0	145	18:00:00	61	3	40	104	0								
Totals:	86	66	231	383	1	1342		590	65	304	959	1								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	22	108	8	138	4	296	11:00:00	24	76	58	158	0								
12:00:00	31	116	11	158	1	345	12:00:00	16	92	79	187	1								
13:00:00	36	98	9	143	0	371	13:00:00	9	124	95	228	0								
14:00:00	27	88	7	122	0	312	14:00:00	14	103	73	190	0								
15:00:00	26	108	9	143	0	341	15:00:00	12	118	68	198	0								
16:00:00	18	102	9	129	0	301	16:00:00	8	106	58	172	0								
17:00:00	37	124	6	167	2	393	17:00:00	17	133	76	226	0								
18:00:00	34	86	3	123	0	283	18:00:00	12	109	39	160	0								
Totals:	231	830	62	1123	7	2642		112	861	546	1519	1								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	42	55	86	62		119	175	152	73											

Accu-Traffic Inc.

Count Date: 11-Jan-14 Site #: 1400100001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	8	8	11	11	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	11	3	31	20	23	12	0	0	0	0	0	0	0	0	1	1	0	0	0	0
10:45:00	16	5	50	19	36	13	0	0	1	1	0	0	0	0	1	0	0	0	0	0
11:00:00	24	8	74	24	58	22	0	0	1	0	0	0	0	0	1	0	0	0	0	0
11:15:00	27	3	97	23	77	19	0	0	2	1	0	0	0	0	1	0	0	0	0	0
11:30:00	30	3	121	24	99	22	0	0	3	1	0	0	0	0	1	0	0	0	0	1
11:45:00	36	6	142	21	114	15	0	0	3	0	0	0	0	0	1	0	0	0	0	1
12:00:00	40	4	163	21	137	23	0	0	4	1	0	0	0	0	1	0	0	0	0	1
12:15:00	41	1	201	38	157	20	0	0	4	0	0	0	0	0	1	0	0	0	0	1
12:30:00	45	4	232	31	189	32	0	0	5	1	0	0	0	0	1	0	0	0	0	1
12:45:00	47	2	257	25	216	27	0	0	5	0	0	0	0	0	1	0	0	0	0	1
13:00:00	49	2	285	28	232	16	0	0	6	1	0	0	0	0	1	0	0	0	0	1
13:15:00	55	6	306	21	245	13	0	0	6	0	0	0	0	0	1	0	0	0	0	1
13:30:00	56	1	335	29	259	14	0	0	7	1	0	0	0	0	1	0	0	0	0	1
13:45:00	59	3	364	29	288	29	0	0	7	0	0	0	0	0	1	0	0	0	0	1
14:00:00	63	4	385	21	305	17	0	0	9	2	0	0	0	0	1	0	0	0	0	1
14:15:00	65	2	411	26	333	28	0	0	9	0	0	0	0	0	1	0	0	0	0	1
14:30:00	65	0	436	25	346	13	0	0	9	0	0	0	0	0	2	1	0	0	0	1
14:45:00	70	5	476	40	360	14	0	0	9	0	0	0	0	0	2	0	0	0	0	1
15:00:00	75	5	501	25	373	13	0	0	10	1	0	0	0	0	2	0	0	0	0	1
15:15:00	78	3	520	19	390	17	0	0	11	1	0	0	0	0	2	0	0	0	0	1
15:30:00	79	1	545	25	400	10	0	0	11	0	0	0	0	0	2	0	0	0	0	1
15:45:00	82	3	575	30	413	13	0	0	11	0	0	0	0	0	3	1	0	0	0	1
16:00:00	83	1	605	30	431	18	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:15:00	86	3	640	35	455	24	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:30:00	94	8	680	40	478	23	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:45:00	97	3	705	25	491	13	0	0	11	0	0	0	0	0	3	0	0	0	0	1
17:00:00	100	3	738	33	507	16	0	0	11	0	0	0	0	0	3	0	0	0	0	1
17:15:00	104	4	773	35	519	12	0	0	12	1	0	0	0	0	3	0	0	0	0	1
17:30:00	109	5	794	21	526	7	0	0	12	0	0	0	0	0	3	0	0	0	0	1
17:45:00	110	1	820	26	536	10	0	0	13	1	0	0	0	0	3	0	0	0	0	1
18:00:00	112	2	845	25	546	10	0	0	13	0	0	0	0	0	3	0	0	0	0	1
18:15:00	112	0	845	0	546	0	0	0	13	0	0	0	0	0	3	0	0	0	0	1
18:15:15	112	0	845	0	546	0	0	0	13	0	0	0	0	0	3	0	0	0	0	1

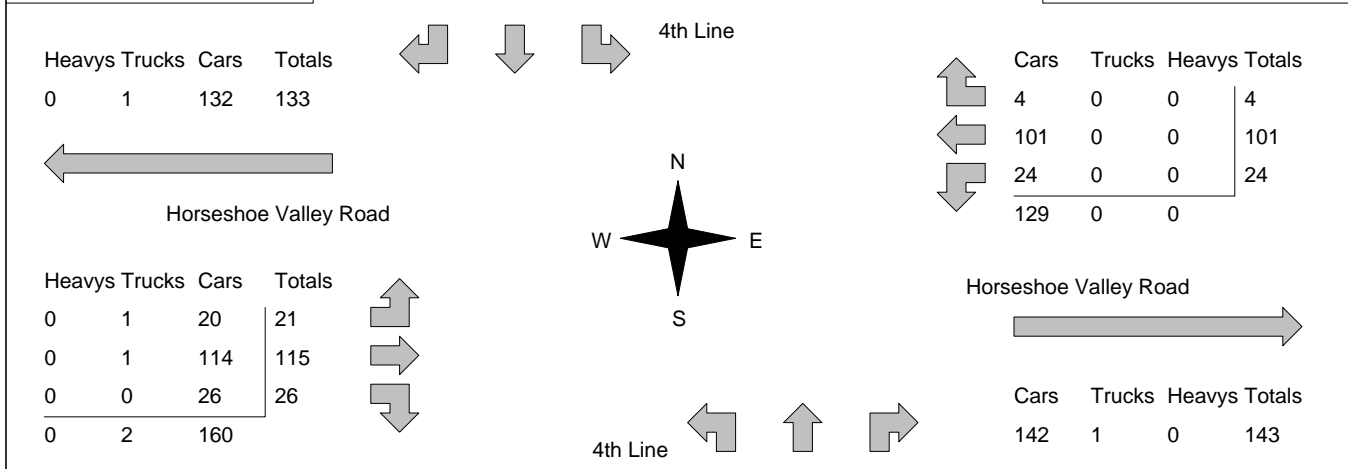
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 10:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
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Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 56 North Entering: 28 North Peds: 0 Peds Cross: \bowtie	<table border="1" style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>14</td><td>6</td><td>7</td><td>27</td></tr> <tr><td>Totals</td><td>15</td><td>6</td><td>7</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	1	0	0	1	Cars	14	6	7	27	Totals	15	6	7			<table border="1" style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>27</td></tr> <tr><td>Totals</td><td>28</td></tr> </table>	Heavys	0	Trucks	1	Cars	27	Totals	28	East Leg Total: 272 East Entering: 129 East Peds: 0 Peds Cross: \bowtie
Heavys	0	0	0	0																												
Trucks	1	0	0	1																												
Cars	14	6	7	27																												
Totals	15	6	7																													
Heavys	0																															
Trucks	1																															
Cars	27																															
Totals	28																															



Peds Cross: \bowtie West Peds: 0 West Entering: 162 West Leg Total: 295	<table border="1" style="margin: auto;"> <tr><td>Cars</td><td>56</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>56</td></tr> </table>	Cars	56	Trucks	0	Heavys	0	Totals	56		<table border="1" style="margin: auto;"> <tr><td>Cars</td><td>17</td><td>3</td><td>21</td><td>41</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>17</td><td>3</td><td>21</td><td></td></tr> </table>	Cars	17	3	21	41	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	17	3	21		Peds Cross: \bowtie South Peds: 0 South Entering: 41 South Leg Total: 97
Cars	56																															
Trucks	0																															
Heavys	0																															
Totals	56																															
Cars	17	3	21	41																												
Trucks	0	0	0	0																												
Heavys	0	0	0	0																												
Totals	17	3	21																													

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 14:00:00

To: 18:00:00

One Hour Peak

From: 15:30:00

To: 16:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 45
North Entering: 18
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	10	3	5	18
Totals	10	3	5	



Heavys	0
Trucks	0
Cars	27
Totals	27

East Leg Total: 354
East Entering: 160
East Peds: 0
Peds Cross: \times

Heavys	0
Trucks	2
Cars	157
Totals	159

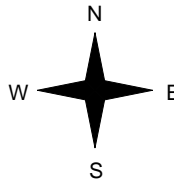
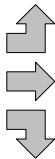


4th Line



Horseshoe Valley Road

Heavys	0
Trucks	0
Cars	18
Totals	18
1	0
Totals	167
0	0
Totals	29
1	0
Totals	213



Cars	4	0	0	4
Trucks	124	2	0	126
Heavys	30	0	0	30
Totals	158	2	0	



Horseshoe Valley Road



Cars	193	0	1	194
Trucks				
Heavys				
Totals				

Peds Cross: \times
West Peds: 0
West Entering: 214
West Leg Total: 373

Cars	62	23	5	22	50
Trucks	0	0	0	0	0
Heavys	0	0	0	0	0
Totals	62	23	5	22	



Peds Cross: \times
South Peds: 0
South Entering: 50
South Leg Total: 112

Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283
 North Entering: 135
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	92	18	24	134
Totals	93	18	24	



Heavys	0
Trucks	1
Cars	147
Totals	148

East Leg Total: 2140
 East Entering: 1029
 East Peds: 0
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
0	9	1084	1093

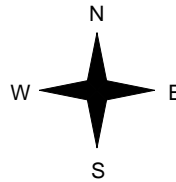


4th Line

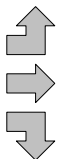
Cars	Trucks	Heavys	Totals
24	0	0	24
837	7	0	844
161	0	0	161
1022	7	0	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	



4th Line

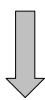
Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
1096	12	3	1111

Peds Cross: \times
 West Peds: 0
 West Entering: 1219
 West Leg Total: 2312

Cars	378	Cars	155	24	166	345
Trucks	2	Trucks	1	0	3	4
Heavys	0	Heavys	0	0	0	0
Totals	380	Totals	156	24	169	



Peds Cross: \times
 South Peds: 0
 South Entering: 349
 South Leg Total: 729

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283
 North Entering: 135
 North Peds: 0
 Peds Cross: \nlessgtr

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	92	18	24	134
Totals	93	18	24	



Heavys	0
Trucks	1
Cars	147
Totals	148

East Leg Total: 2140
 East Entering: 1029
 East Peds: 0
 Peds Cross: \nlessgtr

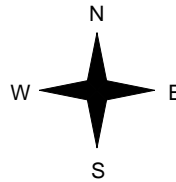
Heavys	0
Trucks	9
Cars	1084
Totals	1093



4th Line



Horseshoe Valley Road



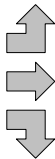
Cars	24	0	0	24
Trucks	837	7	0	844
Heavys	161	0	0	161
Totals	1022	7	0	



Horseshoe Valley Road



Heavys	0
Trucks	3
Cars	99
Totals	100
Heavys	3
Trucks	9
Cars	906
Totals	918
Heavys	0
Trucks	2
Cars	199
Totals	201
Heavys	3
Trucks	12
Cars	1204
Totals	



4th Line

Cars	1096	12	3	1111
Trucks				
Heavys				
Totals				

Peds Cross: \nlessgtr
 West Peds: 0
 West Entering: 1219
 West Leg Total: 2312

Cars	378
Trucks	2
Heavys	0
Totals	380



Cars	155	24	166	345
Trucks	1	0	3	4
Heavys	0	0	0	0
Totals	156	24	169	

Peds Cross: \nlessgtr
 South Peds: 0
 South Entering: 349
 South Leg Total: 729

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & 4th Line					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavyys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavyys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	3	0	17	20	0	54	11:00:00	15	4	15	34	0								
12:00:00	3	2	12	17	0	64	12:00:00	26	2	19	47	0								
13:00:00	7	6	15	28	0	69	13:00:00	17	3	21	41	0								
14:00:00	2	3	9	14	0	48	14:00:00	17	2	15	34	0								
15:00:00	1	2	6	9	0	62	15:00:00	26	4	23	53	0								
16:00:00	4	3	10	17	0	75	16:00:00	16	4	38	58	0								
17:00:00	4	2	11	17	0	60	17:00:00	20	2	21	43	0								
18:00:00	0	0	13	13	0	52	18:00:00	19	3	17	39	0								
Totals:	24	18	93	135	0	484		156	24	169	349	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavyys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavyys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	19	99	2	120	0	228	11:00:00	4	85	19	108	0								
12:00:00	20	115	4	139	0	257	12:00:00	10	90	18	118	0								
13:00:00	24	101	4	129	0	291	13:00:00	21	115	26	162	0								
14:00:00	14	94	1	109	0	243	14:00:00	8	101	25	134	0								
15:00:00	19	108	4	131	0	294	15:00:00	9	122	32	163	0								
16:00:00	27	104	6	137	0	307	16:00:00	15	129	26	170	0								
17:00:00	21	134	1	156	0	366	17:00:00	19	155	36	210	0								
18:00:00	17	89	2	108	0	262	18:00:00	14	121	19	154	0								
Totals:	161	844	24	1029	0	2248		100	918	201	1219	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	22	31	30	22		31	24	26	22											

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 34
 North Entering: 20
 North Peds: 0
 Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	7	4	9	20
Totals	7	4	9	



Heavys	0
Trucks	0
Cars	14
Totals	14

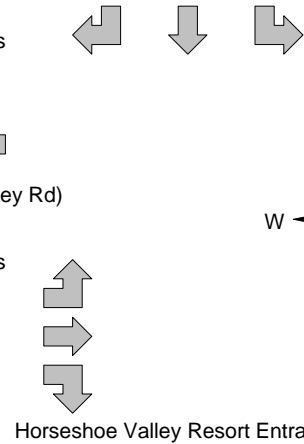
East Leg Total: 269
 East Entering: 144
 East Peds: 1
 Peds Cross: 0

Heavys	0	Trucks	4	Cars	134	Totals	138
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CR 22 (Horseshoe Valley Rd)

Heavys	0	Trucks	0	Cars	5	Totals	5
	0		2		102		104
	0		3		53		56
	0		5		160		



Horseshoe Valley Resort Entrance

Cars	8	Trucks	0	Heavys	0	Totals	8
	110		2		0		112
	24		0		0		24
	142		2		0		

CR 22 (Horseshoe Valley Rd)

Cars	123	Trucks	2	Heavys	0	Totals	125
------	-----	--------	---	--------	---	---------------	-----

Peds Cross: 0
 West Peds: 0
 West Entering: 165
 West Leg Total: 303

Cars	81	Trucks	3	Heavys	0	Totals	84
	17		2		0		19
	1		0		0		1
	12		0		0		12
	30		2		0		

Peds Cross: 0
 South Peds: 0
 South Entering: 32
 South Leg Total: 116

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:30:00
To: 12:30:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 34
North Entering: 18
North Peds: 0
Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	6	8	4	18
Totals	6	8	4	



Heavys	0
Trucks	0
Cars	16
Totals	16

East Leg Total: 407
East Entering: 207
East Peds: 0
Peds Cross: 0

Heavys	Trucks	Cars	Totals
0	2	222	224

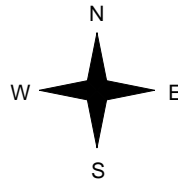


Horseshoe Valley Resort Entrance

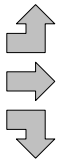
Cars	Trucks	Heavys	Totals
4	0	0	4
174	2	0	176
27	0	0	27
205	2	0	



CR 22 (Horseshoe Valley Rd)



Heavys	Trucks	Cars	Totals
0	0	7	7
0	0	178	178
0	1	62	63
0	1	247	



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
200	0	0	200

Peds Cross: 0
West Peds: 0
West Entering: 248
West Leg Total: 472

Cars	97	Cars	42	5	18	65
Trucks	1	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	98	Totals	42	5	18	



Peds Cross: 0
South Peds: 0
South Entering: 65
South Leg Total: 163

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:15:00
To: 16:15:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 33
North Entering: 14
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	5	4	5	14
Totals	5	4	5	



Heavys	0
Trucks	0
Cars	19
Totals	19

East Leg Total: 427
East Entering: 197
East Peds: 0
Peds Cross: \times

Heavys	0
Trucks	2
Cars	242
Totals	244

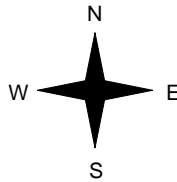


Horseshoe Valley Resort Entrance

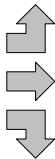
Cars	8	0	0	8
Trucks	160	1	0	161
Heavys	28	0	0	28
Totals	196	1	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	8
Totals	8
Heavys	0
Trucks	0
Cars	175
Totals	175
Heavys	0
Trucks	0
Cars	74
Totals	74
Heavys	0
Trucks	0
Cars	257
Totals	257



CR 22 (Horseshoe Valley Rd)



Cars	229	1	0	230
Trucks				
Heavys				
Totals	230			

Peds Cross: \times
West Peds: 0
West Entering: 257
West Leg Total: 501

Cars	106	77	3	49	129
Trucks	0	1	0	1	2
Heavys	0	0	0	0	0
Totals	106	78	3	50	



Peds Cross: \times
South Peds: 0
South Entering: 131
South Leg Total: 237

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs N-S

North Leg Total: 151 North Entering: 78 North Peds: 0 Peds Cross: 2	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>32</td><td>20</td><td>26</td><td>78</td></tr> <tr><td>Totals</td><td>32</td><td>20</td><td>26</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	32	20	26	78	Totals	32	20	26			<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td></td><td></td></tr> <tr><td>Trucks</td><td>0</td><td></td><td></td></tr> <tr><td>Cars</td><td>73</td><td></td><td></td></tr> <tr><td>Totals</td><td>73</td><td></td><td></td></tr> </table>	Heavys	0			Trucks	0			Cars	73			Totals	73			East Leg Total: 2472 East Entering: 1191 East Peds: 3 Peds Cross: 8																																																		
Heavys	0	0	0	0																																																																																						
Trucks	0	0	0	0																																																																																						
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Heavys	Trucks	Cars	Totals																																																																																							
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Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & Hwy 101 Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	8	7:00:00	4	0	4	8	0
8:00:00	0	0	1	1	0	41	8:00:00	17	0	23	40	0
9:00:00	9	4	7	20	0	52	9:00:00	19	1	12	32	0
11:00:00	0	0	1	1	0	1	11:00:00	0	0	0	0	0
12:00:00	3	6	4	13	0	80	12:00:00	41	2	24	67	0
13:00:00	3	5	6	14	0	82	13:00:00	44	5	19	68	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	5	4	5	14	0	123	16:00:00	64	3	42	109	0
17:00:00	2	0	4	6	0	125	17:00:00	86	0	33	119	0
18:00:00	4	1	4	9	0	85	18:00:00	58	2	16	76	0
Totals:	26	20	32	78	0	597		333	13	173	519	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	17	44	0	61	0	127	7:00:00	0	23	43	66	0
8:00:00	10	64	0	74	0	174	8:00:00	0	72	28	100	0
9:00:00	24	112	8	144	1	309	9:00:00	5	104	56	165	0
11:00:00	1	4	0	5	0	9	11:00:00	0	4	0	4	0
12:00:00	28	195	3	226	1	455	12:00:00	5	170	54	229	0
13:00:00	22	150	4	176	0	431	13:00:00	5	181	69	255	0
15:00:00	2	0	0	2	0	17	15:00:00	0	12	3	15	0
16:00:00	28	166	4	198	0	469	16:00:00	8	178	85	271	2
17:00:00	14	161	6	181	1	402	17:00:00	3	177	41	221	0
18:00:00	19	104	1	124	0	322	18:00:00	8	161	29	198	0
Totals:	165	1000	26	1191	3	2715		34	1082	408	1524	2
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00		13:00	16:00	17:00	18:00			
Crossing Values:	4	17	33	51		52	75	89	64			

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 24
 North Entering: 19
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	9	4	5	18
Totals	10	4	5	



Heavys	0
Trucks	0
Cars	5
Totals	5

East Leg Total: 267
 East Entering: 132
 East Peds: 1
 Peds Cross: \times

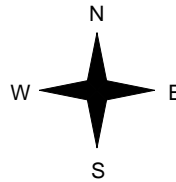
Heavys	0
Trucks	3
Cars	141
Totals	144



4th Line



CR 22 (Horseshoe Valley Rd)



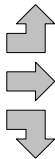
Cars	0	0	0	0
Trucks	114	2	0	116
Heavys	16	0	0	16
Totals	130	2	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	3
Totals	3
Heavys	0
Trucks	1
Cars	111
Totals	112
Heavys	0
Trucks	0
Cars	13
Totals	13
Heavys	0
Trucks	1
Cars	127
Totals	127



4th Line



Cars	134
Trucks	1
Heavys	0
Totals	135

Peds Cross: \times
 West Peds: 2
 West Entering: 128
 West Leg Total: 272

Cars	33
Trucks	0
Heavys	0
Totals	33



Cars	18	2	18	38
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	18	2	18	

Peds Cross: \times
 South Peds: 0
 South Entering: 38
 South Leg Total: 71

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:00:00
To: 12:00:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 39
North Entering: 17
North Peds: 1
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	12	4	1	17
Totals	12	4	1	



Heavys	0
Trucks	0
Cars	22
Totals	22

East Leg Total: 404
East Entering: 216
East Peds: 7
Peds Cross: \times

Heavys	0	Trucks	1	Cars	225	Totals	226
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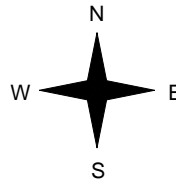


4th Line

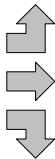
Cars	9	Trucks	0	Heavys	0	Totals	9
Cars	188	Trucks	1	Heavys	0	Totals	189
Cars	18	Trucks	0	Heavys	0	Totals	18
Totals	215	1	0				



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	0	Cars	5	Totals	5
Heavys	0	Trucks	2	Cars	157	Totals	159
Heavys	0	Trucks	0	Cars	32	Totals	32
Totals	0	2	194				



CR 22 (Horseshoe Valley Rd)



Cars	186	Trucks	2	Heavys	0	Totals	188
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4th Line

Peds Cross: \times
West Peds: 4
West Entering: 196
West Leg Total: 422

Cars	54	Trucks	0	Heavys	0	Totals	54
Cars	25	Trucks	0	Heavys	0	Totals	25
Cars	8	Trucks	0	Heavys	0	Totals	8
Cars	28	Trucks	0	Heavys	0	Totals	28
Totals	61	0	0	0			



Peds Cross: \times
South Peds: 0
South Entering: 61
South Leg Total: 115

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:15:00
To: 16:15:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 35
North Entering: 19
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	10	4	5	19
Totals	10	4	5	



Heavys	0
Trucks	0
Cars	16
Totals	16

East Leg Total: 413
East Entering: 193
East Peds: 1
Peds Cross: \times

Heavys	0	0	193	193
Trucks	0	0		
Cars				
Totals				

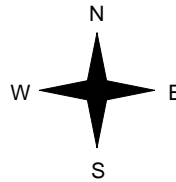


4th Line

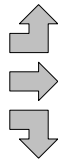
Cars	5	0	0	5
Trucks	160	0	0	160
Heavys	28	0	0	28
Totals	193	0	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0	0	9	9
Trucks	0	0	185	185
Cars	0	0	33	33
Totals	0	0	227	



4th Line

CR 22 (Horseshoe Valley Rd)



Cars	219	1	0	220
Trucks				
Heavys				
Totals				

Peds Cross: \times
West Peds: 5
West Entering: 227
West Leg Total: 420

Cars	65	23	2	29	54
Trucks	0	0	0	1	1
Heavys	0	0	0	0	0
Totals	65	23	2	30	



Peds Cross: \times
South Peds: 1
South Entering: 55
South Leg Total: 120

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 216
 North Entering: 108
 North Peds: 9
 Peds Cross: \bowtie

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	50	25	32	107
Totals	51	25	32	



Heavys	0
Trucks	0
Cars	108
Totals	108

East Leg Total: 2410
 East Entering: 1174
 East Peds: 13
 Peds Cross: \bowtie

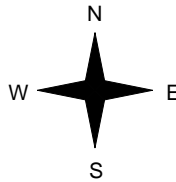
Heavys	0
Trucks	12
Cars	1184
Totals	1196



4th Line



CR 22 (Horseshoe Valley Rd)



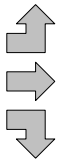
Cars	26	0	0	26
Trucks	1006	10	0	1016
Heavys	132	0	0	132
Totals	1164	10	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	50
Totals	50
Heavys	0
Trucks	6
Cars	1044
Totals	1050
Heavys	0
Trucks	1
Cars	187
Totals	188
Heavys	0
Trucks	7
Cars	1281
Totals	1288



4th Line

Cars	1229	7	0	1236
Trucks				
Heavys				
Totals	1229	7	0	1236

Peds Cross: \bowtie
 West Peds: 12
 West Entering: 1288
 West Leg Total: 2484

Cars	344
Trucks	1
Heavys	0
Totals	345



Cars	128	32	153	313
Trucks	1	0	1	2
Heavys	0	0	0	0
Totals	129	32	154	

Peds Cross: \bowtie
 South Peds: 5
 South Entering: 315
 South Leg Total: 660

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 4th Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	4	4	0	12	7:00:00	1	0	7	8	0
8:00:00	5	0	3	8	4	32	8:00:00	5	1	18	24	2
9:00:00	5	4	10	19	0	57	9:00:00	18	2	18	38	0
11:00:00	0	0	0	0	0	3	11:00:00	1	0	2	3	0
12:00:00	1	4	12	17	1	78	12:00:00	25	8	28	61	0
13:00:00	8	4	5	17	3	66	13:00:00	18	8	23	49	2
15:00:00	0	0	0	0	0	1	15:00:00	1	0	0	1	0
16:00:00	5	3	11	19	0	68	16:00:00	21	2	26	49	1
17:00:00	3	6	1	10	1	61	17:00:00	22	8	21	51	0
18:00:00	5	4	5	14	0	41	18:00:00	15	3	9	27	0
Totals:	32	25	51	108	9	419		127	32	152	311	5

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	2	59	0	61	0	93	7:00:00	1	22	9	32	0
8:00:00	5	67	1	73	1	174	8:00:00	0	76	25	101	0
9:00:00	16	116	0	132	1	260	9:00:00	3	112	13	128	2
11:00:00	0	5	0	5	0	7	11:00:00	0	0	2	2	0
12:00:00	18	189	9	216	7	412	12:00:00	5	159	32	196	4
13:00:00	21	147	6	174	1	376	13:00:00	11	167	24	202	1
15:00:00	1	4	0	5	0	11	15:00:00	0	5	1	6	0
16:00:00	27	164	5	196	1	420	16:00:00	11	185	28	224	5
17:00:00	24	159	3	186	0	397	17:00:00	10	173	28	211	0
18:00:00	18	106	2	126	2	310	18:00:00	9	149	26	184	0
Totals:	132	1016	26	1174	13	2460		50	1048	188	1286	12

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	1	12	30	45	36	35	33	26

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

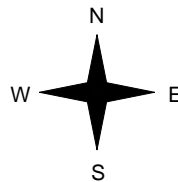
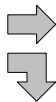
Major Road: CR 22 (Horseshoe Valley Rd) runs 1

East Leg Total: 307
 East Entering: 142
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	4	132	136



Heavys	Trucks	Cars	Totals
0	3	144	147
0	1	31	32
0	4	175	



3rd Line



Cars	51
Trucks	2
Heavys	0
Totals	53

Cars	14	17	31
Trucks	1	1	2
Heavys	0	0	0
Totals	15	18	

Cars	Trucks	Heavys	Totals
118	3	0	121
20	1	0	21
138	4	0	



CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
161	4	0	165

Peds Cross: X
 West Peds: 0
 West Entering: 179
 West Leg Total: 315

Peds Cross: X
 South Peds: 0
 South Entering: 33
 South Leg Total: 86

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:00:00
To: 12:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

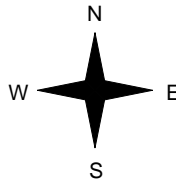
East Leg Total: 472
East Entering: 241
East Peds: 0
Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	3	271	274



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	2	211	213
0	1	44	45
0	3	255	



3rd Line

Cars	Trucks	Heavys	Totals
224	2	0	226
15	0	0	15
239	2	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
229	2	0	231

CR 22 (Horseshoe Valley Rd)

Peds Cross: ∞
West Peds: 0
West Entering: 258
West Leg Total: 532

Cars	59
Trucks	1
Heavys	0
Totals	60



Cars	47	18	65
Trucks	1	0	1
Heavys	0	0	0
Totals	48	18	

Peds Cross: ∞
South Peds: 0
South Entering: 66
South Leg Total: 126

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:00:00

To: 16:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

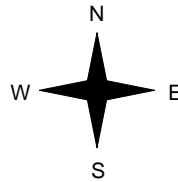
East Leg Total: 501
 East Entering: 231
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	1	250	251



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	240	240
0	0	68	68
0	0	308	



3rd Line



Cars	Trucks	Heavys	Totals
92	0	0	92
43	1	0	44
30	0	0	30
73	1	0	

Cars	Trucks	Heavys	Totals
207	0	0	207
24	0	0	24
231	0	0	



CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
270	0	0	270

Peds Cross: X
 West Peds: 0
 West Entering: 308
 West Leg Total: 559

Peds Cross: X
 South Peds: 0
 South Entering: 74
 South Leg Total: 166

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

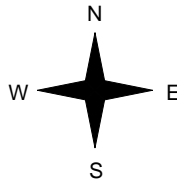
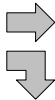
East Leg Total: 2871
 East Entering: 1351
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	19	1502	1521



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	11	1351	1362
0	5	350	355
0	16	1701	



3rd Line

Cars	Trucks	Heavys	Totals
1203	15	0	1218
132	1	0	133
1335	16	0	



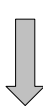
CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
1506	14	0	1520

Peds Cross: X
 South Peds: 0
 South Entering: 461
 South Leg Total: 949

Peds Cross: X
 West Peds: 0
 West Entering: 1717
 West Leg Total: 3238

Cars	482
Trucks	6
Heavys	0
Totals	488



Cars	299	155	454
Trucks	4	3	7
Heavys	0	0	0
Totals	303	158	

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	20	7:00:00	12	0	8	20	0
8:00:00	0	0	0	0	0	36	8:00:00	23	0	13	36	0
9:00:00	0	0	0	0	0	33	9:00:00	15	0	18	33	0
11:00:00	0	0	0	0	0	1	11:00:00	1	0	0	1	0
12:00:00	0	0	0	0	0	66	12:00:00	48	0	18	66	0
13:00:00	0	0	0	0	0	70	13:00:00	43	0	27	70	0
15:00:00	0	0	0	0	0	1	15:00:00	1	0	0	1	0
16:00:00	0	0	0	0	0	74	16:00:00	44	0	30	74	0
17:00:00	0	0	0	0	0	75	17:00:00	57	0	18	75	0
18:00:00	0	0	0	0	0	81	18:00:00	55	0	26	81	0
Totals:	0	0	0	0	0	457		299	0	158	457	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	46	0	47	0	117	7:00:00	0	63	7	70	0
8:00:00	12	70	0	82	0	192	8:00:00	0	89	21	110	0
9:00:00	21	121	0	142	0	321	9:00:00	0	147	32	179	0
11:00:00	0	0	0	0	0	1	11:00:00	0	1	0	1	0
12:00:00	15	226	0	241	0	499	12:00:00	0	213	45	258	0
13:00:00	12	190	0	202	0	477	13:00:00	0	230	45	275	0
15:00:00	0	0	0	0	0	2	15:00:00	0	2	0	2	0
16:00:00	24	207	0	231	0	539	16:00:00	0	240	68	308	0
17:00:00	32	214	0	246	0	530	17:00:00	0	204	80	284	0
18:00:00	16	144	0	160	0	388	18:00:00	0	173	55	228	0
Totals:	133	1218	0	1351	0	3066		0	1362	353	1715	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	12	23	15	48	43	44	57	55

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 17
 North Entering: 10
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	7	1	2	10
Totals	7	1	2	



Heavys	0
Trucks	0
Cars	7
Totals	7

East Leg Total: 338
 East Entering: 208
 East Peds: 0
 Peds Cross: \times

Heavys	0
Trucks	14
Cars	186
Totals	200

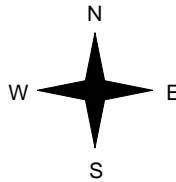


Horseshoe Valley Resort Entrance

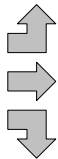
Cars	1	0	0	1
Trucks	163	12	0	175
Heavys	30	2	0	32
Totals	194	14	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	6
Totals	6
Heavys	0
Trucks	10
Cars	111
Totals	121
Heavys	0
Trucks	1
Cars	40
Totals	41
Heavys	0
Trucks	11
Cars	157
Totals	



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	119	11	0	130
Trucks				
Heavys				
Totals				

Peds Cross: \times
 West Peds: 0
 West Entering: 168
 West Leg Total: 368

Cars	71	16	0	6	22
Trucks	3	2	0	1	3
Heavys	0	0	0	0	0
Totals	74	18	0	7	



Peds Cross: \times
 South Peds: 0
 South Entering: 25
 South Leg Total: 99

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 15
North Entering: 10
North Peds: 0
Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	8	0	1	9
Totals	8	0	2	



Heavys	0
Trucks	0
Cars	5
Totals	5

East Leg Total: 342
East Entering: 153
East Peds: 0
Peds Cross: 0

Heavys	0	Trucks	13	Cars	155	Totals	168
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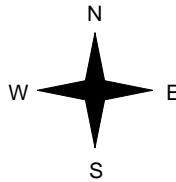


Horseshoe Valley Resort Entrance

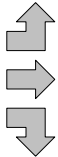
Cars	1	Trucks	0	Heavys	0	Totals	1
Cars	126	Trucks	9	Heavys	0	Totals	135
Cars	16	Trucks	1	Heavys	0	Totals	17
Cars	143	Trucks	10	Heavys	0	Totals	



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	0	Cars	4	Totals	4
Heavys	0	Trucks	8	Cars	170	Totals	178
Heavys	0	Trucks	4	Cars	41	Totals	45
Heavys	0	Trucks	12	Cars	215	Totals	



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	179	Trucks	10	Heavys	0	Totals	189
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Peds Cross: 0
West Peds: 0
West Entering: 227
West Leg Total: 395

Cars	57	Cars	21	0	8	Totals	29
Trucks	5	Trucks	4	0	1	Totals	5
Heavys	0	Heavys	0	0	0	Totals	0
Totals	62	Totals	25	0	9	Totals	



Peds Cross: 0
South Peds: 0
South Entering: 34
South Leg Total: 96

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

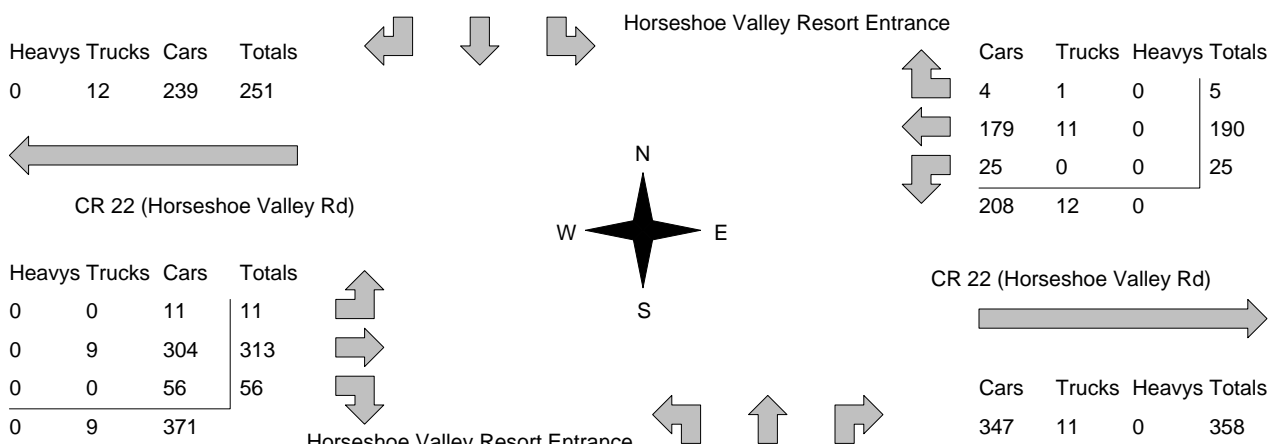
North Leg Total: 31
 North Entering: 12
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	4	4	3	11
Totals	4	4	4	



Heavys	0
Trucks	1
Cars	18
Totals	19

East Leg Total: 578
 East Entering: 220
 East Peds: 1
 Peds Cross: \times



Peds Cross: \times
 West Peds: 0
 West Entering: 380
 West Leg Total: 631

Cars	85	Cars	56	3	40	99
Trucks	0	Trucks	1	0	1	2
Heavys	0	Heavys	0	0	0	0
Totals	85	Totals	57	3	41	

Peds Cross: \times
 South Peds: 0
 South Entering: 101
 South Leg Total: 186

Comments

Ontario Traffic Inc.

Total Count Diagram

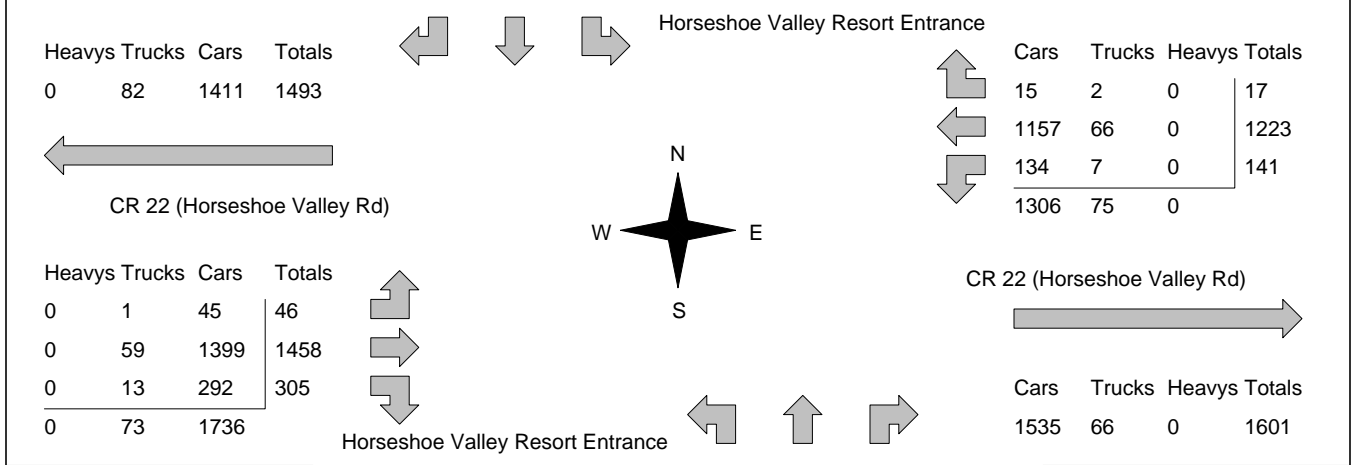
Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs N-S

North Leg Total: 149 North Entering: 78 North Peds: 0 Peds Cross: 0	<table border="1" style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>3</td><td>4</td></tr> <tr><td>Cars</td><td>48</td><td>9</td><td>17</td><td>74</td></tr> <tr><td>Totals</td><td>49</td><td>9</td><td>20</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	1	0	3	4	Cars	48	9	17	74	Totals	49	9	20			<table border="1" style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Cars</td><td>67</td></tr> <tr><td>Totals</td><td>71</td></tr> </table>	Heavys	0	Trucks	4	Cars	67	Totals	71	East Leg Total: 2982 East Entering: 1381 East Peds: 4 Peds Cross: 0
Heavys	0	0	0	0																												
Trucks	1	0	3	4																												
Cars	48	9	17	74																												
Totals	49	9	20																													
Heavys	0																															
Trucks	4																															
Cars	67																															
Totals	71																															



Peds Cross: 0 West Peds: 6 West Entering: 1809 West Leg Total: 3302	<table border="1" style="margin: auto;"> <tr><td>Cars</td><td>435</td></tr> <tr><td>Trucks</td><td>20</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>455</td></tr> </table>	Cars	435	Trucks	20	Heavys	0	Totals	455		<table border="1" style="margin: auto;"> <tr><td>Cars</td><td>206</td><td>7</td><td>119</td><td>332</td></tr> <tr><td>Trucks</td><td>15</td><td>1</td><td>4</td><td>20</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>221</td><td>8</td><td>123</td><td></td></tr> </table>	Cars	206	7	119	332	Trucks	15	1	4	20	Heavys	0	0	0	0	Totals	221	8	123		Peds Cross: 0 South Peds: 0 South Entering: 352 South Leg Total: 807
Cars	435																															
Trucks	20																															
Heavys	0																															
Totals	455																															
Cars	206	7	119	332																												
Trucks	15	1	4	20																												
Heavys	0	0	0	0																												
Totals	221	8	123																													

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & Hwy 10 Count Date: 12-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	0	5	6	0	11	7:00:00	4	1	0	5	0
8:00:00	2	2	7	11	0	25	8:00:00	6	1	7	14	0
9:00:00	2	0	9	11	0	37	9:00:00	19	0	7	26	0
11:00:00	0	0	0	0	0	1	11:00:00	1	0	0	1	0
12:00:00	1	0	3	4	0	49	12:00:00	27	0	18	45	0
13:00:00	2	0	8	10	0	44	13:00:00	25	0	9	34	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	4	3	5	12	0	73	16:00:00	41	2	18	61	0
17:00:00	5	3	5	13	0	107	17:00:00	56	3	35	94	0
18:00:00	3	1	7	11	0	83	18:00:00	42	1	29	72	0
Totals:	20	9	49	78	0	430		221	8	123	352	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	5	99	0	104	0	177	7:00:00	2	64	7	73	0
8:00:00	16	156	1	173	0	307	8:00:00	3	107	24	134	0
9:00:00	34	166	1	201	0	364	9:00:00	5	116	42	163	0
11:00:00	0	0	0	0	0	5	11:00:00	0	5	0	5	0
12:00:00	11	128	2	141	1	325	12:00:00	6	148	30	184	0
13:00:00	17	135	1	153	0	380	13:00:00	4	178	45	227	0
15:00:00	1	3	0	4	0	16	15:00:00	1	8	3	12	0
16:00:00	23	154	4	181	0	481	16:00:00	7	223	70	300	0
17:00:00	23	192	4	219	1	586	17:00:00	10	305	52	367	0
18:00:00	11	190	4	205	2	546	18:00:00	8	301	32	341	6
Totals:	141	1223	17	1381	4	3187		46	1455	305	1806	6
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00				13:00	16:00	17:00	18:00	
Crossing Values:	6	10	21	29				27	48	65	54	

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 54
 North Entering: 41
 North Peds: 0
 Peds Cross: \bowtie

Heavys	0	0	0	0
Trucks	0	1	0	1
Cars	21	14	5	40
Totals	21	15	5	



Heavys	0
Trucks	1
Cars	12
Totals	13

East Leg Total: 338
 East Entering: 195
 East Peds: 2
 Peds Cross: \bowtie

Heavys	0
Trucks	12
Cars	184
Totals	196

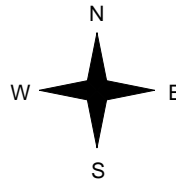


4th Line

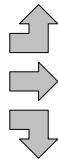
Cars	2	0	0	2
Trucks	148	9	0	157
Heavys	30	6	0	36
Totals	180	15	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	1
Cars	6
Totals	7
Heavys	0
Trucks	3
Cars	104
Totals	107
Heavys	0
Trucks	0
Cars	15
Totals	15
Heavys	0
Trucks	4
Cars	125
Totals	129



CR 22 (Horseshoe Valley Rd)



Cars	137	6	0	143
Trucks				
Heavys				
Totals	143			

4th Line



Peds Cross: \bowtie
 West Peds: 1
 West Entering: 129
 West Leg Total: 325

Cars	59
Trucks	7
Heavys	0
Totals	66



Cars	15	4	28	47
Trucks	3	0	3	6
Heavys	0	0	0	0
Totals	18	4	31	

Peds Cross: \bowtie
 South Peds: 0
 South Entering: 53
 South Leg Total: 119

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 36
North Entering: 15
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	8	4	3	15
Totals	8	4	3	



Heavys	0
Trucks	0
Cars	21
Totals	21

East Leg Total: 335
East Entering: 149
East Peds: 1
Peds Cross: \times

Heavys	0
Trucks	6
Cars	146
Totals	152

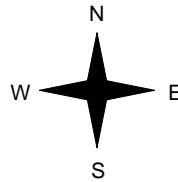


4th Line

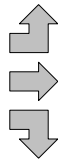
Cars	5	0	0	5
Trucks	118	6	0	124
Heavys	19	1	0	20
Totals	142	7	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	7
Totals	7
Heavys	0
Trucks	7
Cars	156
Totals	163
Heavys	0
Trucks	0
Cars	17
Totals	17
Heavys	0
Trucks	7
Cars	180
Totals	



CR 22 (Horseshoe Valley Rd)



Cars	178	8	0	186
Trucks				
Heavys				
Totals				

4th Line



Peds Cross: \times
West Peds: 0
West Entering: 187
West Leg Total: 339

Cars	40
Trucks	1
Heavys	0
Totals	41



Cars	20	9	19	48
Trucks	0	0	1	1
Heavys	0	0	0	0
Totals	20	9	20	

Peds Cross: \times
South Peds: 0
South Entering: 49
South Leg Total: 90

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:45:00
To: 16:45:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 74
North Entering: 27
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	1	2
Cars	11	8	6	25
Totals	12	8	7	



Heavys	0
Trucks	3
Cars	44
Totals	47

East Leg Total: 566
East Entering: 225
East Peds: 2
Peds Cross: \times

Heavys	0	Trucks	9	Cars	208	Totals	217
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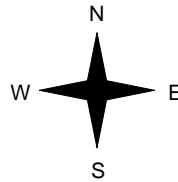


4th Line

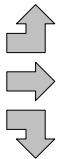
Cars	8	Trucks	1	Heavys	0	Totals	9
Cars	172	Trucks	7	Heavys	0	Totals	179
Cars	34	Trucks	3	Heavys	0	Totals	37
Totals	214	11	0				



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	1	Cars	24	Totals	25
Heavys	0	Trucks	6	Cars	299	Totals	305
Heavys	0	Trucks	1	Cars	26	Totals	27
Totals	0	8	349				



CR 22 (Horseshoe Valley Rd)



Cars	333	Trucks	8	Heavys	0	Totals	341
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Peds Cross: \times
West Peds: 4
West Entering: 357
West Leg Total: 574

Cars	68	Cars	25	12	28	Totals	65
Trucks	4	Trucks	1	1	1	Totals	3
Heavys	0	Heavys	0	0	0	Totals	0
Totals	72	Totals	26	13	29		



Peds Cross: \times
South Peds: 0
South Entering: 68
South Leg Total: 140

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 307
 North Entering: 160
 North Peds: 1
 Peds Cross: \bowtie

Heavys	0	0	0	0
Trucks	2	2	1	5
Cars	84	38	33	155
Totals	86	40	34	



Heavys	0
Trucks	6
Cars	141
Totals	147

East Leg Total: 3011
 East Entering: 1396
 East Peds: 10
 Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
0	49	1330	1379

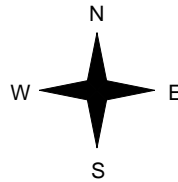


4th Line

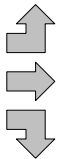
Cars	Trucks	Heavys	Totals
34	1	0	35
1122	41	0	1163
186	12	0	198
1342	54	0	



CR 22 (Horseshoe Valley Rd)



Heavys	Trucks	Cars	Totals
0	3	64	67
0	41	1357	1398
0	5	123	128
0	49	1544	



4th Line

CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
1565	50	0	1615

Peds Cross: \bowtie
 West Peds: 9
 West Entering: 1593
 West Leg Total: 2972

Cars	347
Trucks	19
Heavys	0
Totals	366



Cars	124	43	175	342
Trucks	6	2	8	16
Heavys	0	0	0	0
Totals	130	45	183	

Peds Cross: \bowtie
 South Peds: 0
 South Entering: 358
 South Leg Total: 724

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 4th Count Date: 12-Jun-13 Municipality: Horseshoe Valley Rd

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	1	7	9	0	16	7:00:00	3	0	4	7	0
8:00:00	3	6	13	22	0	65	8:00:00	19	4	20	43	0
9:00:00	5	15	21	41	0	94	9:00:00	18	4	31	53	0
11:00:00	0	0	1	1	0	3	11:00:00	2	0	0	2	0
12:00:00	1	1	13	15	0	42	12:00:00	5	2	20	27	0
13:00:00	3	4	8	15	0	64	13:00:00	20	9	20	49	0
15:00:00	2	0	0	2	0	2	15:00:00	0	0	0	0	0
16:00:00	6	2	11	19	0	73	16:00:00	20	8	26	54	0
17:00:00	9	8	9	26	1	96	17:00:00	26	10	34	70	0
18:00:00	4	3	3	10	0	63	18:00:00	17	8	28	53	0
Totals:	34	40	86	160	1	518		130	45	183	358	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	2	0	2	0	2	6:00:00	0	0	0	0	0
7:00:00	2	92	2	96	1	166	7:00:00	0	65	5	70	1
8:00:00	27	134	1	162	0	274	8:00:00	0	101	11	112	0
9:00:00	36	157	2	195	2	324	9:00:00	7	107	15	129	1
11:00:00	0	2	0	2	0	3	11:00:00	0	0	1	1	0
12:00:00	14	121	2	137	0	303	12:00:00	4	148	14	166	0
13:00:00	20	124	5	149	1	336	13:00:00	7	163	17	187	0
15:00:00	3	5	0	8	0	22	15:00:00	0	13	1	14	0
16:00:00	32	151	5	188	0	430	16:00:00	12	203	27	242	1
17:00:00	36	182	14	232	4	574	17:00:00	21	302	19	342	5
18:00:00	28	187	4	219	2	541	18:00:00	16	290	16	322	1
Totals:	198	1157	35	1390	10	2975		67	1392	126	1585	9

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	7	28	41	8	33	35	54	32

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

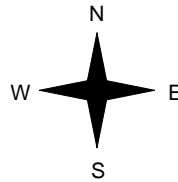
East Leg Total: 376
 East Entering: 203
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	14	200	214



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	10	151	161
0	3	29	32
0	13	180	



3rd Line

Cars	Trucks	Heavys	Totals
173	13	0	186
15	2	0	17
188	15	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
162	11	0	173



Peds Cross: X
 West Peds: 0
 West Entering: 193
 West Leg Total: 407

Cars	44
Trucks	5
Heavys	0
Totals	49



Cars	27	11	38
Trucks	1	1	2
Heavys	0	0	0
Totals	28	12	

Peds Cross: X
 South Peds: 0
 South Entering: 40
 South Leg Total: 89

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 13:00:00

One Hour Peak

From: 12:00:00

To: 13:00:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

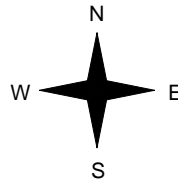
East Leg Total: 392
 East Entering: 169
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	17	187	204



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	9	198	207
0	0	43	43
0	9	241	



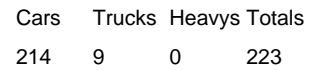
3rd Line

Cars	Trucks	Heavys	Totals
148	13	0	161
8	0	0	8
156	13	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
214	9	0	223



Peds Cross: X
 West Peds: 0
 West Entering: 250
 West Leg Total: 454

Cars	51
Trucks	0
Heavys	0
Totals	51



Cars	39	16	55
Trucks	4	0	4
Heavys	0	0	0
Totals	43	16	

Peds Cross: X
 South Peds: 0
 South Entering: 59
 South Leg Total: 110

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

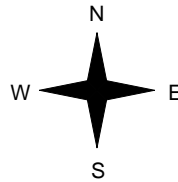
East Leg Total: 625
 East Entering: 248
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	12	281	293



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	10	341	351
0	1	70	71
0	11	411	



3rd Line

Cars	Trucks	Heavys	Totals
------	--------	--------	--------

222	12	0	234
14	0	0	14
236	12	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
367	10	0	377



Peds Cross: ∞
 West Peds: 0
 West Entering: 422
 West Leg Total: 715

Cars	84
Trucks	1
Heavys	0
Totals	85



Cars	59	26	85
Trucks	0	0	0
Heavys	0	0	0
Totals	59	26	

Peds Cross: ∞
 South Peds: 0
 South Entering: 85
 South Leg Total: 170

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

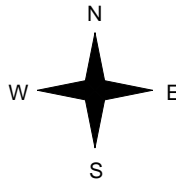
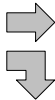
East Leg Total: 3292
 East Entering: 1491
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	84	1636	1720



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	73	1622	1695
0	10	314	324
0	83	1936	



3rd Line

Cars	Trucks	Heavys	Totals
1337	74	0	1411
76	4	0	80
1413	78	0	



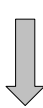
CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
1726	75	0	1801

Peds Cross: X
 South Peds: 0
 South Entering: 415
 South Leg Total: 819

Peds Cross: X
 West Peds: 0
 West Entering: 2019
 West Leg Total: 3739

Cars	390
Trucks	14
Heavys	0
Totals	404



Cars	299	104	403
Trucks	10	2	12
Heavys	0	0	0
Totals	309	106	

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Count Date: 12-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	17	7:00:00	14	0	3	17	0
8:00:00	0	0	0	0	0	28	8:00:00	25	0	3	28	0
9:00:00	0	0	0	0	0	42	9:00:00	30	0	12	42	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	52	12:00:00	40	0	12	52	0
13:00:00	0	0	0	0	0	59	13:00:00	43	0	16	59	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	83	16:00:00	55	0	28	83	0
17:00:00	0	0	0	0	0	75	17:00:00	58	0	17	75	0
18:00:00	0	0	0	0	0	57	18:00:00	42	0	15	57	0
Totals:	0	0	0	0	0	413		307	0	106	413	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	2	106	0	108	0	193	7:00:00	0	73	12	85	0
8:00:00	5	166	0	171	0	327	8:00:00	0	135	21	156	0
9:00:00	18	178	0	196	0	385	9:00:00	0	154	35	189	0
11:00:00	0	1	0	1	0	1	11:00:00	0	0	0	0	0
12:00:00	9	148	0	157	0	370	12:00:00	0	177	36	213	0
13:00:00	8	161	0	169	0	419	13:00:00	0	207	43	250	0
15:00:00	0	1	0	1	0	1	15:00:00	0	0	0	0	0
16:00:00	9	187	0	196	0	518	16:00:00	0	273	49	322	0
17:00:00	13	240	0	253	0	668	17:00:00	0	344	71	415	0
18:00:00	16	223	0	239	0	620	18:00:00	0	328	53	381	0
Totals:	80	1411	0	1491	0	3502		0	1691	320	2011	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00		13:00	16:00	17:00	18:00			
Crossing Values:	14	25	30	40		43	55	58	42			

APPENDIX B

Operational Analyses

LEVEL OF SERVICE



CAPACITY ANALYSIS AT UNSIGNALIZED INTERSECTIONS

Highway Capacity Manual Methodology

The level of service (LOS) for a Two-Way Stop-Controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined on the basis of control delay for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in the following Table.

The level-of-service (LOS) criteria for All-Way Stop-Controlled (AWSC) intersections are the same as in the following Table. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The above methods of analysis are taken from Chapters 19 and 20 of the Highway Capacity Manual 2010 respectively, by the Transportation Research Board, December 2010.

Level of Service by Volume-to-Capacity Ratio ^{1,2}		Control Delay 'd' (s/vehicle)
v/c < or = 1	v/c > 1	
A	F	0 < d ≤ 10
B	F	10 < d ≤ 15
C	F	15 < d ≤ 25
D	F	25 < d ≤ 35
E	F	35 < d ≤ 50
F	F	d > 50

¹ For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street, LOS is not calculated for major-street approaches or for the intersection as a whole.

² For AWSC intersections, for approaches and intersectionwide assessment, LOS is defined solely by control delay.

LOS F is assigned if the volume-to-capacity ratio for a movement/lane exceeds 1.0, regardless of the control delay.

LEVEL OF SERVICE



CAPACITY ANALYSIS AT SIGNALIZED INTERSECTIONS Highway Capacity Manual Methodology

The capacity of signalized intersections has been determined in terms of delay taken from Chapter 18 of the Highway Capacity Manual 2010, by the Transportation Research Board, December 2010.

To assist in clarifying the arithmetic analysis associated with traffic engineering, it is often useful to refer to “Level of Service”. Control delay and volume-to-capacity ratio are used to characterize Level of Service (LOS) for a lane group. For approach-based and intersectionwide assessment, LOS for automobile mode at a signalized intersection is defined solely by control delay. The following table describes in detail the characteristics of each level:

Level of Service	Features	Control Delay ‘d’ (s/veh)
A	Describes operations with a control delay of 10 seconds/vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favourable or the cycle length is very short. If it is due to favourable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	$d \leq 10$
B	Describes operations with control delay between 10 and 20 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favourable or cycle length is short. More vehicles stop than with LOS A.	$10 < d \leq 20$
C	Describes operations with control delay between 20 and 35 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favourable or the cycle length is moderate. Individual <i>cycle failures</i> (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$20 < d \leq 35$
D	Describes operations with control delay between 35 and 55 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop, and individual cycle failures become noticeable.	$35 < d \leq 55$
E	Describes operations with control delay between 55 and 80 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavourable, and the cycle length is long. Individual cycle failures are frequent.	$55 < d \leq 80$
F	LOS F describes operations with control delay exceeding 80 seconds/vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	$d > 80$

A lane group can incur a delay less than 80s/veh when the v/c exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favourable, or both. As a result, both the delay and v/c are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective.

2013 Traffic Volumes

Intersection

Intersection Delay (sec/veh): 1.4

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	192	38	20	221	33	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	6	9	12	7	4	8
Movement Flow Rate	209	41	22	240	36	15
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	250	0	514	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	284	-
Follow-up Headway	-	-	2.308	-	3.536	3.372
Pot Capacity-1 Maneuver	-	-	1259	-	517	795
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	760	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1259	-	507	795
Mov Capacity-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.7	12
HCM LOS	A	A	B

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	568				
HCM Control Delay (s)	12	-	-	7.91	-
HCM Lane VC Ratio	0.09	-	-	0.017	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.295	-	-	0.053	-

Intersection

Intersection Delay (sec/veh): 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	111	16	37	163	2	19	4	32	5	16	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	14	3	0	17	6	0	17	0	10	0	7	0
Movement Flow Rate	8	121	17	40	177	2	21	4	35	5	17	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	181	0	0	140	0	0	429	409	132	427	416	180
Stage 1	-	-	-	-	-	-	148	148	-	260	260	-
Stage 2	-	-	-	-	-	-	281	261	-	167	156	-
Follow-up Headway	2.326	-	-	2.353	-	-	3.653	4	3.39	3.5	4.063	3.3
Pot Capacity-1 Maneuver	1325	-	-	1356	-	-	511	535	896	541	520	868
Stage 1	-	-	-	-	-	-	820	779	-	749	684	-
Stage 2	-	-	-	-	-	-	694	696	-	840	759	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1325	-	-	1356	-	-	468	512	894	500	498	867
Mov Capacity-2 Maneuver	-	-	-	-	-	-	468	512	-	500	498	-
Stage 1	-	-	-	-	-	-	813	772	-	742	660	-
Stage 2	-	-	-	-	-	-	635	672	-	797	752	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	1.4	11.1	11.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	653							637
HCM Control Delay (s)	11.1	7.733	0	-	7.736	0	-	11.1
HCM Lane VC Ratio	0.092	0.006	-	-	0.03	-	-	0.073
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.301	0.017	-	-	0.092	-	-	0.237

Intersection

Intersection Delay (sec/veh): 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	144	49	33	182	1	21	0	7	2	1	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	8	157	53	36	198	1	23	0	8	2	1	9
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	199	0	0	210	0	0	476	471	106	475	497	199
Stage 1	-	-	-	-	-	-	200	200	-	271	271	-
Stage 2	-	-	-	-	-	-	276	271	-	204	226	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1373	-	-	1361	-	-	499	491	948	500	475	842
Stage 1	-	-	-	-	-	-	802	736	-	735	686	-
Stage 2	-	-	-	-	-	-	730	685	-	798	717	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1373	-	-	1361	-	-	479	473	948	482	458	842
Mov Capacity-2 Maneuver	-	-	-	-	-	-	479	473	-	482	458	-
Stage 1	-	-	-	-	-	-	796	731	-	730	665	-
Stage 2	-	-	-	-	-	-	700	664	-	786	712	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.2	11.9	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	479	948							695
HCM Control Delay (s)	12.9	8.8	7.637	-	-	7.717	0	-	10.3
HCM Lane VC Ratio	0.048	0.008	0.006	-	-	0.026	-	-	0.017
HCM Lane LOS	B	A	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.15	0.024	0.017	-	-	0.081	-	-	0.052

Intersection

Intersection Delay (sec/veh): 2.2

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	418	84	17	278	70	31
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	3	1	0	5	0	0
Movement Flow Rate	454	91	18	302	76	34
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	545	0	838	500
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	338	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	1034	-	339	575
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	727	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1034	-	332	575
Mov Capacity-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.5	18.2
HCM LOS	A	A	C

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	381				
HCM Control Delay (s)	18.2	-	-	8.545	-
HCM Lane VC Ratio	0.288	-	-	0.018	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	1.174	-	-	0.055	-

Intersection

Intersection Delay (sec/veh): 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	26	317	28	38	186	9	27	14	30	7	8	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	4	2	4	8	4	11	4	8	3	14	0	8
Movement Flow Rate	28	345	30	41	202	10	29	15	33	8	9	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	216	0	0	379	0	0	724	718	364	737	728	211
Stage 1	-	-	-	-	-	-	420	420	-	293	293	-
Stage 2	-	-	-	-	-	-	304	298	-	444	435	-
Follow-up Headway	2.236	-	-	2.272	-	-	3.536	4.072	3.327	3.626	4	3.372
Pot Capacity-1 Maneuver	1342	-	-	1147	-	-	338	348	679	319	353	814
Stage 1	-	-	-	-	-	-	607	579	-	690	674	-
Stage 2	-	-	-	-	-	-	701	656	-	570	584	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1342	-	-	1147	-	-	308	323	677	277	327	811
Mov Capacity-2 Maneuver	-	-	-	-	-	-	308	323	-	277	327	-
Stage 1	-	-	-	-	-	-	589	562	-	670	644	-
Stage 2	-	-	-	-	-	-	653	627	-	514	567	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	1.3	16	14.3
HCM LOS	A	A	C	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	405							418
HCM Control Delay (s)	16	7.74	0	-	8.256	0	-	14.3
HCM Lane VC Ratio	0.191	0.021	-	-	0.036	-	-	0.07
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.694	0.065	-	-	0.112	-	-	0.225

Intersection

Intersection Delay (sec/veh): 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	372	67	26	198	5	68	3	43	4	5	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	14	404	73	28	215	5	74	3	47	4	5	5
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	220	0	0	477	0	0	748	745	239	768	779	218
Stage 1	-	-	-	-	-	-	469	469	-	274	274	-
Stage 2	-	-	-	-	-	-	279	276	-	494	505	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1349	-	-	1085	-	-	329	343	800	319	327	822
Stage 1	-	-	-	-	-	-	575	561	-	732	684	-
Stage 2	-	-	-	-	-	-	728	682	-	557	540	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1349	-	-	1085	-	-	312	328	800	288	313	822
Mov Capacity-2 Maneuver	-	-	-	-	-	-	312	328	-	288	313	-
Stage 1	-	-	-	-	-	-	567	553	-	722	664	-
Stage 2	-	-	-	-	-	-	696	662	-	514	532	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1	16.1	14.6
HCM LOS	A	A	C	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	312	731							389
HCM Control Delay (s)	20.1	10.3	7.697	-	-	8.407	0	-	14.6
HCM Lane VC Ratio	0.237	0.068	0.01	-	-	0.026	-	-	0.039
HCM Lane LOS	C	B	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.904	0.22	0.032	-	-	0.08	-	-	0.122

2018 Traffic Volumes

Intersection

Intersection Delay (sec/veh): 2

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	211	45	23	252	55	23
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	6	9	12	7	4	8
Movement Flow Rate	222	47	24	265	58	24
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	269	0	559	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	313	-
Follow-up Headway	-	-	2.308	-	3.536	3.372
Pot Capacity-1 Maneuver	-	-	1239	-	487	778
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	737	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1239	-	476	778
Mov Capacity-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.7	12.9
HCM LOS	A	A	B

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	538				
HCM Control Delay (s)	12.9	-	-	7.963	-
HCM Lane VC Ratio	0.153	-	-	0.02	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.535	-	-	0.06	-

Intersection

Intersection Delay (sec/veh): 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	131	19	42	178	2	29	4	46	5	16	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	14	3	0	17	6	0	17	0	10	0	7	0
Movement Flow Rate	7	138	20	44	187	2	31	4	48	5	17	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	191	0	0	160	0	0	462	443	150	468	452	190
Stage 1	-	-	-	-	-	-	164	164	-	278	278	-
Stage 2	-	-	-	-	-	-	298	279	-	190	174	-
Follow-up Headway	2.326	-	-	2.353	-	-	3.653	4	3.39	3.5	4.063	3.3
Pot Capacity-1 Maneuver	1314	-	-	1333	-	-	486	512	876	509	496	857
Stage 1	-	-	-	-	-	-	804	766	-	733	671	-
Stage 2	-	-	-	-	-	-	680	683	-	816	746	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1314	-	-	1333	-	-	444	488	875	461	473	856
Mov Capacity-2 Maneuver	-	-	-	-	-	-	444	488	-	461	473	-
Stage 1	-	-	-	-	-	-	798	760	-	727	645	-
Stage 2	-	-	-	-	-	-	620	657	-	762	740	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.5	11.6	11.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	627							611
HCM Control Delay (s)	11.6	7.755	0	-	7.793	0	-	11.4
HCM Lane VC Ratio	0.133	0.006	-	-	0.033	-	-	0.074
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.456	0.017	-	-	0.103	-	-	0.239

Intersection

Intersection Delay (sec/veh): 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	165	50	34	207	1	28	0	11	2	1	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	7	174	53	36	218	1	29	0	12	2	1	8
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	219	0	0	227	0	0	510	506	114	512	532	219
Stage 1	-	-	-	-	-	-	215	215	-	291	291	-
Stage 2	-	-	-	-	-	-	295	291	-	221	241	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1350	-	-	1341	-	-	474	469	939	472	454	821
Stage 1	-	-	-	-	-	-	787	725	-	717	672	-
Stage 2	-	-	-	-	-	-	713	672	-	781	706	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1350	-	-	1341	-	-	455	452	939	453	437	821
Mov Capacity-2 Maneuver	-	-	-	-	-	-	455	452	-	453	437	-
Stage 1	-	-	-	-	-	-	782	721	-	713	651	-
Stage 2	-	-	-	-	-	-	683	651	-	767	702	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1.1	12.2	10.5
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	455	939							669
HCM Control Delay (s)	13.5	8.9	7.681	-	-	7.758	0	-	10.5
HCM Lane VC Ratio	0.065	0.012	0.005	-	-	0.027	-	-	0.017
HCM Lane LOS	B	A	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.207	0.037	0.016	-	-	0.082	-	-	0.053

Intersection

Intersection Delay (sec/veh): 2.8

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	461	109	27	309	84	37
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	3	1	0	5	0	0
Movement Flow Rate	485	115	28	325	88	39
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	600	0	924	543
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	381	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	987	-	302	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	695	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	987	-	291	544
Mov Capacity-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.7	21.9
HCM LOS	A	A	C

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	339				
HCM Control Delay (s)	21.9	-	-	8.756	-
HCM Lane VC Ratio	0.376	-	-	0.029	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	1.697	-	-	0.089	-

Intersection

Intersection Delay (sec/veh): 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	26	344	40	54	212	9	34	14	39	7	8	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	4	2	4	8	4	11	4	8	3	14	0	8
Movement Flow Rate	27	362	42	57	223	9	36	15	41	7	8	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	236	0	0	408	0	0	797	791	387	815	808	232
Stage 1	-	-	-	-	-	-	441	441	-	346	346	-
Stage 2	-	-	-	-	-	-	356	350	-	469	462	-
Follow-up Headway	2.236	-	-	2.272	-	-	3.536	4.072	3.327	3.626	4	3.372
Pot Capacity-1 Maneuver	1319	-	-	1119	-	-	302	315	659	283	317	792
Stage 1	-	-	-	-	-	-	591	567	-	645	639	-
Stage 2	-	-	-	-	-	-	657	622	-	553	568	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1319	-	-	1119	-	-	271	286	657	238	288	789
Mov Capacity-2 Maneuver	-	-	-	-	-	-	271	286	-	238	288	-
Stage 1	-	-	-	-	-	-	573	550	-	625	599	-
Stage 2	-	-	-	-	-	-	600	583	-	491	551	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	1.6	17.8	15.4
HCM LOS	A	A	C	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	372							373
HCM Control Delay (s)	17.8	7.787	0	-	8.389	0	-	15.4
HCM Lane VC Ratio	0.246	0.021	-	-	0.051	-	-	0.076
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th Percentile Queue (veh)	0.954	0.064	-	-	0.16	-	-	0.246

Intersection

Intersection Delay (sec/veh): 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	413	73	29	227	5	71	3	44	4	5	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	14	435	77	31	239	5	75	3	46	4	5	5
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	245	0	0	513	0	0	813	810	258	832	846	243
Stage 1	-	-	-	-	-	-	503	503	-	305	305	-
Stage 2	-	-	-	-	-	-	310	307	-	527	541	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1321	-	-	1052	-	-	297	314	781	288	299	796
Stage 1	-	-	-	-	-	-	551	542	-	705	663	-
Stage 2	-	-	-	-	-	-	700	661	-	535	521	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1321	-	-	1052	-	-	280	298	780	259	284	795
Mov Capacity-2 Maneuver	-	-	-	-	-	-	280	298	-	259	284	-
Stage 1	-	-	-	-	-	-	542	533	-	694	640	-
Stage 2	-	-	-	-	-	-	666	638	-	493	513	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	0.9	17.7	15.5
HCM LOS	A	A	C	C

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	280	707							356
HCM Control Delay (s)	22.5	10.5	7.754	-	-	8.524	0	-	15.5
HCM Lane VC Ratio	0.267	0.07	0.01	-	-	0.029	-	-	0.041
HCM Lane LOS	C	B	A	-	-	A	A	-	C
HCM 95th Percentile Queue (veh)	1.049	0.225	0.031	-	-	0.09	-	-	0.129

2023 Traffic Volumes

Intersection

Intersection Delay (sec/veh): 2.3

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	233	59	29	277	66	28
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	6	9	12	7	4	8
Movement Flow Rate	245	62	31	292	69	29
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	307	0	630	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	354	-
Follow-up Headway	-	-	2.308	-	3.536	3.372
Pot Capacity-1 Maneuver	-	-	1199	-	442	749
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	706	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1199	-	428	749
Mov Capacity-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.8	14.2
HCM LOS	A	A	B

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	491				
HCM Control Delay (s)	14.2	-	-	8.081	-
HCM Lane VC Ratio	0.202	-	-	0.025	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.746	-	-	0.078	-

Intersection

Intersection Delay (sec/veh): 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	146	26	51	196	2	34	4	53	5	16	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	14	3	0	17	6	0	17	0	10	0	7	0
Movement Flow Rate	7	154	27	54	206	2	36	4	56	5	17	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	210	0	0	183	0	0	521	502	170	531	514	209
Stage 1	-	-	-	-	-	-	184	184	-	317	317	-
Stage 2	-	-	-	-	-	-	337	318	-	214	197	-
Follow-up Headway	2.326	-	-	2.353	-	-	3.653	4	3.39	3.5	4.063	3.3
Pot Capacity-1 Maneuver	1292	-	-	1307	-	-	443	475	853	462	457	836
Stage 1	-	-	-	-	-	-	784	752	-	698	645	-
Stage 2	-	-	-	-	-	-	647	657	-	793	729	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1292	-	-	1307	-	-	400	448	852	411	431	835
Mov Capacity-2 Maneuver	-	-	-	-	-	-	400	448	-	411	431	-
Stage 1	-	-	-	-	-	-	778	746	-	693	614	-
Stage 2	-	-	-	-	-	-	583	625	-	732	723	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.6	12.4	11.9
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	583							569
HCM Control Delay (s)	12.4	7.802	0	-	7.872	0	-	11.9
HCM Lane VC Ratio	0.164	0.006	-	-	0.041	-	-	0.08
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.584	0.017	-	-	0.128	-	-	0.258

Intersection

Intersection Delay (sec/veh): 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	185	51	35	230	1	34	0	14	2	1	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	7	195	54	37	242	1	36	0	15	2	1	8
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	243	0	0	249	0	0	557	553	125	561	580	243
Stage 1	-	-	-	-	-	-	236	236	-	317	317	-
Stage 2	-	-	-	-	-	-	321	317	-	244	263	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1323	-	-	1317	-	-	441	441	926	438	426	796
Stage 1	-	-	-	-	-	-	767	710	-	694	655	-
Stage 2	-	-	-	-	-	-	691	654	-	760	691	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1323	-	-	1317	-	-	423	424	926	419	410	796
Mov Capacity-2 Maneuver	-	-	-	-	-	-	423	424	-	419	410	-
Stage 1	-	-	-	-	-	-	762	706	-	690	634	-
Stage 2	-	-	-	-	-	-	661	633	-	743	687	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1	12.8	10.8
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	423	926							637
HCM Control Delay (s)	14.3	9	7.736	-	-	7.812	0	-	10.8
HCM Lane VC Ratio	0.085	0.016	0.006	-	-	0.028	-	-	0.018
HCM Lane LOS	B	A	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.276	0.048	0.017	-	-	0.086	-	-	0.056

Intersection

Intersection Delay (sec/veh): 4.3

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	503	126	35	343	105	46
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	3	1	0	5	0	0
Movement Flow Rate	529	133	37	361	111	48
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	662	0	1031	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	435	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	936	-	261	507
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	657	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	936	-	248	507
Mov Capacity-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.8	30.8
HCM LOS	A	A	D

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	294				
HCM Control Delay (s)	30.8	-	-	9.004	-
HCM Lane VC Ratio	0.541	-	-	0.039	-
HCM Lane LOS	D	-	-	A	-
HCM 95th Percentile Queue (veh)	2.998	-	-	0.123	-

Intersection

Intersection Delay (sec/veh): 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	26	375	48	66	235	9	44	14	53	7	8	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	4	2	4	8	4	11	4	8	3	14	0	8
Movement Flow Rate	27	395	51	69	247	9	46	15	56	7	8	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	260	0	0	450	0	0	883	877	425	908	898	256
Stage 1	-	-	-	-	-	-	479	479	-	394	394	-
Stage 2	-	-	-	-	-	-	404	398	-	514	504	-
Follow-up Headway	2.236	-	-	2.272	-	-	3.536	4.072	3.327	3.626	4	3.372
Pot Capacity-1 Maneuver	1293	-	-	1079	-	-	264	281	627	244	281	768
Stage 1	-	-	-	-	-	-	564	545	-	608	609	-
Stage 2	-	-	-	-	-	-	619	592	-	522	544	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1293	-	-	1079	-	-	233	251	625	195	251	765
Mov Capacity-2 Maneuver	-	-	-	-	-	-	233	251	-	195	251	-
Stage 1	-	-	-	-	-	-	546	528	-	589	561	-
Stage 2	-	-	-	-	-	-	555	546	-	449	527	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	1.8	21.2	17.2
HCM LOS	A	A	C	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	337							324
HCM Control Delay (s)	21.2	7.844	0	-	8.566	0	-	17.2
HCM Lane VC Ratio	0.347	0.021	-	-	0.064	-	-	0.088
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th Percentile Queue (veh)	1.509	0.065	-	-	0.206	-	-	0.286

Intersection

Intersection Delay (sec/veh): 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	453	79	33	258	5	74	3	46	4	5	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	14	477	83	35	272	5	78	3	48	4	5	5
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	277	0	0	560	0	0	897	894	281	917	933	275
Stage 1	-	-	-	-	-	-	547	547	-	345	345	-
Stage 2	-	-	-	-	-	-	350	347	-	572	588	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1286	-	-	1011	-	-	261	281	758	253	266	764
Stage 1	-	-	-	-	-	-	521	518	-	671	636	-
Stage 2	-	-	-	-	-	-	666	635	-	505	496	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1286	-	-	1011	-	-	244	265	758	225	251	764
Mov Capacity-2 Maneuver	-	-	-	-	-	-	244	265	-	225	251	-
Stage 1	-	-	-	-	-	-	513	510	-	660	610	-
Stage 2	-	-	-	-	-	-	629	609	-	462	488	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1	20.2	16.9
HCM LOS	A	A	C	C

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	244	680							316
HCM Control Delay (s)	26.5	10.7	7.829	-	-	8.687	0	-	16.9
HCM Lane VC Ratio	0.319	0.076	0.011	-	-	0.034	-	-	0.047
HCM Lane LOS	D	B	A	-	-	A	A	-	C
HCM 95th Percentile Queue (veh)	1.323	0.245	0.032	-	-	0.107	-	-	0.146

2033 Traffic Volumes

Intersection

Intersection Delay (sec/veh): 3

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	281	87	41	331	87	37
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	6	9	12	7	4	8
Movement Flow Rate	296	92	43	348	92	39
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	388	0	776	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	434	-
Follow-up Headway	-	-	2.308	-	3.536	3.372
Pot Capacity-1 Maneuver	-	-	1118	-	363	687
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	649	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1118	-	346	687
Mov Capacity-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.9	18
HCM LOS	A	A	C

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	406				
HCM Control Delay (s)	18	-	-	8.349	-
HCM Lane VC Ratio	0.321	-	-	0.039	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	1.367	-	-	0.12	-

Intersection

Intersection Delay (sec/veh): 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	178	40	70	233	2	45	4	68	5	16	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	14	3	0	17	6	0	17	0	10	0	7	0
Movement Flow Rate	7	187	42	74	245	2	47	4	72	5	17	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	249	0	0	231	0	0	640	621	210	658	641	248
Stage 1	-	-	-	-	-	-	224	224	-	396	396	-
Stage 2	-	-	-	-	-	-	416	397	-	262	245	-
Follow-up Headway	2.326	-	-	2.353	-	-	3.653	4	3.39	3.5	4.063	3.3
Pot Capacity-1 Maneuver	1250	-	-	1253	-	-	368	406	810	380	386	796
Stage 1	-	-	-	-	-	-	746	722	-	633	595	-
Stage 2	-	-	-	-	-	-	585	607	-	747	694	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1250	-	-	1253	-	-	325	375	809	324	356	795
Mov Capacity-2 Maneuver	-	-	-	-	-	-	325	375	-	324	356	-
Stage 1	-	-	-	-	-	-	740	716	-	628	554	-
Stage 2	-	-	-	-	-	-	513	565	-	673	689	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1.8	14.5	13.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	502							488
HCM Control Delay (s)	14.5	7.897	0	-	8.053	0	-	13.1
HCM Lane VC Ratio	0.245	0.006	-	-	0.059	-	-	0.093
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.956	0.018	-	-	0.187	-	-	0.305

Intersection

Intersection Delay (sec/veh): 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	228	54	36	279	1	48	0	21	2	1	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	7	240	57	38	294	1	51	0	22	2	1	8
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	295	0	0	297	0	0	658	654	149	665	682	295
Stage 1	-	-	-	-	-	-	283	283	-	371	371	-
Stage 2	-	-	-	-	-	-	375	371	-	294	311	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1266	-	-	1264	-	-	378	386	898	374	372	744
Stage 1	-	-	-	-	-	-	724	677	-	649	620	-
Stage 2	-	-	-	-	-	-	646	620	-	714	658	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1266	-	-	1264	-	-	361	369	898	353	356	744
Mov Capacity-2 Maneuver	-	-	-	-	-	-	361	369	-	353	356	-
Stage 1	-	-	-	-	-	-	719	672	-	644	598	-
Stage 2	-	-	-	-	-	-	615	598	-	692	653	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	0.9	14.3	11.4
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	361	898							572
HCM Control Delay (s)	16.6	9.1	7.86	-	-	7.936	0	-	11.4
HCM Lane VC Ratio	0.14	0.025	0.006	-	-	0.03	-	-	0.02
HCM Lane LOS	C	A	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.482	0.076	0.018	-	-	0.093	-	-	0.062

Intersection

Intersection Delay (sec/veh): 17.8

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	590	162	50	415	148	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	3	1	0	5	0	0
Movement Flow Rate	621	171	53	437	156	67
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	792	0	1250	707
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	543	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	838	-	193	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	586	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	838	-	177	439
Mov Capacity-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	1	117.5
HCM LOS	A	A	F

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	216				
HCM Control Delay (s)	117.5	-	-	9.584	-
HCM Lane VC Ratio	1.033	-	-	0.063	-
HCM Lane LOS	F	-	-	A	-
HCM 95th Percentile Queue (veh)	9.606	-	-	0.201	-

Intersection

Intersection Delay (sec/veh): 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	26	440	66	89	283	9	65	14	81	7	8	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	4	2	4	8	4	11	4	8	3	14	0	8
Movement Flow Rate	27	463	69	94	298	9	68	15	85	7	8	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	311	0	0	536	0	0	1061	1055	502	1101	1085	307
Stage 1	-	-	-	-	-	-	556	556	-	495	495	-
Stage 2	-	-	-	-	-	-	505	499	-	606	590	-
Follow-up Headway	2.236	-	-	2.272	-	-	3.536	4.072	3.327	3.626	4	3.372
Pot Capacity-1 Maneuver	1238	-	-	1002	-	-	200	220	567	179	219	719
Stage 1	-	-	-	-	-	-	512	503	-	535	550	-
Stage 2	-	-	-	-	-	-	546	534	-	464	498	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1238	-	-	1002	-	-	169	188	565	127	187	717
Mov Capacity-2 Maneuver	-	-	-	-	-	-	169	188	-	127	187	-
Stage 1	-	-	-	-	-	-	494	486	-	517	486	-
Stage 2	-	-	-	-	-	-	468	472	-	370	481	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	2.1	39.3	22.3
HCM LOS	A	A	E	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	266							236
HCM Control Delay (s)	39.3	7.974	0	-	8.963	0	-	22.3
HCM Lane VC Ratio	0.633	0.022	-	-	0.093	-	-	0.12
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th Percentile Queue (veh)	3.919	0.068	-	-	0.309	-	-	0.404

Intersection

Intersection Delay (sec/veh): 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	539	92	39	321	5	80	3	49	4	5	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	14	567	97	41	338	5	84	3	52	4	5	5
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0













Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	344	0	0	665	0	0	1074	1071	334	1096	1117	342
Stage 1	-	-	-	-	-	-	645	645	-	424	424	-
Stage 2	-	-	-	-	-	-	429	426	-	672	693	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1215	-	-	924	-	-	198	221	708	191	207	701
Stage 1	-	-	-	-	-	-	461	468	-	608	587	-
Stage 2	-	-	-	-	-	-	604	586	-	445	445	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1215	-	-	924	-	-	182	205	707	165	192	700
Mov Capacity-2 Maneuver	-	-	-	-	-	-	182	205	-	165	192	-
Stage 1	-	-	-	-	-	-	452	459	-	596	554	-
Stage 2	-	-	-	-	-	-	561	553	-	402	436	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1	29.2	20.7
HCM LOS	A	A	D	C

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	182	619							244
HCM Control Delay (s)	40.8	11.4	7.997	-	-	9.077	0	-	20.7
HCM Lane VC Ratio	0.463	0.088	0.011	-	-	0.044	-	-	0.06
HCM Lane LOS	E	B	A	-	-	A	A	-	C
HCM 95th Percentile Queue (veh)	2.191	0.29	0.034	-	-	0.139	-	-	0.192

2033 Traffic Volumes with Improvements

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (vph)	281	87	41	331	87	37
Number	2	12	1	6	3	18
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1792	1743	1696	1776	1827	1759
Lanes	1	1	1	1	1	1
Capacity, veh/h	583	482	373	729	553	475
Arriving On Green	0.33	0.33	0.03	0.41	0.32	0.32
Sat Flow, veh/h	1792.4	1481.7	1615.6	1775.7	1739.9	1495.4
Grp Volume(v), veh/h	295.8	91.6	43.2	348.4	91.6	38.9
Grp Sat Flow(s),veh/h/ln	1792.5	1481.7	1615.6	1775.7	1739.9	1495.4
Q Serve(g_s), s	6.7	2.2	0.8	7.3	1.9	0.9
Cycle Q Clear(g_c), s	6.7	2.2	0.8	7.3	1.9	0.9
Proportion In Lane		1.000	1.000		1.000	1.000
Lane Grp Cap(c), veh/h	582.6	481.6	373.2	729.0	552.5	474.9
V/C Ratio(X)	0.508	0.190	0.116	0.478	0.166	0.082
Avail Cap(c_a), veh/h	615.5	508.7	491.6	891.6	552.5	474.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	13.7	12.2	10.4	10.9	12.4	12.0
Incr Delay (d2), s/veh	0.7	0.2	0.1	0.5	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	14.4	12.4	10.5	11.4	13.0	12.4
Lane Group LOS	B	B	B	B	B	B
Approach Volume, veh/h	387			392	131	
Approach Delay, s/veh	14.0			11.3	12.8	
Approach LOS	B			B	B	
Timer						
Assigned Phase	2		1	6		
Phase Duration (G+Y+Rc), s	23.78		4.31	28.08		
Change Period (Y+Rc), s	7.40		3.00	7.40		
Max Green Setting (Gmax), s	17.30		5.00	25.30		
Max Q Clear Time (g_c+I1), s	8.72		2.84	9.25		
Green Extension Time (p_c)	6.62		0.04	11.44		
Intersection Summary						
HCM 2010 Control Delay			12.6			
HCM 2010 Level of Service			B			

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	590	162	50	415	148	64
Number	2	12	1	6	3	18
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1845	1881	1900	1810	1900	1900
Lanes	1	1	1	1	1	1
Capacity, veh/h	756	655	266	888	497	443
Arriving On Green	0.41	0.41	0.03	0.49	0.27	0.27
Sat Flow, veh/h	1844.7	1599.0	1809.5	1809.5	1809.5	1615.0
Grp Volume(v), veh/h	621.1	170.5	52.6	436.8	155.8	67.4
Grp Sat Flow(s),veh/h/ln	1844.7	1599.0	1809.5	1809.5	1809.5	1615.0
Q Serve(g_s), s	17.5	4.1	0.9	9.5	4.0	1.8
Cycle Q Clear(g_c), s	17.5	4.1	0.9	9.5	4.0	1.8
Proportion In Lane		1.000	1.000		1.000	1.000
Lane Grp Cap(c), veh/h	756.1	655.4	266.4	887.7	496.6	443.2
V/C Ratio(X)	0.821	0.260	0.198	0.492	0.314	0.152
Avail Cap(c_a), veh/h	756.1	655.4	368.7	940.4	496.6	443.2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	15.3	11.4	11.8	10.0	16.8	16.0
Incr Delay (d2), s/veh	7.2	0.2	0.4	0.4	1.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.5	11.6	12.2	10.4	18.4	16.7
Lane Group LOS	C	B	B	B	B	B
Approach Volume, veh/h	792			489	223	
Approach Delay, s/veh	20.2			10.6	17.9	
Approach LOS	C			B	B	
Timer						
Assigned Phase	2		1	6		
Phase Duration (G+Y+Rc), s	31.30		4.70	36.00		
Change Period (Y+Rc), s	7.40		3.00	7.40		
Max Green Setting (Gmax), s	22.30		5.00	30.30		
Max Q Clear Time (g_c+I1), s	19.46		2.92	11.45		
Green Extension Time (p_c)	2.73		0.05	17.15		
Intersection Summary						
HCM 2010 Control Delay			16.7			
HCM 2010 Level of Service			B			

APPENDIX C

Specific Development Traffic Volumes

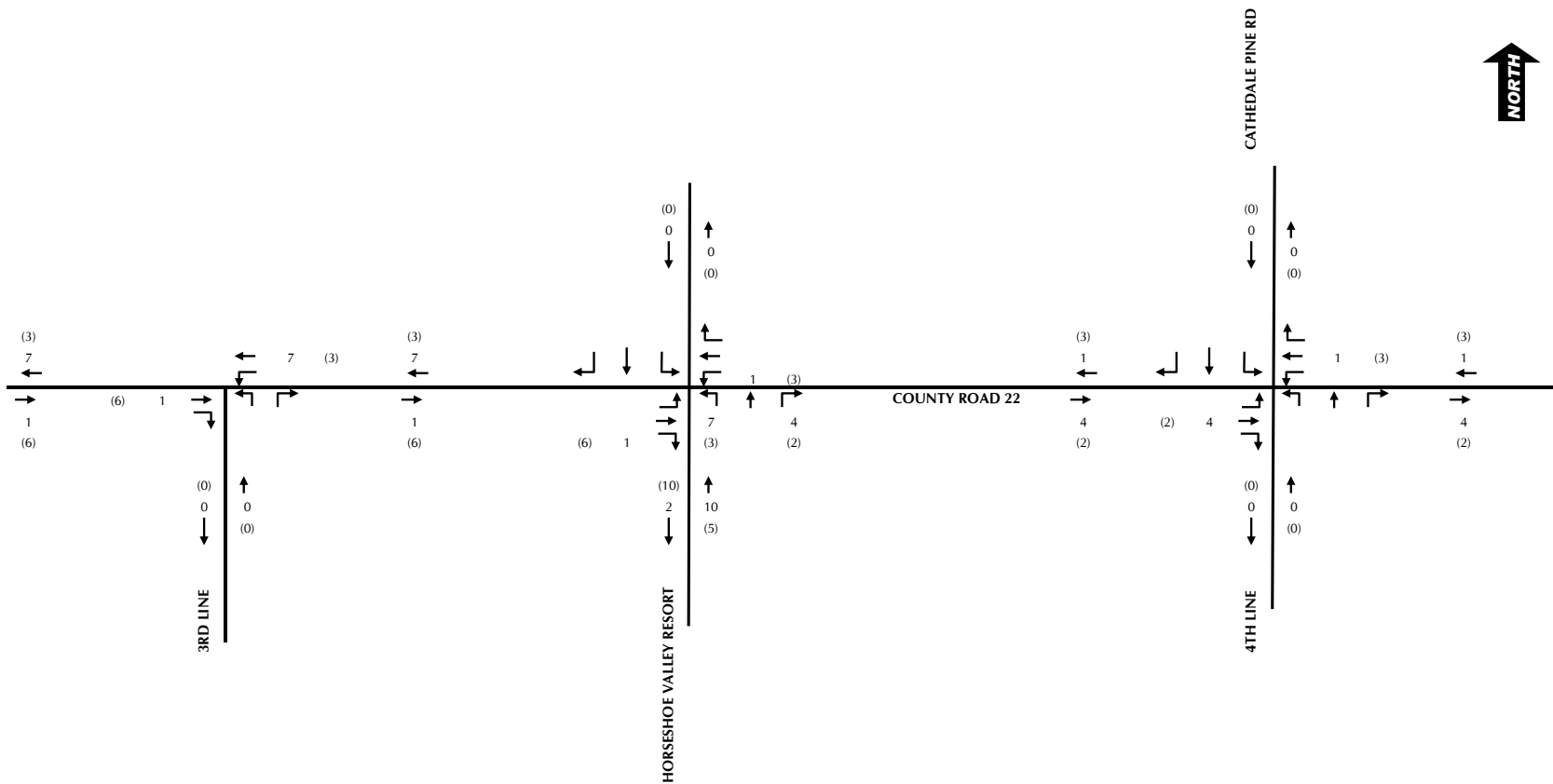
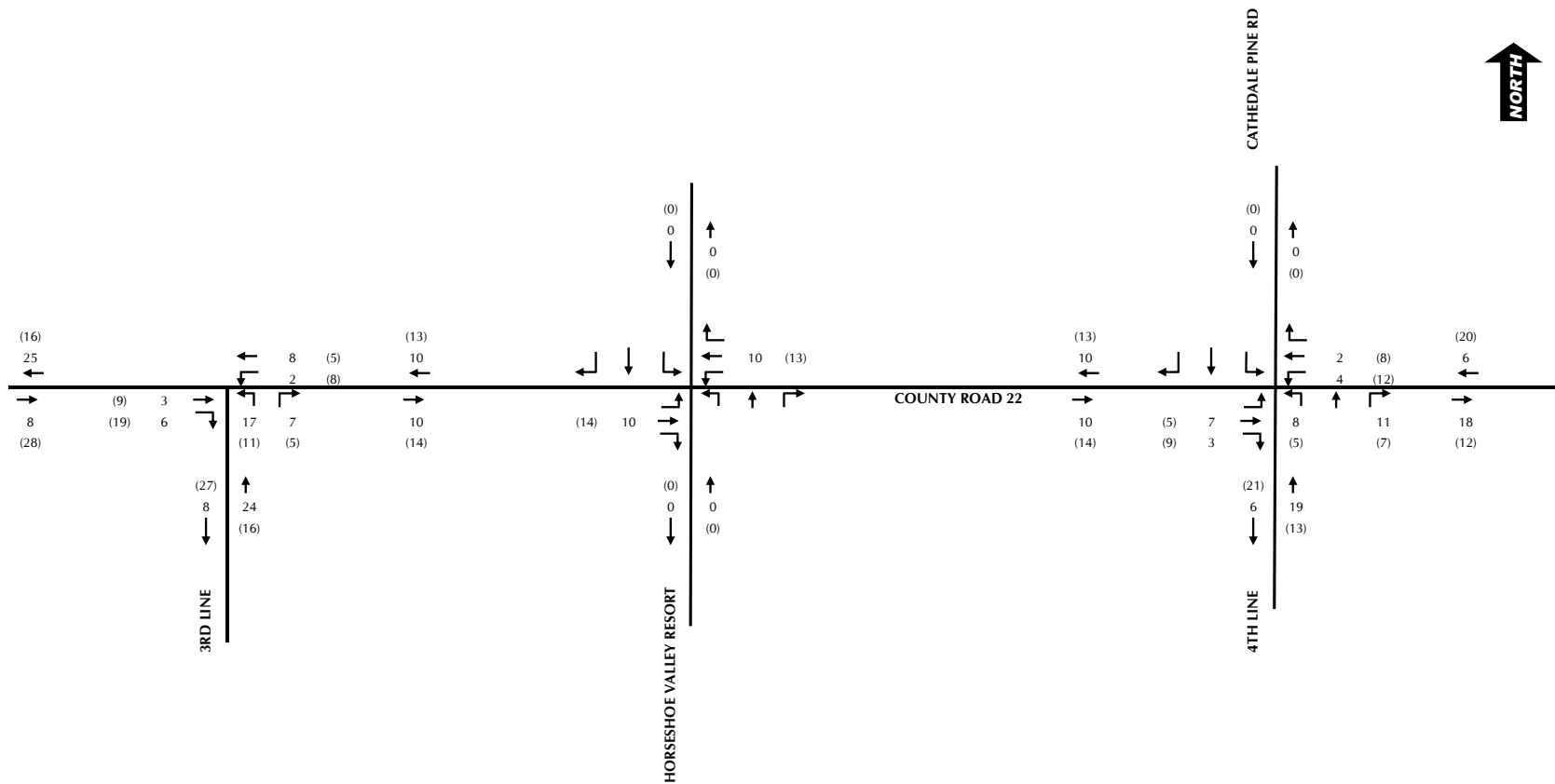


Figure C1
 2018 Skyline HV Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

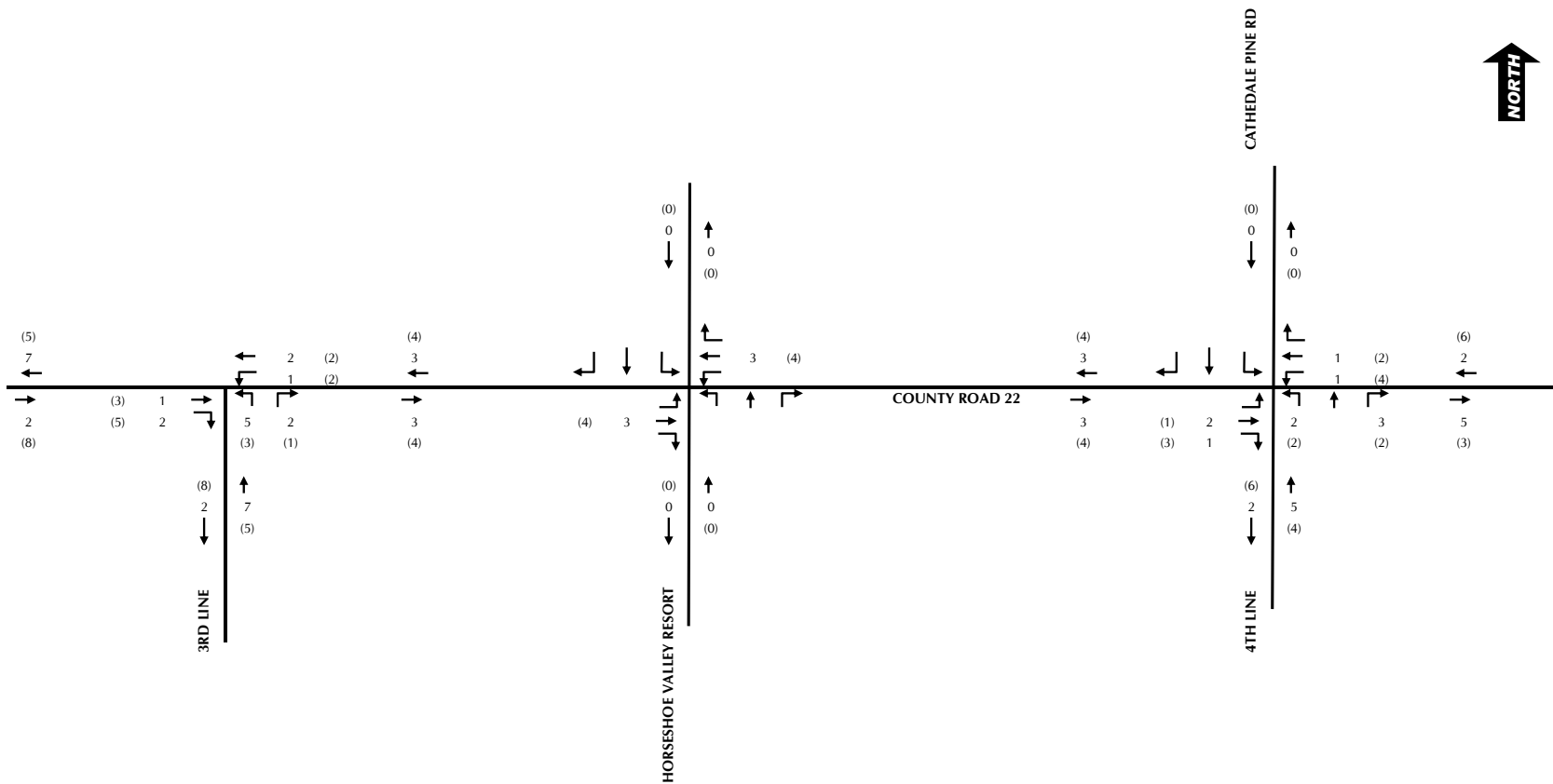




100 (100) AM (PM) peak hour

Figure C2
2018 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

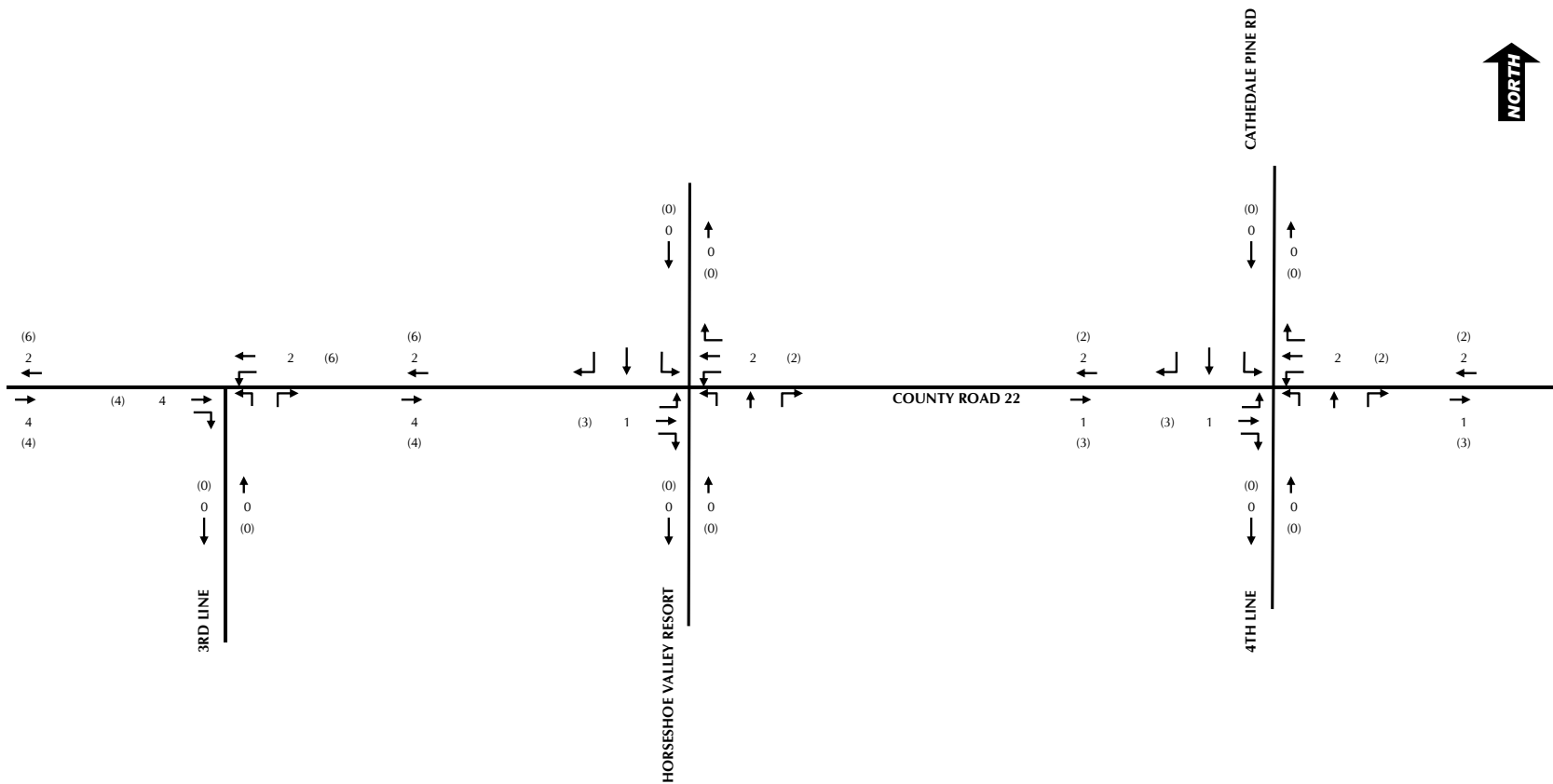




100 (100) AM (PM) peak hour

Figure C3
2018 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe





100 (100) AM (PM) peak hour

Figure C4
2018 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



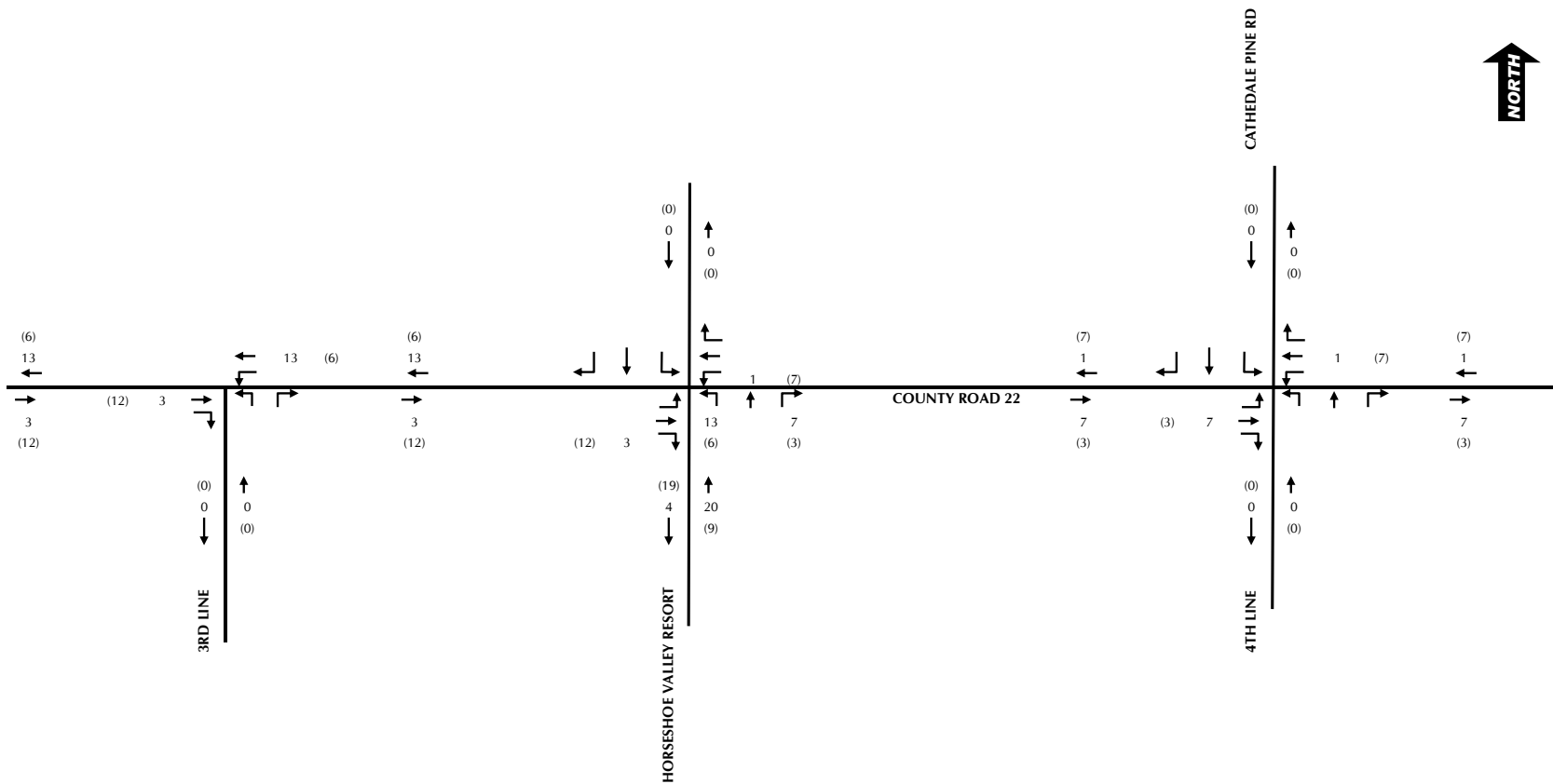
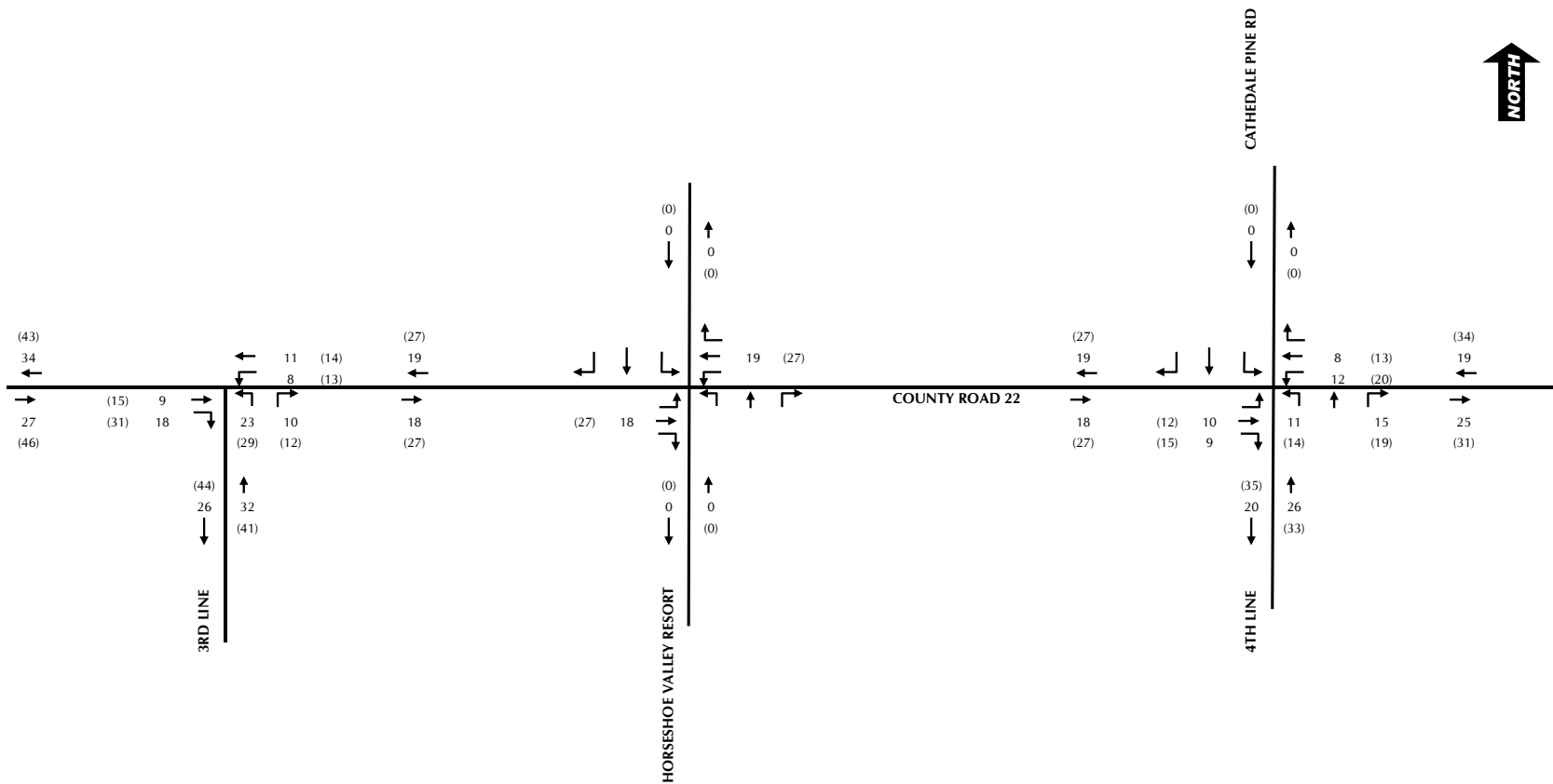


Figure C5
 2023 Skyline HV Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

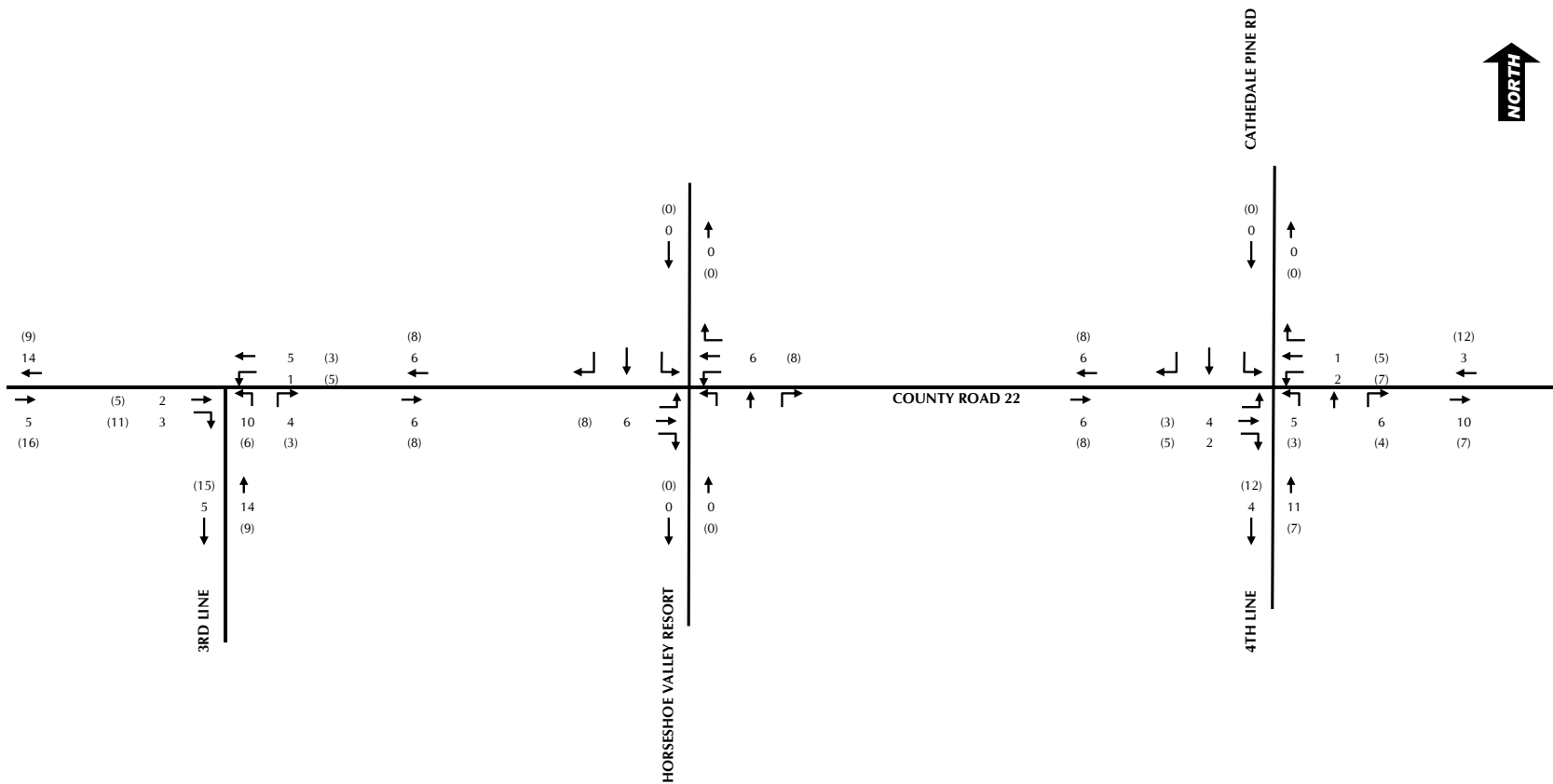




100 (100) AM (PM) peak hour

Figure C6
2023 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

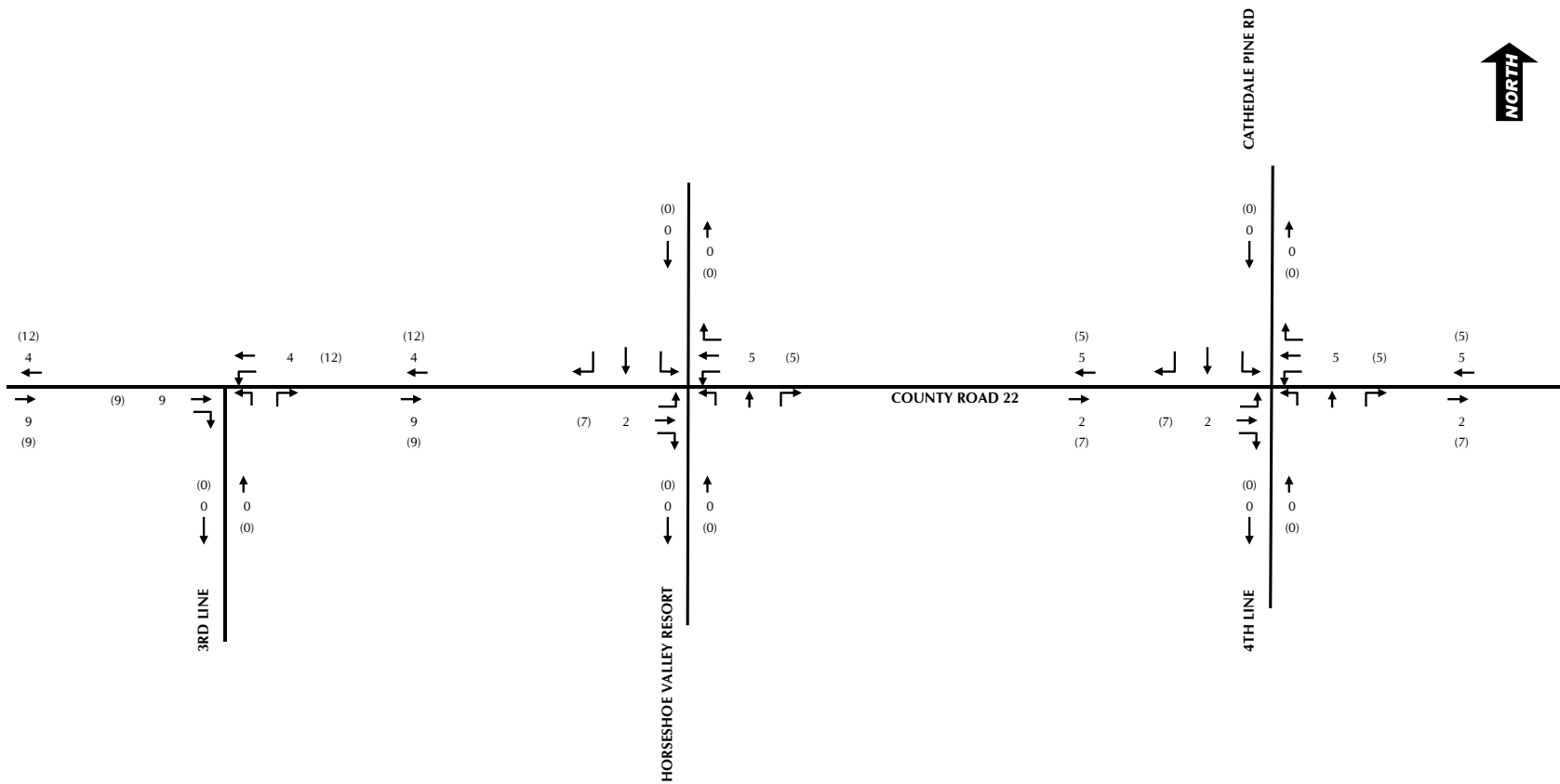




100 (100) AM (PM) peak hour

Figure C7
2023 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

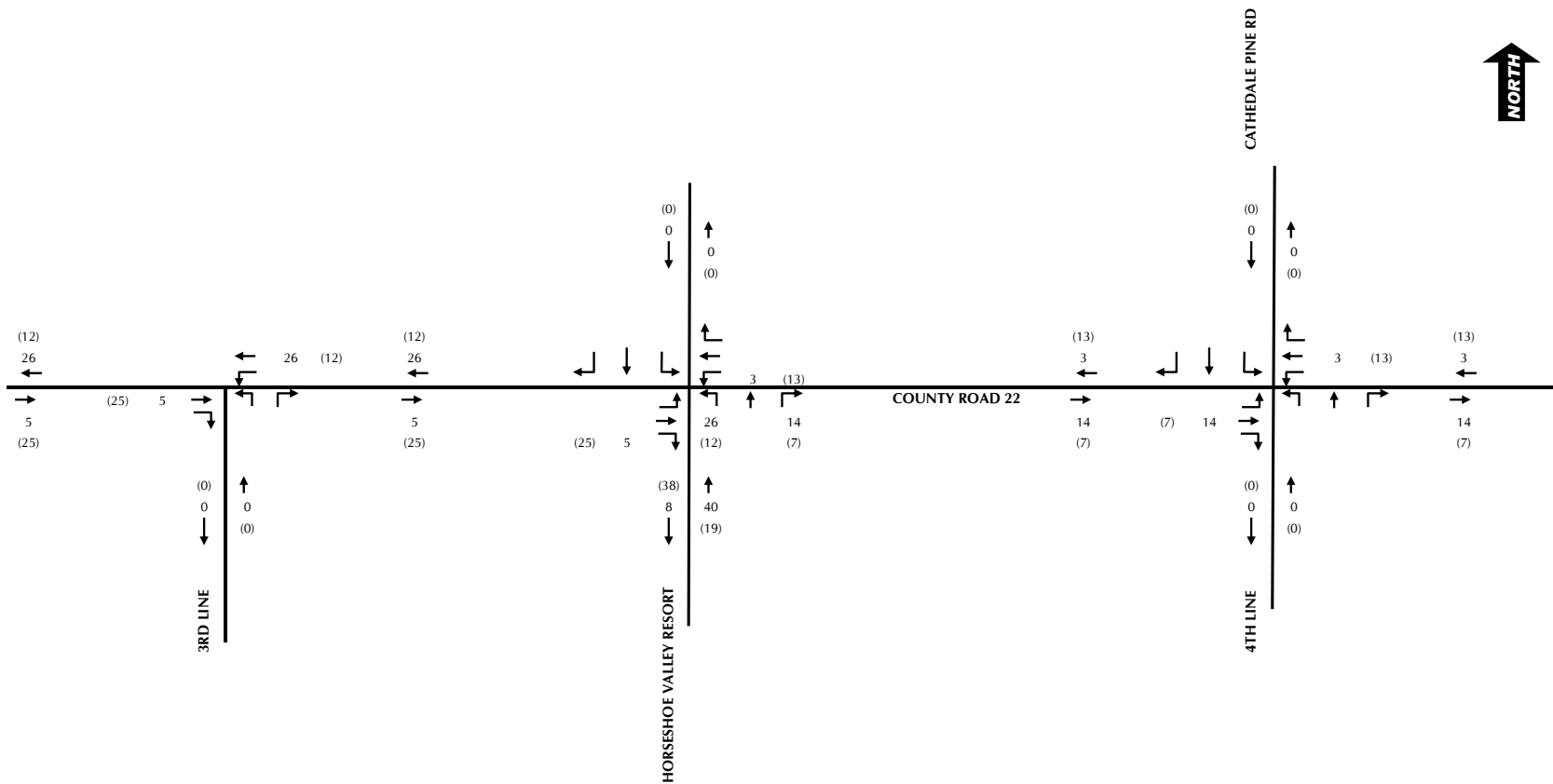




100 (100) AM (PM) peak hour

Figure C8
2023 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

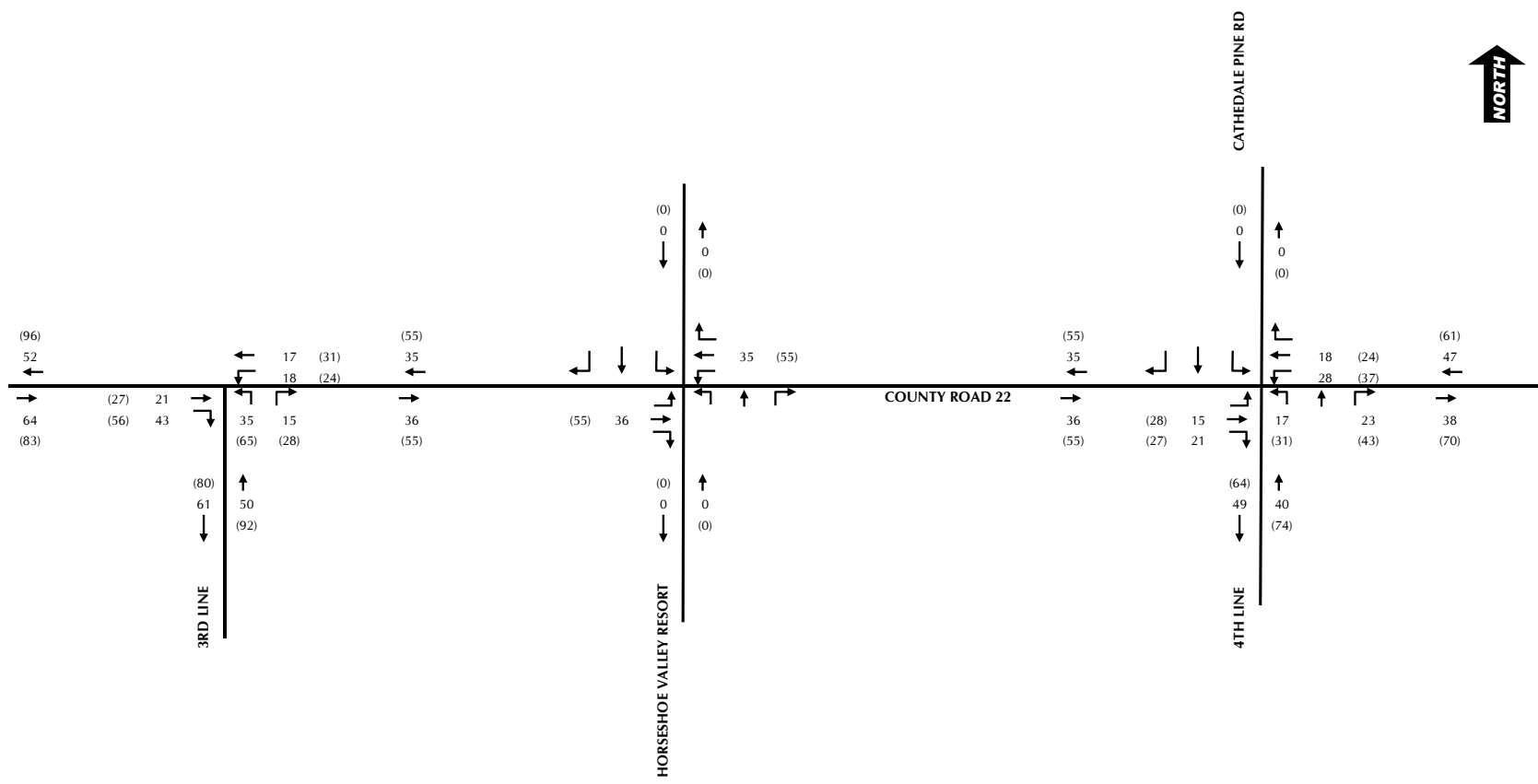




100 (100) AM (PM) peak hour

Figure C9
 2033 Skyline HV Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

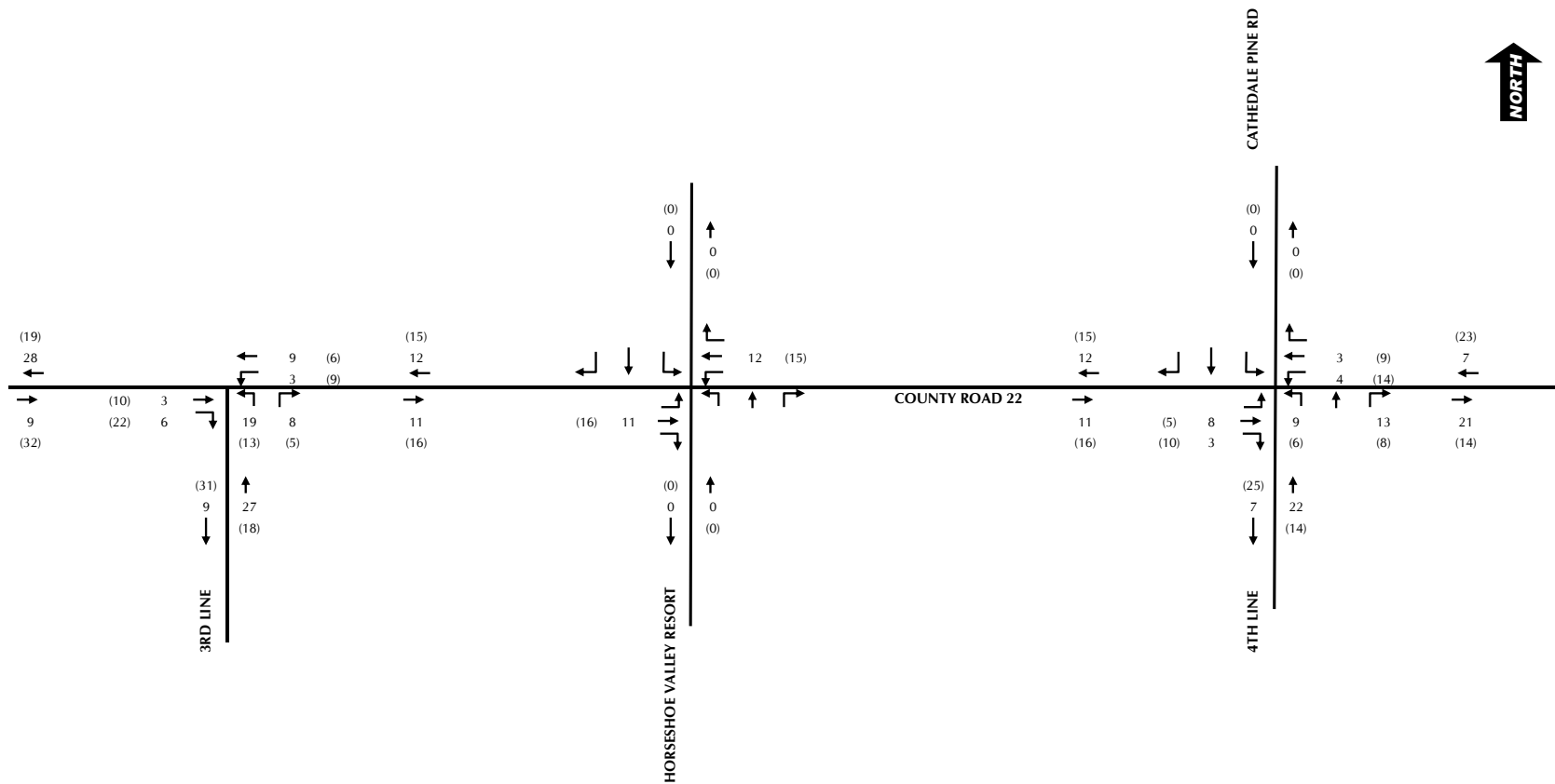




100 (100) AM (PM) peak hour

Figure C10
2033 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

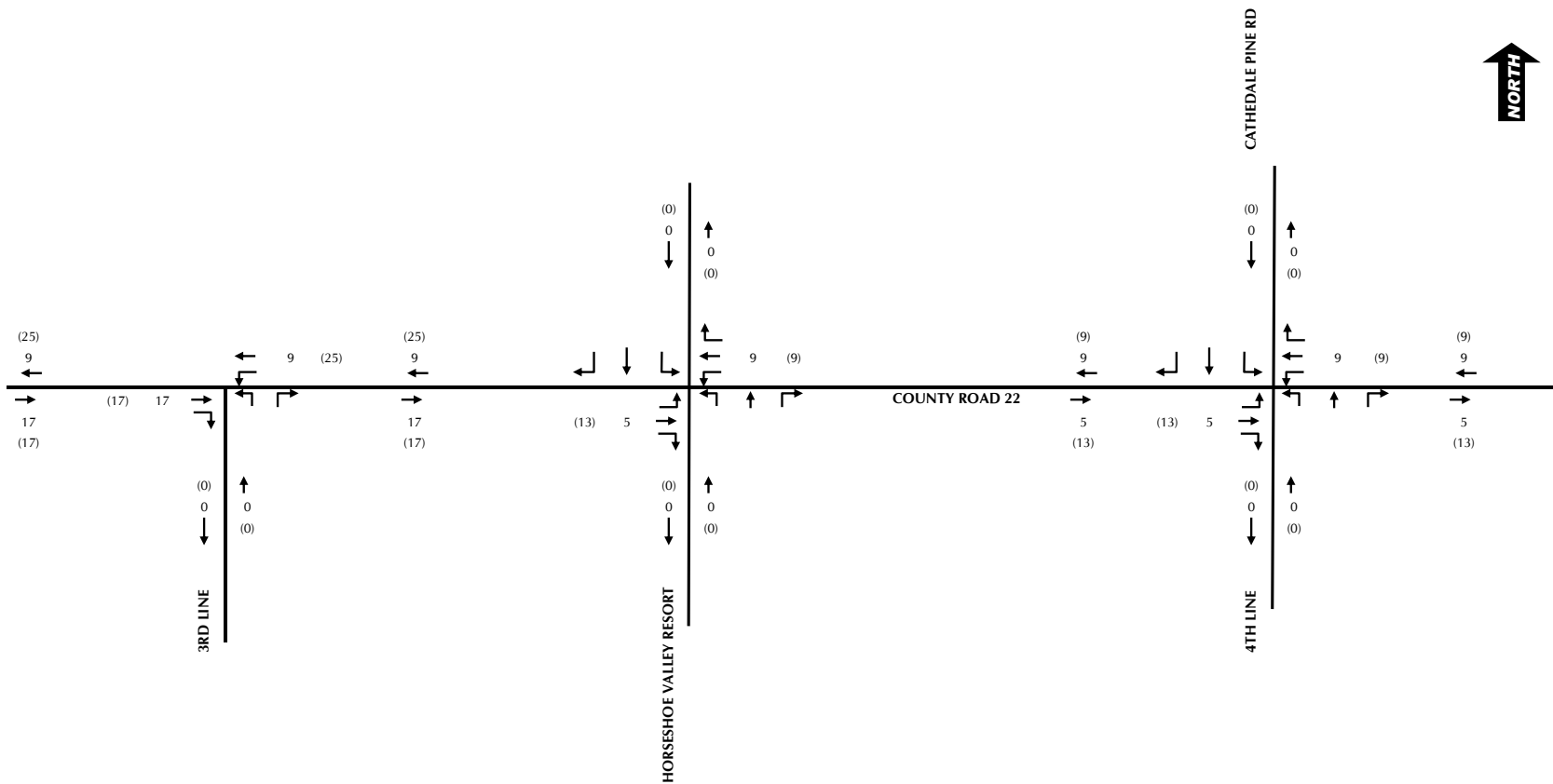




100 (100) AM (PM) peak hour

Figure C11
2033 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe





100 (100) AM (PM) peak hour

Figure C12
2033 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



APPENDIX D

Signal Warrants

TRAFFIC SIGNAL WARRANT

Analyst	Lilly Chen	Jurisdiction/Date	County of Simcoe	31 July 2013
Agency or Company	Ainley Group	East-West Street	County Road 22	
Analysis Period	2033	North-South Street	3rd Line	
Flow Conditions	Free flow (rural)	Major Street	East-West	
T Intersection	Yes	Approach Lanes per Direction	1	
Additional Comments	existing road configuration	Hours of Traffic Volume Data	AM & PM peaks only	

TRAFFIC & PEDESTRIAN VOLUMES

Hour Ending	Hour 1 AM peak	Hour 2	Hour 3	Hour 4	Hour 5	Hour 6	Hour 7	Hour 8 PM peak	AM + PM 2.5
MAJOR STREET									
Eastbound	right	87						162	100
	thru	281						590	348
	left	0						0	0
Westbound	right	0						0	0
	thru	331						415	298
	left	41						50	36
MINOR STREET									
Northbound	right	37						64	40
	thru	0						0	0
	left	87						148	94
Southbound	right								0
	thru								0
	left								0
PEDESTRIANS									
crossing MAJOR street									0
delayed pedestrians									0
crossing MINOR street									0
APPROACH VOLUMES									
major	740							1217	783
minor	124							212	134
TOTAL	864							1429	917
CROSSING VOLUMES									
TOTAL	87							148	94
note 1	87							148	
note 2	0							0	
note 3	0							0	
3a	no							no	
3b	no							no	
note 4	0							0	0
note 5	0							0	0

NOTES

Traffic crossing MAJOR street defined as:

- note 1: Left turns from both minor street approaches
- note 2: The heaviest through volume from the minor street
- note 3: 50% of the heavier left turn movement from the major street when both of the following are met:
 - 3a: the left turn volume > 120
 - 3b: the left turn volume + opposing volume > 720
- note 4: Pedestrians crossing the major street
- note 5: Pedestrians experiencing delays of 10 seconds or more in crossing the major street

ACCIDENT HISTORY

Reportable accidents over the past 36 months susceptible to correction by a traffic signal.	months 1 to 12	-
	months 13 to 24	-
	months 25 to 36	-

TRAFFIC SIGNAL WARRANT

JUSTIFICATION 1 - MINIMUM VEHICLE VOLUME																		
JUSTIFICATION	GUIDANCE	HOUR ENDING								No. of hours with compliance								
		AM Peak	Hour 2	Hour 3	Hour 4	Hour 5	Hour 6	Hour 7	PM Peak									
1A	TOTAL TRAFFIC VOLUME ENTERING INTERSECTION (vph) (2 way Total)	864	917	917	917	917	917	917	1429	100%	80%+	Average Compliance						
	COMPLIANCE % $\frac{VOL \times 100}{480}$ OR $\frac{VOL \times 100}{600}$ <small>(1 lane approach on main road) (2 or more lane approach on main road)</small>	100%	100%	100%	100%	100%	100%	100%	100%	100%	8	8	100%					
1B	TRAFFIC VOLUME ON MINOR STREET (vph) (2 way Total)	124	134	134	134	134	134	134	212	100%	80%+	Average Compliance						
	COMPLIANCE % $\frac{VOL \times 100}{120}$ OR $\frac{VOL \times 100}{180}$ <small>(full intersection) (tee intersection)</small>	69%	75%	75%	75%	75%	75%	75%	100%	1	1	77%						
(FREE FLOW)		BOTH 1A AND 1B 100% FULFILLED EACH OF 8 HOURS											NO					
SIGNAL JUSTIFICATION 1:		LESSER OF 1A OR 1B AT LEAST 80% FULFILLED EACH OF 8 HOURS											NO					
JUSTIFICATION 2 - DELAY TO CROSS TRAFFIC																		
JUSTIFICATION	GUIDANCE	HOUR ENDING								No. of hours with compliance								
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Hour 6	Hour 7	Hour 8									
2A	MAIN ROAD TRAFFIC VOLUME (vph) (2 way Total)	740	783	783	783	783	783	783	1217	100%	80%+	Average Compliance						
	COMPLIANCE % $\frac{VOL \times 100}{480}$ OR $\frac{VOL \times 100}{600}$ <small>(1 lane approach on main road) (2 or more lane approach on main road)</small>	100%	100%	100%	100%	100%	100%	100%	100%	100%	7	7	100%					
2B	CROSSING TRAFFIC VOLUME (vph) (2 way Total)	87	94	94	94	94	94	94	148	100%	80%+	Average Compliance						
	COMPLIANCE % $\frac{VOL \times 100}{50}$	100%	100%	100%	100%	100%	100%	100%	100%	8	8	100%						
(FREE FLOW)		BOTH 2A AND 2B 100% FULFILLED EACH OF 8 HOURS											NO					
SIGNAL JUSTIFICATION 2:		LESSER OF 2A OR 2B AT LEAST 80% FULFILLED EACH OF 8 HOURS											NO					
JUSTIFICATION 3 - COLLISION EXPERIENCE																		
<p>A. Number of reportable collisions susceptible to prevention by a traffic signal.</p> <p>B. Adequate trial of less restrictive remedies has failed to reduce collision frequency.</p> <p>C. Either Justification 1 (Minimum Vehicular Volume) or Justification 2 (Delay to Cross Traffic) satisfied to 80% or more.</p>									Preceding Months	Number of Collisions	% Fulfillment							
									1 - 12	-	-							
									13 - 24	-	-							
									25 - 36	-	-							
									annual average	-	-							
									<input type="checkbox"/>	YES	<input checked="" type="checkbox"/>	NO	0%					
									<input type="checkbox"/>	YES	<input checked="" type="checkbox"/>	NO	0%					
SIGNAL JUSTIFICATION 3:									ALL OF 3A, 3B & 3C FULFILLED TO 100%?			NO						
JUSTIFICATION 4 - COMBINATION JUSTIFICATION																		
JUSTIFICATION SATISFIED 80% OR MORE									Two Justifications Satisfied 80% or more									
Justification 1 - Minimum Vehicle Volume									NO									
Justification 2 - Delay to Cross Traffic									NO									
Justification 3 - Collision Experience									-									
JUSTIFICATION 5 - PEDESTRIAN VOLUME AND DELAY																		
JUSTIFICATION 5A PEDESTRIAN VOLUME	NET 8 HOUR PEDESTRIAN VOLUME AT CROSSING			0			NET 8 HOUR VEHICULAR VOLUME ON STREET BEING CROSSED			7796								
	8 Hour Vehicular Volume V_8			Net 8 Hour Pedestrian Volume														
	< 1440			< 200			200 - 275			276 - 475			476 - 1000			> 1000		
	1440 - 2600																	
	2601 - 7000																	
> 7000			Not Justified															
JUSTIFICATION 5B PEDESTRIAN DELAY	NET 8 HOUR VOLUME OF TOTAL PEDESTRIANS			0			NET 8 HOUR VOLUME OF DELAYED PEDESTRIANS			0								
	Net Total 8 Hour Vol. of Total Pedestrians			Net Total 8 Hour Volume of Delayed Pedestrians														
	< 200			< 75			75 - 130			> 130								
	200 - 300			Not Justified														
> 300			Not Justified															
SIGNAL JUSTIFICATION 5:									BOTH JUSTIFICATION 5A AND JUSTIFICATION 5B MET?			NO						
JUSTIFICATION SUMMARY																		
OVERALL									AT LEAST ONE JUSTIFICATION (1 - 5) MET?			NO						

To: Christian Meile, P. Eng.

Copies To: Debbie Korolnek, P. Eng
Julie Scruton, P.Eng.
Paul Murphy

From: Joe Mullan, P. Eng.

Date: September 19, 2016

Ref: **County Road 22 Class EA – Speed Zone Review** File: 112166

In conjunction with the County Road 22 Class EA for the Transportation Improvements, we have completed a review of the proposed “speed zones” through the project limits in conjunction with the proposed implementation of roundabouts at the following intersections:

- 3rd Line Oro-Medonte
- Horseshoe Blvd (entrance to Horseshoe Resort)
- 4th Line Oro-Medonte

County Road 22 is a 2-lane rural arterial road with a posted speed limit of 80 km/h. Within the study limits (defined by the above noted intersections), County Road 22 has a reduced posted speed limit of 70 km/h which was implemented by the County approximately 10 years ago in response to traffic safety concerns attributed to the steep hills.

With the inclusion of the proposed roundabouts, the posted speed limit should be reduced to 50 km/h through each of these roundabouts, in accordance with roundabout design guidelines, including TAC, MTO and OTM standards. For the midblock sections, between the aforementioned roundabouts, we can either provide a continuous 50 km/h speed zone between the 3rd and 4th Line; or a midblock 70 km/h speed zone between the roundabout intersections.

Further to our meeting on June 29, 2016 when we discussed both options and it was acknowledged that the option of creating a 50km/h speed zone from the 3rd Line all the way to the 4th Line (approx. 2.9km) was not preferred, given the steep grades and large amount of truck traffic on CR 22. Therefore, we have further reviewed the option of a creating a midblock 70 km/h speed zone between each roundabout and in particular if the distances between the 50 km/h and 70 km/h speed zones can be optimized, while complying with standards and guidelines (Ontario Traffic Manual Book 5, Manual of Standard Traffic Signs & Pavement Markings and traffic engineering judgement).

Following this updated assessment, we have developed the attached drawing which shows various speed zones and the separation between each.

The recommended location of the Rb-5 (50 km/h ahead) sign and Rb-2 sign (Maximum 50 km/h Begins) is 550 m and 300 m respectively from the center of the roundabout in the approach direction. Beyond the roundabout, the transition back to 70 km/h begins 150 m from the center of the roundabout with the placement of a Rb-5 sign (70 km/h ahead) followed by a Rb-2 sign (Maximum 70 km/h Begins) set 250 m beyond the Rb-5 sign. This typical minimum spacing of speed zones and signs has been applied consistently at each of the 3 key intersections.

The resulting distance between the 70 km/h “begins” and 50 km/h “ahead” speed transition signs (and vice versa) are as follows:

- Eastbound between 3rd Line and Horseshoe Blvd – 470 m
- Eastbound between Horseshoe Blvd and 4th Line – 570 m
- Westbound between 4th Line and Horseshoe Blvd – 570 m
- Westbound between Horseshoe Blvd and 3rd Line – 470 m

Based on the time/distance travel figures from the *Table below for a 60 km/h posted speed limit (chosen on the premise it represent the average speed between the 70 km/hr and 50 km/h speed zones), the estimated amount of time that a driver will have between speed zones is approximately 30 seconds. This travel time will decrease significantly if traffic speeds exceed 60 km/h due to the steep descending hill grades in the eastbound direction between the 3rd Line and Horseshoe Blvd and in the westbound direction between the 4th Line and Horseshoe Blvd. In the opposite ascending (uphill) direction, average traffic speeds are more likely to fall within the 60km/h range due to the steep incline.

Posted Speed Limit (km/h)	Distance (m) Traveled In		
	4 Seconds	8 Seconds	12 Seconds
50	60	120	180
60	70	140	210
70	80	160	240
80	90	180	270
90	100	200	300
100	110	220	330
110	120	245	370

- reference Manual of Standard Traffic Signs and Pavement Markings, MTO British Columbia, September 2000

We also note that, in response to concerns expressed by local residents, the posted speed limit east of the 4th Line transitions from 50km/h to 70 km/h shortly after the roundabout and stay at 70km/h until past the entrance to Trillium Trail where it changes to 80 km/h to match the current posted speed limit for County Road 22 east of Horseshoe Valley (Note the current speed limit through the Trillium Trail intersection is 80km/h).

Based on the above review, we provide the following recommendation:

- Implementation of 70 km/h and 50 km/h speed zones as shown on the attached Drawing, which complies with standards and guidelines, while also being reasonable in light of the steep grades and the proposed roundabout intersection controls;

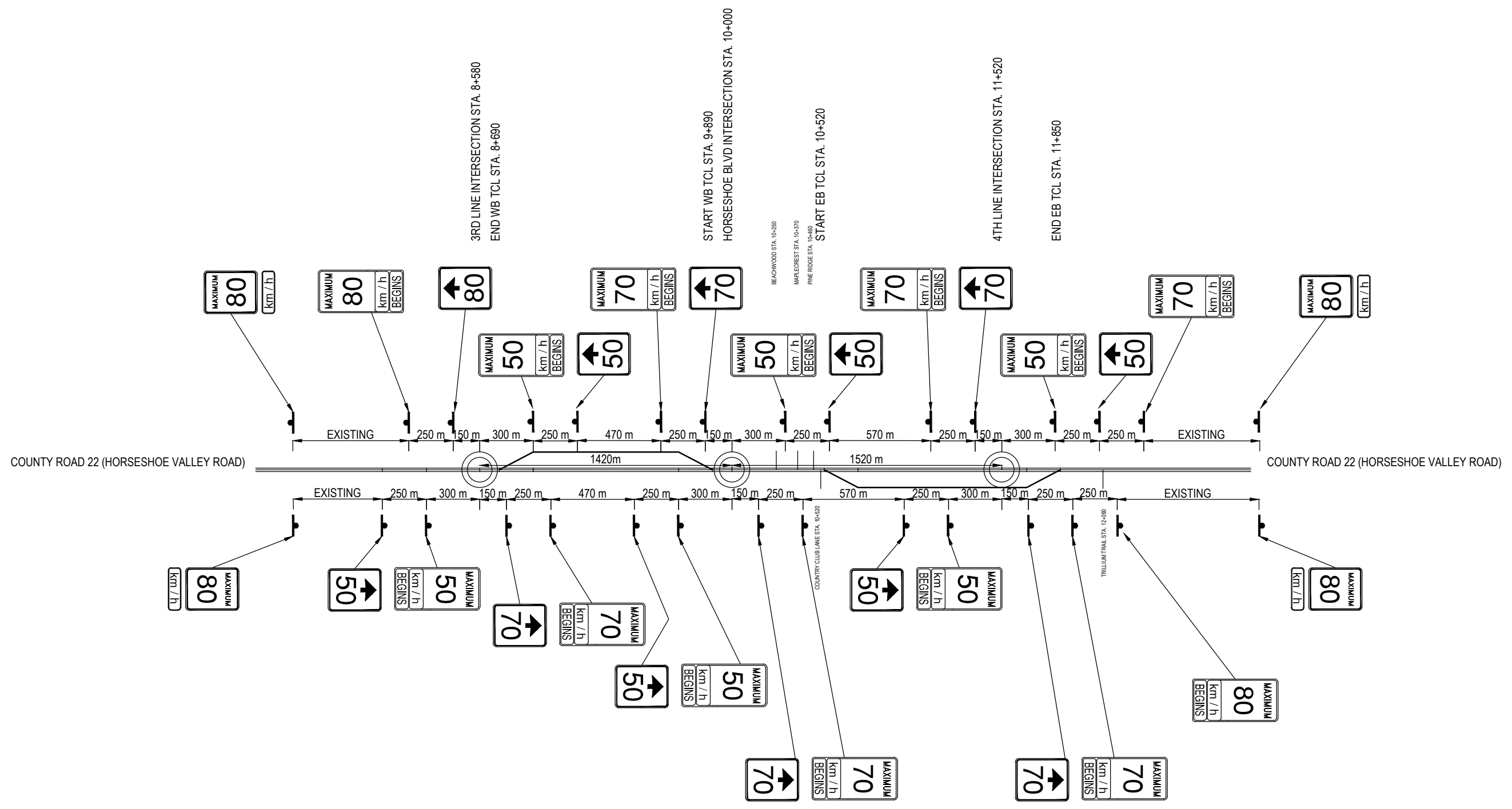
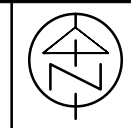
Should you have any questions regarding this information please do not hesitate to contact me.

Regards



J. A. Mullan, P.Eng.
President & CEO

S:\112166\Notices and Advertisements\Correspondence\Memos\Tech Memo RE Speed Zone Review (Sept 19 2016).docx



PLOT 1-1

NOTES

CONTRACT DRAWINGS:
Contractor must verify all dimensions and be responsible for same. Any discrepancies must be reported to the Engineer before commencing work. Drawings are not to be scaled. Drawings may not be used for any purpose other than that stipulated in the contract agreement between the owner/client and the Engineer without the express written consent of Anley & Associates Limited. Use of these drawings by any party for any other purpose is subject to the following caution.

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Plotted by BKALUS on September 18, 2016 at 2:29pm
 File: C:\Users\bkalus\Documents\CR_22_Horseshoe_Valley\PC_3\POSTED SPEED REVIEW\POSTED SPEED TYPICAL.dwg Layout Model

NO.	REVISIONS	DATE	INITIAL

PRELIMINARY

SCALE: H: 1:500
V: N/A

DESIGN: BK

DRAWN: BK

CHECKED:

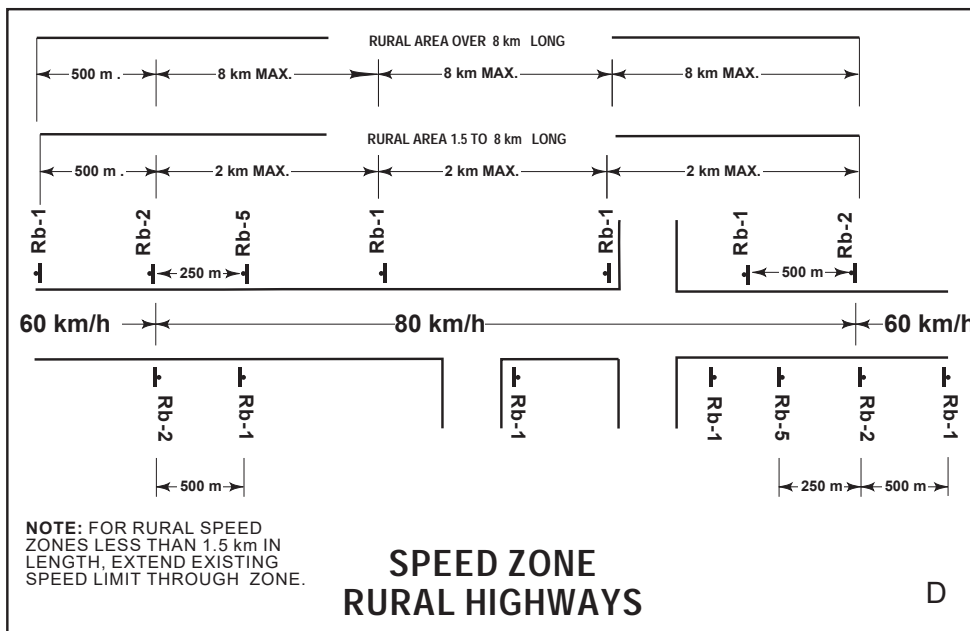
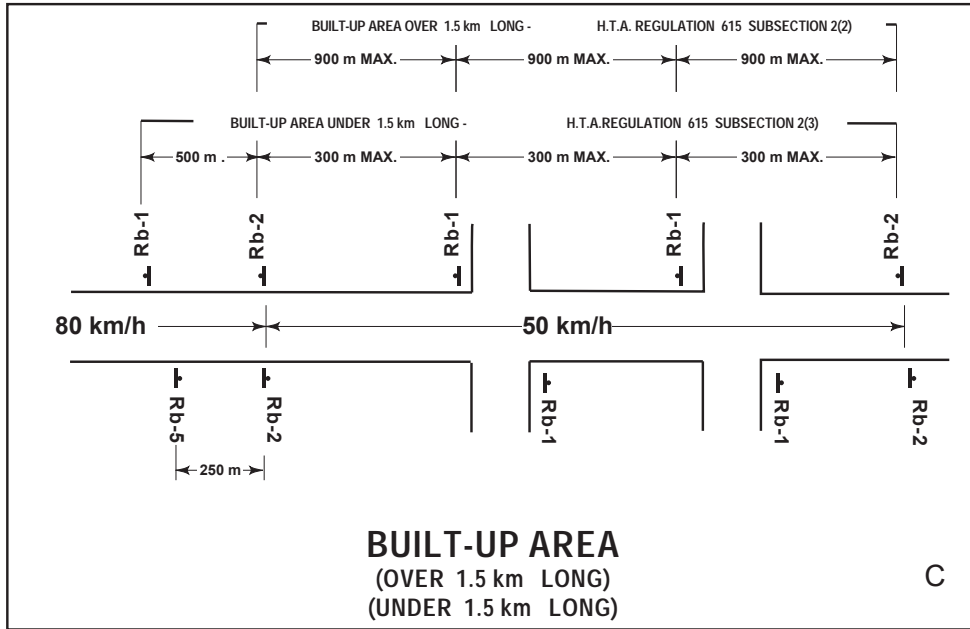
DATE: 9/19/2016

COUNTY OF SIMCOE
 COUNTY ROAD 22 CLASS EA
 POSTED SPEED REVIEW

Anley CONSULTING ENGINEERS PLANNERS

PROJECT #112166 DWG. No. 1

Figure 4 – Speed Limit Control Devices (cont'd)



10

MAXIMUM

30

50

12.5

BEGINS

Rb-2

60 cm x 90 cm

10

MAXIMUM

30

50

Rb-1

60 cm x 75 cm

—

21.5

—

—

30

—



Rb-5

60 cm x 75 cm

Appendix H

Archaeological Assessment

**THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT
OF THE PROPOSED WIDENING OF
COUNTY ROAD 22 EAST AND WEST OF THE
HORSESHOE VALLEY RESORT MAIN ENTRANCE,
TOWNSHIP OF ORO-MEDONTE, SIMCOE COUNTY**



**THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT
OF THE PROPOSED WIDENING OF
COUNTY ROAD 22 EAST AND WEST OF THE HORSESHOE
VALLEY RESORT MAIN ENTRANCE,
TOWNSHIP OF ORO-MEDONTE, SIMCOE COUNTY**

Prepared by

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Archaeological Consulting Licence Number P361

P.I.F. Number P361-069-2013

July 30, 2013

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PROJECT PERSONNEL

Project Director	Chris Brown (License P361)
Report Preparation	Rick Sutton (License P013)

EXECUTIVE SUMMARY

This report details the rationale, methods and results of the Stage 1 Archaeological Assessment of the Proposed Widening Of County Road 22, East And West Of The Horseshoe Valley Resort Main Entrance, Township Of Oro-Medonte, Simcoe County. The purpose of the assessment was to determine the archaeological potential of the road corridor as part of a Schedule C project in accordance with the Municipal Class Environmental Assessment process.

The road corridor that is the focus of this assessment has an approximate length of 4km. The existing right-of-way has a average width of 30 to 40 metres. Details regarding the proposed expansion of the existing right-of-way are still being formulated. For the purposes of this study it was assumed that the proposed right-of-way will be expanded for an average of 10 metres on either side of the existing right-of-way.

The results of the Stage 1 assessment indicate that the majority of the proposed right-of-way has already been disturbed by the existing road corridor and no longer has any archaeological potential. However, some areas at the western and eastern ends of the proposed right-of-way may be undisturbed and do have some potential for both aboriginal and Euro-Canadian archaeological resources.

It is recommended that the potentially undisturbed sections of the proposed right-of-way should be subjected to a Stage 2 archaeological assessment prior to any construction activities. No soil disturbance or development activities should take place until after a Stage 2 archaeological assessment has been completed.

1.0 PROJECT CONTEXT

1.1 INTRODUCTION AND DEVELOPMENT CONTEXT

This report details the rationale, methods and results of the Stage 1 Archaeological Assessment of the Proposed Widening Of County Road 22, East And West Of The Horseshoe Valley Resort Main Entrance, Township Of Oro-Medonte, Simcoe County. The purpose of the assessment was to determine the archaeological potential of the road corridor as part of a Schedule C project in accordance with the Municipal Class Environmental Assessment process.

The assessment was conducted by Archaeological Assessments Ltd., under archaeological consulting licence No. P361 issued to Chris Brown. The assessment was conducted in accordance with the provisions of the Ontario Heritage Act (Government of Ontario 1980) and the technical guidelines for archaeological assessments formulated by the Ministry of Tourism and Culture (MCL 2011). Archaeological Assessments Ltd. accepts responsibility for the long term curation of any artifacts recovered or documents produced as a result of the assessment.

1.2 ARCHAEOLOGICAL CONTEXT

Project Description

The study area for this project is a 4km long section of County Road 22 (Horseshoe Valley Road) extending approximately from Line 3 North to Line 4 North, with the entrance to the Horseshoe Valley Resort at its centre (Figure 1).

The County of Simcoe is proposing to widen County Road 22 by the addition of a truck climbing lane in this area, along with improvements to the 3rd and 4th Line intersections. The road corridor would be widened from a two lane to a three lane cross section.

The existing right-of-way has a average width of 30 to 40 metres. Details regarding the proposed expansion of the existing right-of-way are still being formulated. For the purposes of this study it was assumed that the proposed right-of-way will be expanded for an average of 10 metres on either side of the existing right-of-way.

A visual inspection of the road corridor was conducted on July 29, 2013 by consultant archaeologist Chris Brown (Licence P361). The existing road corridor is situated in a rural area associated with the Horseshoe Valley Resort. The existing road corridor consists of a single lane in each direction flanked on both sides by a gravel shoulder. The road corridor is dominated by the topography of the Horseshoe Valley, with a steep grade leading into and out of the valley from the uplands on either side.

The western end of the existing right-of-way in the area of Line 3 North is situated on level tablelands. Four hundred metres east of Line 3 North the road quickly slopes down into Horseshoe Valley. The valley floor itself is quite narrow and is associated with the entrance to the Horseshoe Valley Resort and a residential community. Six hundred metres east of the

entrance to the resort the road quickly slopes up towards the uplands. The eastern end of the road corridor in the area of Line 4 North consists of relatively level tablelands.

The existing road corridor has been created in part by cutting into the hillsides on either side of the valley, and by raising the road corridor along the valley floor. Consequently, most sections of the existing right-of-way are flanked by steep slopes.

The western and eastern ends of the road corridor are situated along the edges of a large upland area associated with the Simcoe Uplands physiographic region. The Simcoe Uplands consist of a series of broad rolling till plains which were islands in glacial Lake Algonquin (Chapman and Putman 1984:182). The upland till plains stand 60 m above the adjoining lowland lake plains. The upland areas are encircled by a series of bluffs, terraces and minor beaches which form steps down the hillsides.

The central section of the road corridor along the floor of the Horseshoe Valley is situated in the Simcoe Lowlands physiographic region (Chapman and Putnam 1984:176). The Simcoe Lowlands physiographic region consists of a series of steep sided, flat-floored valleys which were flooded by glacial Lake Algonquin. This area is bordered by beaches and bouldery terraces and is floored by sand, silt and clay.

The slopes along the western and eastern sections of the road corridor contain a series of springs that drain down into the valley below. The main source of water on the uplands are the numerous springs which issue from part way down the upland slopes and feed the permanent lowland streams.

General physiographic features which must be considered when identifying areas of archaeological potential include distance to water, local topography, soil conditions, and other resource specific features. In general, any lands located within 300 metres of any of these physiographic features should be considered to have archaeological potential (MTC 2011: 7).

The MTC's Standards and Guidelines for Consultant Archaeologists (2011: 4-5) stipulate that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential. Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, plateau), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. Resource areas are also considered to be characteristics that indicate archaeological potential (MTC 2011: 5).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

The majority of the road corridor is located within 300 metres of a number of springs that issue from the slopes of the upland areas in the western and eastern sections of corridor. Most of the road corridor is associated with steep slopes that have a low archaeological potential. However, the western and eastern ends of the road corridor consist of relatively level tableland areas associated with well drained sandy loam soils. These upland areas associated with Line 3 North and Line 4 North therefore have some potential for both aboriginal and 19th century Euro-Canadian archaeological sites.

Previous Archaeological Research

In order to provide context for evaluating archaeological planning concerns, a study area was established which included all lands within a 1km metre radius of this project. The Stage 1 background research included a variety of published and unpublished reports. Data on registered sites located within the study area was obtained from the Archaeological Sites Data Base (ASDB) of the Ontario Ministry of Tourism and Culture in Toronto. The ASDB houses site record forms for registered sites, as well as published and unpublished reports on past surveys, assessments and excavations.

There are currently no registered archaeological sites located within or immediately adjacent to the road corridor (Rob Von Bitter MTCS: personal communication). A survey of the Ministry of Tourism, Culture and Sport archaeological files located in Toronto indicates that there are 4 registered archaeological sites located within a one kilometre radius of road corridor (Table 1). The closest registered site is BdGw-30, which is located 400 metres north of the western end of the corridor. The subject lands are situated in an area which was very attractive to the Aboriginal horticulturalists known as the Huron, who intensively occupied this region in the Middle to Late Iroquoian period (ca. A.D. 1275-1650). A cultural chronology for Southern Ontario that also applies to the study area is presented in Table 2.

Table 1. Registered Archaeological Sites Located Within One Kilometre of the Road Corridor

Borden Number	Site Name	Cultural/Temporal Affiliation	Site Type
BdGv-10	Cooke	Late Iroquoian	village
BdGw-29	Grant	Indeterminate Aboriginal	findspot
BdGw-30	Genny	Indeterminate Aboriginal	campsite
BdGw-40	Settlers Ghost	Middle to Late Iroquoian	campsite

Table 2. Cultural Chronology For Southern Ontario

PERIOD	GROUP	TIME RANGE	COMMENT
PALEO-INDIAN			
Early	Fluted	9000 - 8500 B.C.	Big Game Hunters and Small Nomadic Groups
Late	Non-fluted	8500 - 7500 B.C.	
ARCHAIC			
Early	Nettling	8000 - 7000 B.C.	Nomadic Hunters and Gatherers
	Bifurcate Based	7000 - 6000 B.C.	
Middle	Stemmed, Otter Creek and Brewerton	6000 - 2500 B.C.	Transition to Territorial Settlement
Late	Narrow Point	2500 - 1800 B.C.	More Diverse Resource Base
	Broad Point	1800 - 1500 B.C.	
	Small Point	1500 - 800 B.C.	
WOODLAND			
Early	Meadowood and Middlesex	1000 - 300 B.C.	Introduction of Pottery
Middle	Point Peninsula	300 B.C.- 700 A.D.	Long Distance Trade
Transitional	Princess Point	500 - 900 A.D.	Early Agriculture
Late	Early Iroquoian	900 - 1275 A.D.	Transition to Village Life
	Middle Iroquoian	1275 - 1400 A.D.	Large Villages and Dependence on Agriculture
	Late Iroquoian	1400 - 1650 A.D.	Tribal Development, Warfare, European Contact
HISTORIC			
Early	Odawa, Ojibwa, Mississauga	1700 - 1875 A.D.	Social Displacement
Late	Euro-Canadian	1800 A.D.- present	European Settlement

1.3 HISTORICAL CONTEXT

The MTC's Standards and Guidelines for Consultant Archaeologists (2011: 5) stipulate that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. In general, any lands located within 300 metres of any of these cultural features should be considered to have archaeological potential (MTC 2011: 7). Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the Ontario Heritage Act or a federal, provincial, or municipal historic landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential. Any lands located within 100 metres of early

historical transportation routes should also be considered to have archaeological potential (MTC 2011: 7).

Information on potential Euro-Canadian archaeological planning concerns for the subject property was derived from an examination of the 1881 Illustrated Historical Atlas of Simcoe County (Beldon 1881). County Road 22 runs along the boundary between what was originally the Townships of Oro and Medonte (Figure 2). There does not appear to have been any homesteads or other buildings located immediately adjacent to the road corridor in 1881. Parts of the road corridor have changed since that time after it was straightened out in the early 20th century.

Both Oro and Medonte Townships were surveyed for settlement in 1820 (Hunter 1909). The first settlers arrived in these townships around 1830. County Road 22 was used as a early transportation route and was likely in use as a rough dirt road by the mid 19th century. Consequently, any undisturbed areas along this road corridor have some potential for mid to late 19th century Euro-Canadian archaeological resources.

2.0 FIELD METHODS

The study area was visited on July 29, 2013 by consultant archaeologist Chris Brown (Licence P361) under a mixture of sun and cloud and mild weather conditions. General observations of the road corridor were taken from along the existing County Road 22 right-of-way.

2.1 ANALYSIS AND CONCLUSIONS

For an assessment of the archaeological potential of any road corridor, examining the extent of previous disturbance is an important factor in determining the potential for archaeological resources. Lands that have been subjected to intensive and deep land alterations due to previous development often no longer have any archaeological potential (MTC 2011:5). The most common forms of previous disturbance include the existing road corridor, building footprints, drainage ditches, utility corridors and infrastructure development. Other activities such as agricultural cultivation, gardening and minor landscaping do not generally affect archaeological potential (MTC 2011:5).

The existing road corridor consists of a single lane in each direction flanked on both sides by a gravel shoulder. The road corridor is dominated by the topography of the Horseshoe Valley with a steep grade leading into and out of the valley from the uplands on either side. The existing road corridor has been created in part by cutting into the hillsides on either side of the valley, and by raising the road corridor along the valley floor. Consequently, most sections of the existing right-of-way are flanked by steep slopes. The steep grade and the steep slopes associated with the majority of the road corridor eliminate any archaeological potential in these areas (Figures 3, 4, 5, 6, & 7). The only sections of the proposed right-of-way which are still considered to have some potential are associated with the level tableland areas at the western and eastern ends of the corridor (Figure 3 and 7).

3.0 RECOMMENDATIONS & COMPLIANCE ADVICE

3.1 Recommendations

The results of the Stage 1 assessment indicate that the majority of the proposed right-of-way has already been disturbed by the existing road corridor and no longer has any archaeological potential. However, some areas at the western and eastern ends of the proposed right-of-way may be undisturbed and do have some potential for both aboriginal and Euro-Canadian archaeological resources.

It is recommended that the potentially undisturbed sections of the proposed right-of-way should be subjected to a Stage 2 archaeological assessment prior to any construction activities. No soil disturbance or development activities should take place until after a Stage 2 archaeological assessment has been completed.

3.2 Compliance Advice

This report is submitted to the Minister of Tourism and Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.

The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

4.0 MAPS

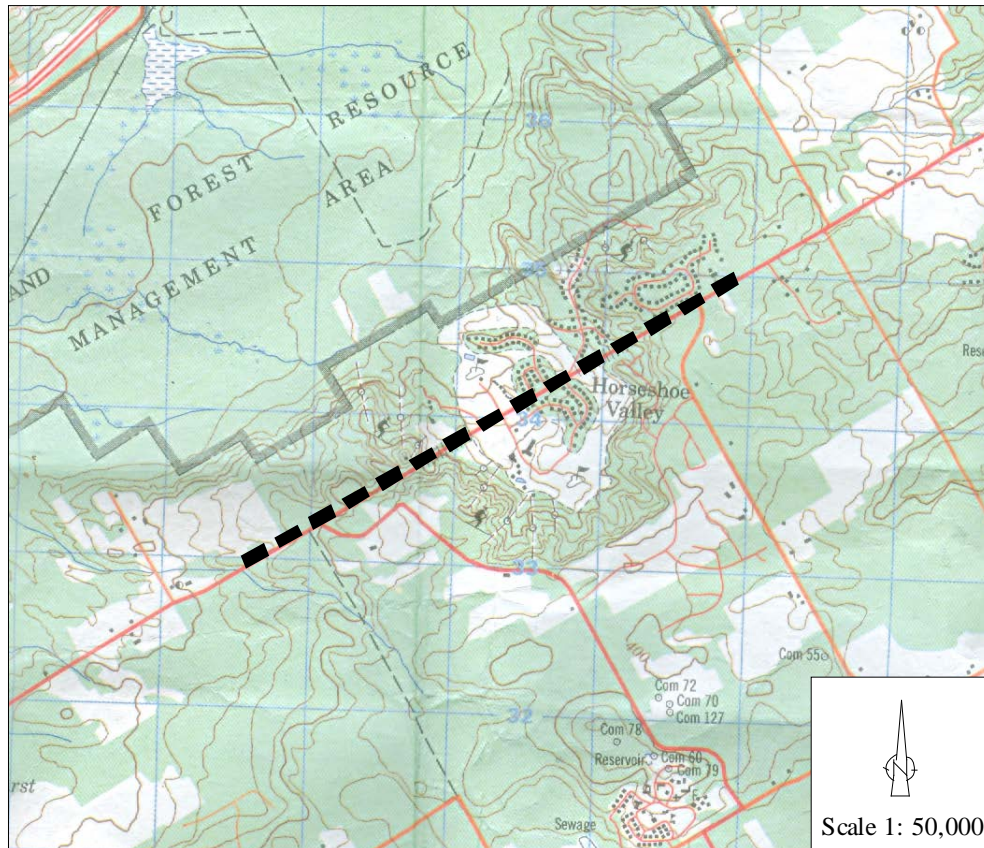


Figure 1. General Location of the Road Corridor
(Department of Energy, Mines and Resources 2000 Elmvale 31D/12)

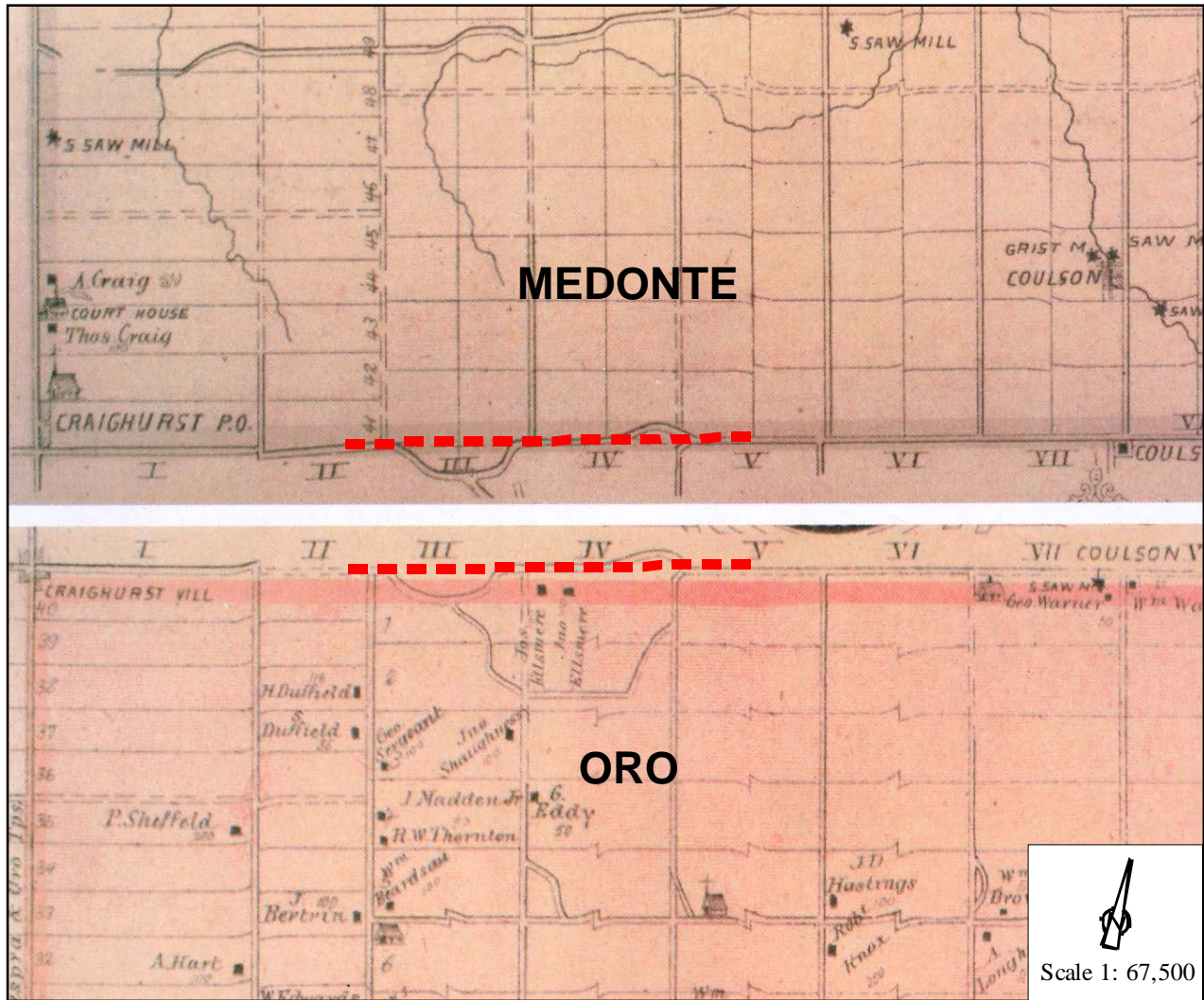


Figure 2. 1881 Historical Atlas Map of Oro and Medonte Townships Showing Location of Road Corridor (Beldon 1881)

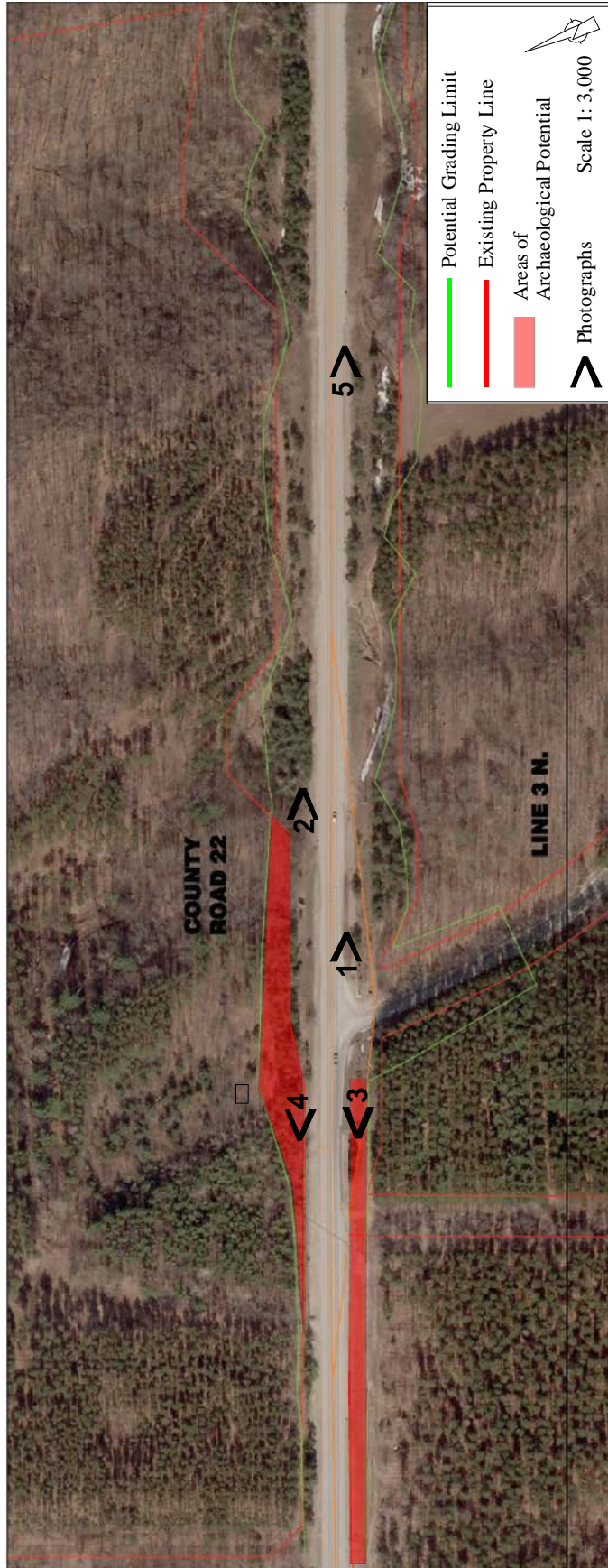


Figure 3. Archaeological Potential of the West End of the Road Corridor



Figure 4. Archaeological Potential of the Western Section of the Road Corridor



Figure 5. Archaeological Potential of the Central Section of the Road Corridor



Figure 6. Archaeological Potential of the Eastern Section of the Road Corridor



Figure 7. Archaeological Potential of the East End of the Road Corridor

5.0 IMAGES



Plate 1. Disturbed South Side of Corridor, Immediately East of Line 3 North (view east)



Plate 2. Disturbed North Side of Corridor, Immediately East of Line 3 North (view east)



Plate 3. Potentially Undisturbed South Side of Corridor, Immediately West of Line 3 North (view west)



Plate 4. Potentially Undisturbed North Side of Corridor, Immediately West of Line 3 North (view west)



Plate 5. Disturbed South Side of Corridor, 350m East of Line 3 North (view east)



Plate 6. Disturbed North Side of Corridor, 500m West of Entrance to Horseshoe Valley Resort (view east)



Plate 7. Disturbed South Side of Corridor, 350m West of Entrance to Horseshoe Valley Resort (view east)



Plate 8. Disturbed North Side of Corridor, 350m West of Entrance to Horseshoe Valley Resort (view east)



Plate 9. Disturbed South Side of Corridor, Immediately West of Entrance to Horseshoe Valley Resort (view west)



Plate 10. Disturbed North Side of Corridor, Immediately West of Entrance to Horseshoe Valley Resort (view west)



Plate 11. Disturbed South Side of Corridor, Immediately East of Entrance to Horseshoe Valley Resort (view east)



Plate 12. Disturbed North Side of Corridor, Immediately East of Entrance to Horseshoe Valley Resort (view east)



Plate 13. Disturbed Road Corridor, Immediately West of Country Club Lane (view west)



Plate 14. Disturbed Road Corridor Immediately East of Country Club Lane (view east)



Plate 15. Disturbed Road Corridor, 400m West of Line 4 North (view west)



Plate 16. Disturbed Road Corridor, 150m West of Line 4 North (view west)



Plate 17. Potentially Undisturbed Road Corridor Immediately West of Line 4 North (view west)



Plate 18. Potentially Undisturbed Road Corridor Immediately East of Line 4 North (view east)

6.0 REFERENCES CITED

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Apr 1, 2015

Christopher Michael Brown (P361)
Archaeological Assessments Ltd.
29 Glenora Toronto ON M6C 3Y2

**RE: RE: Entry into the Ontario Public Register of Archaeological Reports:
Archaeological Assessment Report Entitled, "the Stage 1 Archaeological
Assessment of the Proposed Widening Of County Road 22, East And West Of The
Horseshoe Valley Resort Main Entrance, Township Of Oro-Medonte, Simcoe
County", Dated Jan 17, 2014, Filed with MTCS Toronto Office on Jan 23, 2014,
MTCS Project Information Form Number P361-0069-2013, MTCS File Number
0000463**

Dear Mr Brown:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18 has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to ArchaeologyReports@Ontario.ca.

cc. Archaeology Licensing Officer
Sean Sexsmith, Ainley Group
Julie Scruton, County of Simcoe

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Appendix I

Noise Assessment

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TRANSMITTAL RECORD

Date: May 2, 2017

To: Ainley Group

Enclosing Herewith: Report

Via: E-mail

**Title: Class "C" Environmental Noise Impact Assessment
Class EA Improvements
County Road 22
Approximately 2.5 KM East and West of The Main Entrance to
Horseshoe Valley Resort
Barrie, Ontario**

Comments:

Distribution: Dylan Emery

Per: Daniela Filiberto

**CLASS "C" ENVIRONMENTAL NOISE IMPACT ASSESSMENT
CLASS EA IMPROVEMENTS
COUNTY ROAD 22
APPROXIMATELY 2.5 KM
EAST AND WEST OF THE MAIN ENTRANCE TO
HORSESHOE VALLEY RESORT
BARRIE, ONTARIO**

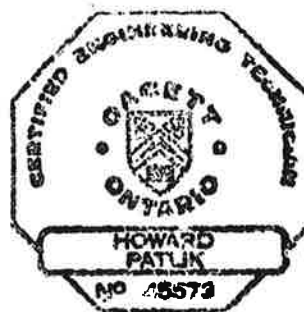
FOR

AINLEY & ASSOCIATES

PREPARED BY



HOWARD R. PATLIK, C.E.T.



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JOHN E. COULTER, B.A. Sc., P. ENG.



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MAY 2, 2017

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APPENDIX D: REFERENCES

1.0 INTRODUCTION

At the request of Ainley & Associates Limited, acting on behalf of The Corporation of the County of Simcoe, J.E. COULTER ASSOCIATES LIMITED has assessed the anticipated noise impact of the proposed widening of County Road 22 approximately 2.5km on either side of the entrance to Horseshoe Valley Resort, in the County of Simcoe (see Appendix A for figures). This report is based on the County Road 22 Truck Climbing Lane and Roundabout Intersections Design Concept Plan provided by Ainley & Associates. This study uses the protocols outlined by the Ministry of Transportation and the Ministry of the Environment and Climate Change (MOECC) agreement as the basis for the noise analysis.

2.0 CRITERIA

In evaluating noise impact, the requirement is to compare the sound levels with and without the project at a point 10 years after project completion. The project is expected to commence in 2016. The protocol has stipulated that noise control measures be considered when the increment in sound levels between the proposed future condition and the future do-nothing condition (based on a 10-year traffic forecast after completion of the project in the year 2028) is 5 dB or greater at the affected noise sensitive receivers. Increases in the sound level of less than 5 dB are considered low, and impacts of less than 3 dB are considered insignificant.

For reference purposes, a 3 dB increase is considered the lower limit of reliably detected, long-term changes in sound. It represents about a 30% increase in overall loudness. A 5 dB increase represents a 50% increase in loudness and a 10 dB increase represents a doubling of loudness.

Traffic increases of 3:1 are required to cause a 5 dB increment in sound levels, all other factors (truck mix, speed limit and road gradient) being equal. Changes in alignment, both vertical and horizontal or removal of buildings that were providing screening can also cause changes to the sound levels.

3.0 ROAD TRAFFIC

The following table provides the projected future AADT (Average Annual Daily Traffic) volumes for County Road 22 in the year 2028, with and without the widening in place. The study projected the traffic for the year 2028 based on a 2% growth rate per annum (compounded).

TABLE 1: ROAD TRAFFIC – COUNTY ROAD 22				
	West of 3rd Line	3rd Line to Horseshoe Valley Resort	Horseshoe Valley Resort to 4th Line	East of 4th Line
2013 AADT (Existing) No Widening (No Project)	6,680	5,960	4,675	4,705
2018 AADT (With or No Project)	7,625	6,715	5,270	5,350
2023 AADT (With or No Project)	8,560	7,475	5,860	6,000
2028 AADT (With or No Project)	9,450	8,250	6,470	6,625
2033 AADT (With or No Project)	10,500	9,040	7,085	7,335
Speed Limit (km/hr.) Existing/Future	70/60	70/60	70/60	70/60
Truck Percentage (Medium/Heavy Split)	9.2% (50/50)	9.2% (50/50)	9.4% (50/50)	9.4% (50/50)

Notes:

1. AADT is Average Annual Daily Traffic volume based on the average of AM and PM peak hour volumes (AADT = 10 * Avg. AM+PM Hour volumes).
2. For future Year 2028 no-widening scenario; this is the "null project" condition.
3. For future Year 2028 widening scenario; this is the case where the "project" proceeds.

4.0 EXISTING CONDITIONS

County Road 22 is at present a 2-lane roadway with a posted speed limit of 70 kph. The stretch of County Road 22 involved in this study includes a low-density housing (mostly flanking or fronting residential uses onto the north and south sides of County Road 22) and Horseshoe Valley Resort. For the purposes of this study, noise-sensitive areas comprise residential uses and the resort.

5.0 PROJECT DESCRIPTION

This report deals with the proposed widening. It is assumed the existing pavement's alignment of County Road 22 will remain unchanged from its present location. The addition of a third lane will shift the acoustic centre of County Road 22 slightly (by about 2m to the north or south). This widening will not require the removal of any dwellings or rows of housing that expose other residents to County Road 22. The proposed speed limit is to be reduced from 70 to 60 kph. The reduced speed of 60 kph has been assumed for both the "No Project" and "With Project" conditions.

The addition of roundabouts at 3rd Line, Horseshoe Blvd. and 4th Line requires a locally reduced speed limit to 40 kph in these areas. However, because of deceleration and acceleration of vehicles at the roundabouts, the model assumes a constant speed (free flowing traffic) as per the proposed posted limit.

6.0 PREDICTED SOUND LEVELS

The MOECC's *ORNAMENT* noise prediction procedure *STAMSON (Version 5.03)* computer programme was used to predict the sound levels. *STAMSON 5.03* uses the daily traffic volumes for the road and basic topographical information for the site in its calculations (see Appendix B).

In this case, the calculations assume the setback of the dwellings to be 30m from the existing centre line of County Road 22, as appropriate. This is the approximate setback of the closest dwellings to the roadway segment. The assumption is that the houses are fully exposed to County Road 22. Based on the information provided by Ainley & Associates, the truck percentage on County Road 22 is 9.2% and 9.4% between 3rd Line and Horseshoe Valley Resort and Horseshoe Valley Resort and 4th Line, respectively (split evenly between heavy and medium trucks).

Table 2 illustrates the projected sound levels at various locations for both the widening and no-widening or "null" road conditions (AADT as per Table 1).

TABLE 2: NOISE IMPACT SUMMARY				
ROAD SECTION	SETBACK FROM EFF. CENTRELINE OF ROAD (m) (EXISTING/FUTURE)	SOUND LEVEL (dB L_{eq}, 24-hr.)		NOISE IMPACT (dB)
		NO PROJECT (Year 2028)	WITH PROJECT (Year 2028)	
R1: West of 3 rd Line (North side)	30/32.4	59.6	60.2	- 0.6
R1B: West of 3 rd Line (South side)	30/27.6	59.6	59.0	0.6
R2: 3 rd Line – Horseshoe Valley (North side)	30/32.4	61.1	61.7	- 0.6
R2B: 3 rd Line – Horseshoe Valley (South side)	30/27.6	61.1	60.5	0.6
R3: Horseshoe Valley – 4 th Line (North side)	30/27.6	60.1	59.5	0.6
R3: Horseshoe Valley – 4 th Line (South side)	30/32.4	60.1	60.7	- 0.6
R4: East of 4 th Line (North side)	30/32.4	58.1	57.6	0.5
R4: East of 4 th Line (South side)	30/27.6	58.1	58.7	- 0.6

Note: The receiver height is 1.5m above the grade level at the building façade.

As shown in Table 2 above, the road widening does not generate a noise impact at any noise-sensitive receivers along County Road 22. The sound level changes (+/- 0.6 dB) are considered to be acoustically insignificant relative to the "No Project" condition. Noise mitigation measures do not need to be considered because the changes in sound level are well within the MOECC/MTO noise protocol requirements of 5 dB or less.

7.0 CONSTRUCTION NOISE

Besides the ongoing potential noise impact from the new project, the MOECC/MTO Protocol also reflects the concern that undue noise impacts from the construction of the project not be created. A preliminary review of the type of construction required indicates that one would not anticipate unusual construction needs along the corridor. The standard MTO requirements are that contractors' equipment be in good repair with activities and noise control elements such as engine mufflers consistent with "good practice." The operation of construction equipment should be limited to between 0700 and 1900 hours, except in the case of emergency, for the duration of the construction period, unless the construction is greater than 400 metres from residential areas. If night or evening construction is required, an exemption from any municipal noise bylaw limitations may be required.

8.0 SUMMARY AND CONCLUSIONS

For the year 2028, 10 years after construction in the case of "project proceeding," the net change in the sound levels for the sensitive uses exposed to County Road 22 will be at most +0.6 dB, compared to not carrying out the project. The traffic volume, road gradient, and truck mix remain unchanged, regardless of whether or not the project is in place. Over the last few years, the speed limit on County Road 22 has progressively been reduced from 80 to 70 and, with the project in place, 60 kph is anticipated. This further helps to reduce the overall sound levels generated by the traffic.

In summary, the analysis found the project will not impact sound levels at any noise-sensitive receivers along County Road 22. There are no noise control measures (i.e., acoustic barriers) required as the MOECC/MTO guidelines have been satisfied. Standard good practice in controlling construction noise is required.

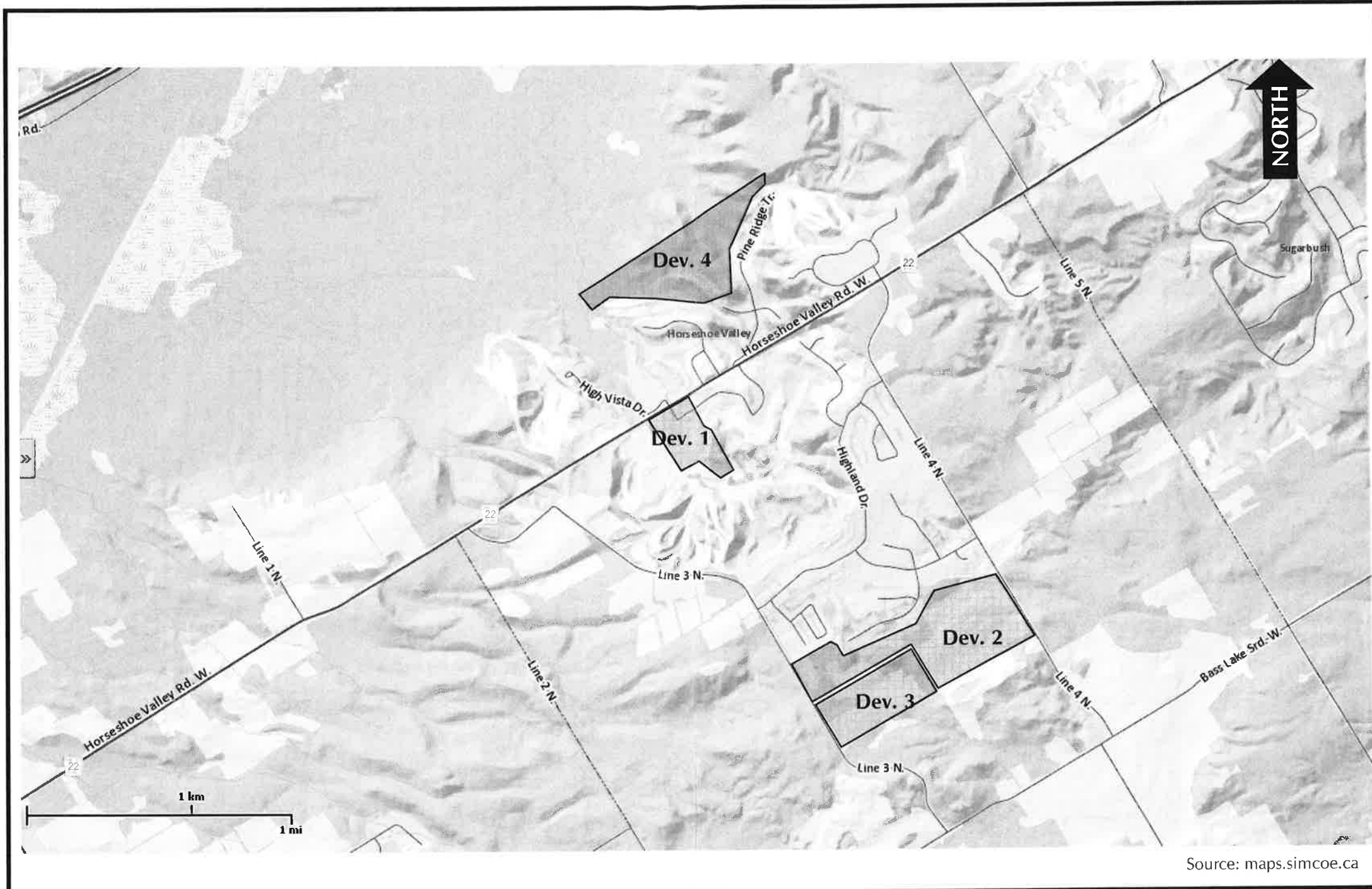
9.0 RECOMMENDATIONS

The following recommendation is proposed:

It is recommended the operation of construction equipment be limited to between 0700 and 1900 hours, except in the case of emergency, for the duration of the construction period, unless the construction is greater than 400 metres from residential areas. The standard MTO requirements are that contractors' equipment be in good repair with activities and noise control elements such as engine mufflers consistent with "good practice." For construction activity beyond 0700 to 1900 hours, exemptions may be required from the local noise bylaws.

/pt

APPENDIX A: FIGURES



Source: maps.simcoe.ca

Specific Developments



County of Simcoe, County Road 22 Intersection Improvements at 3rd Line and 4th Line

FIGURE 1

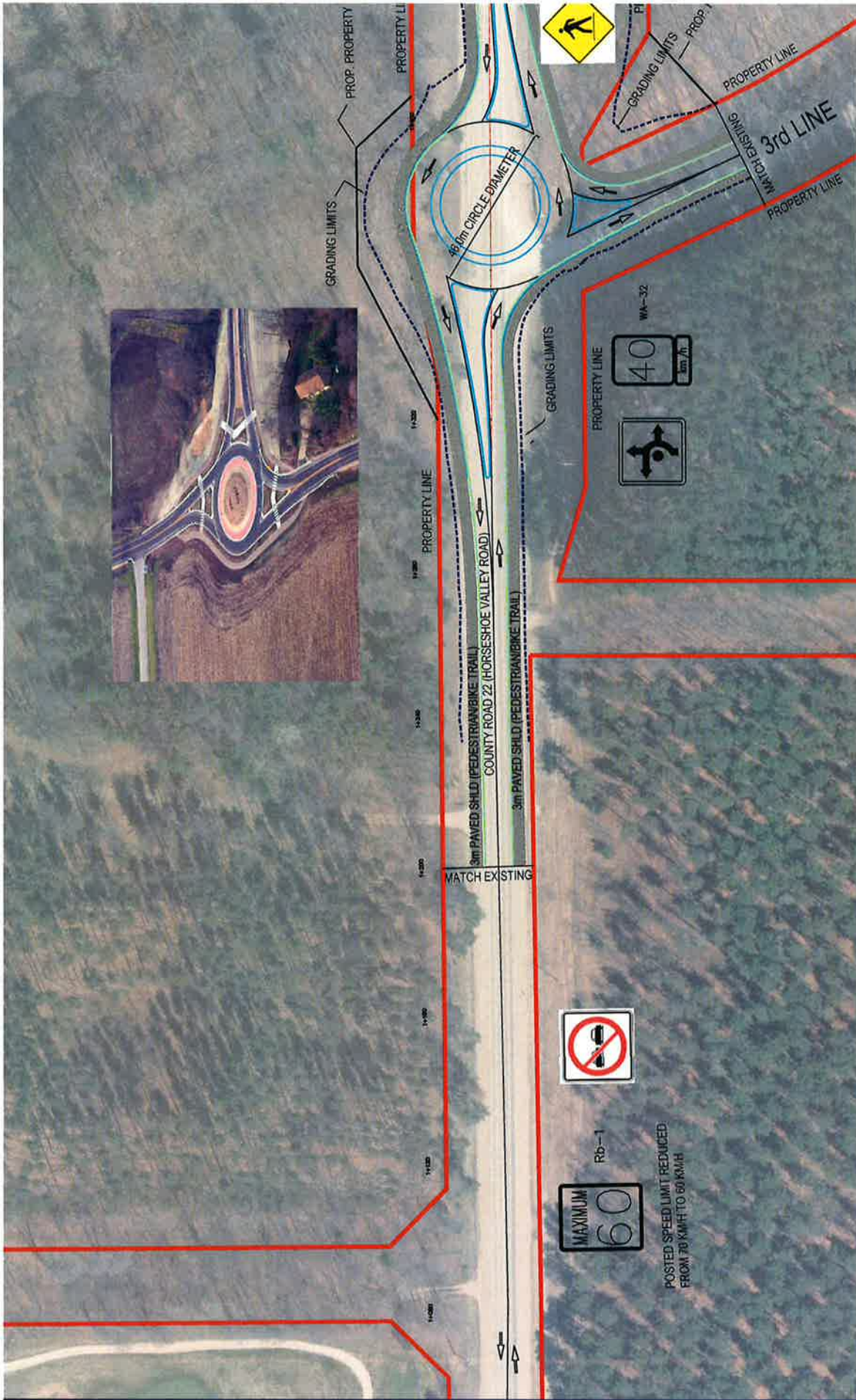


FIGURE 2

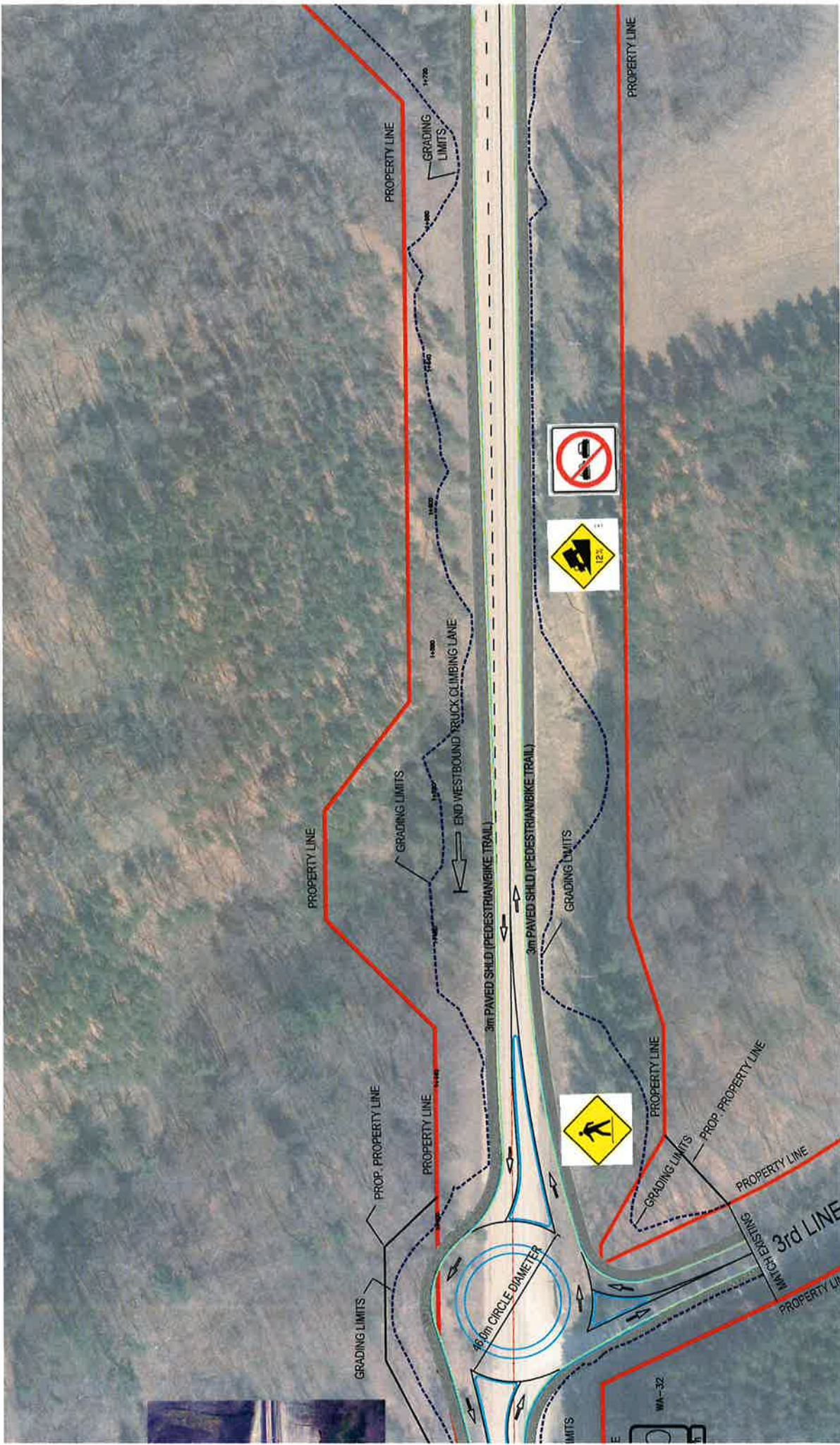


FIGURE 3

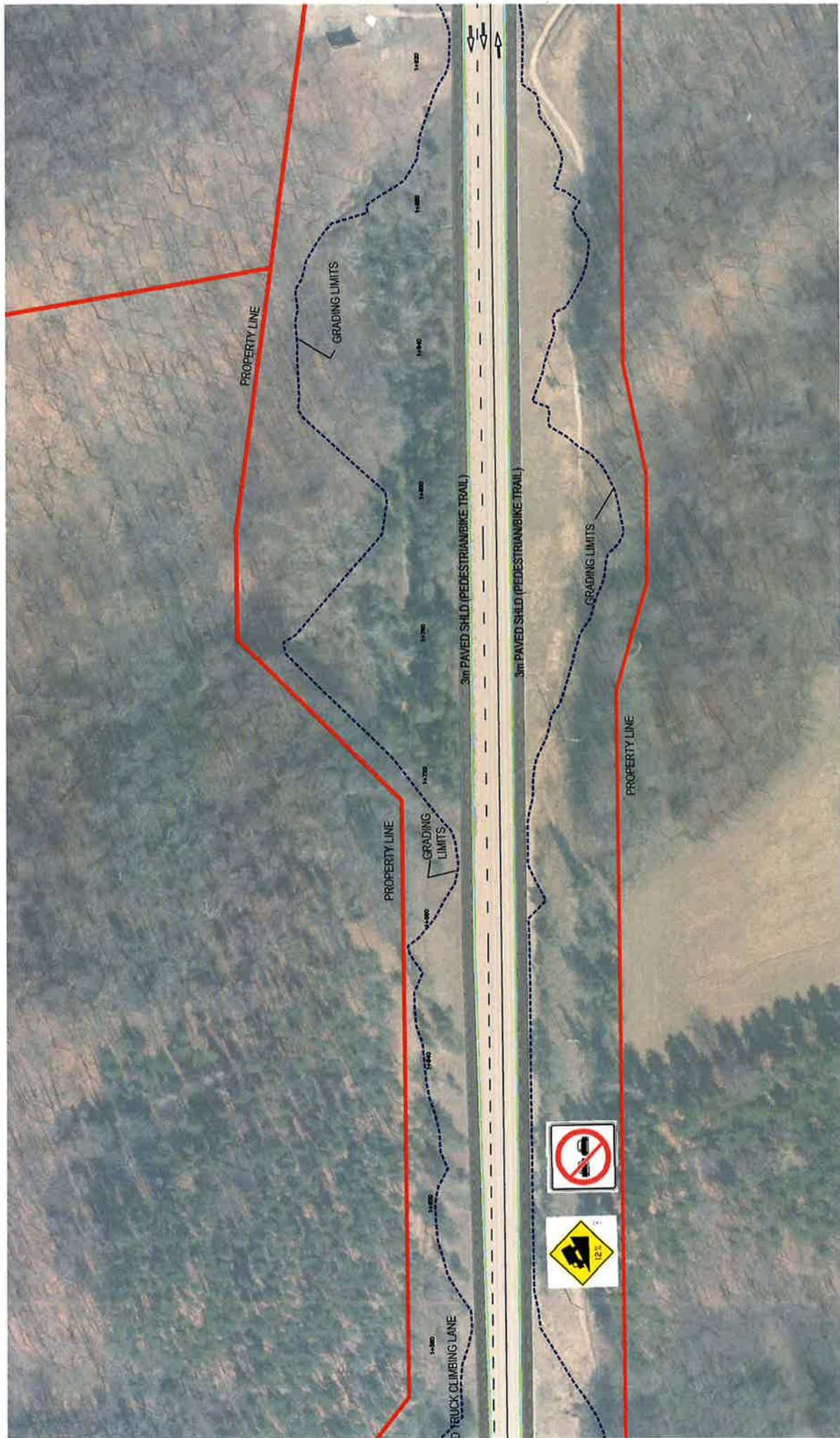


FIGURE 4

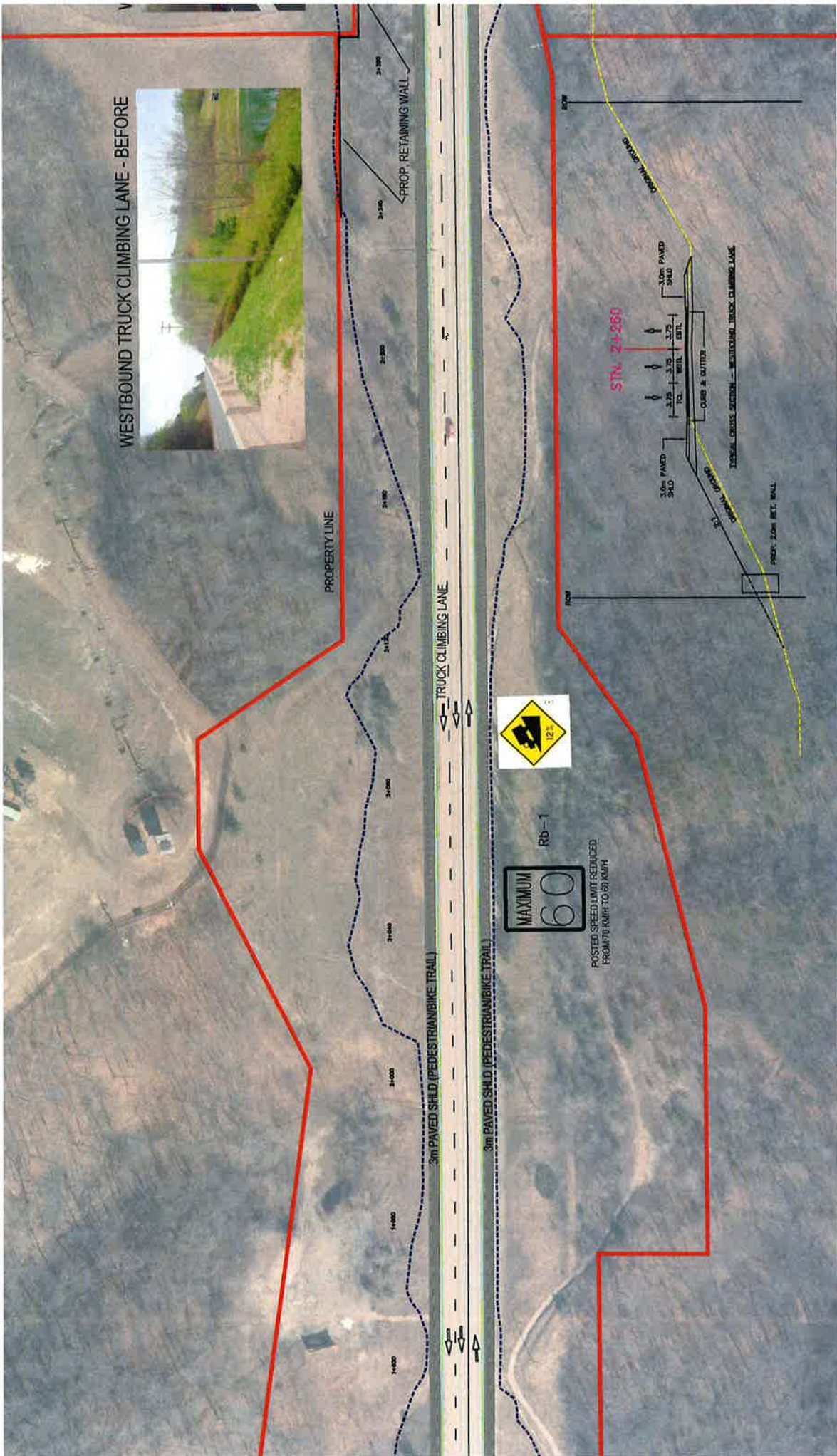


FIGURE 5



FIGURE 6

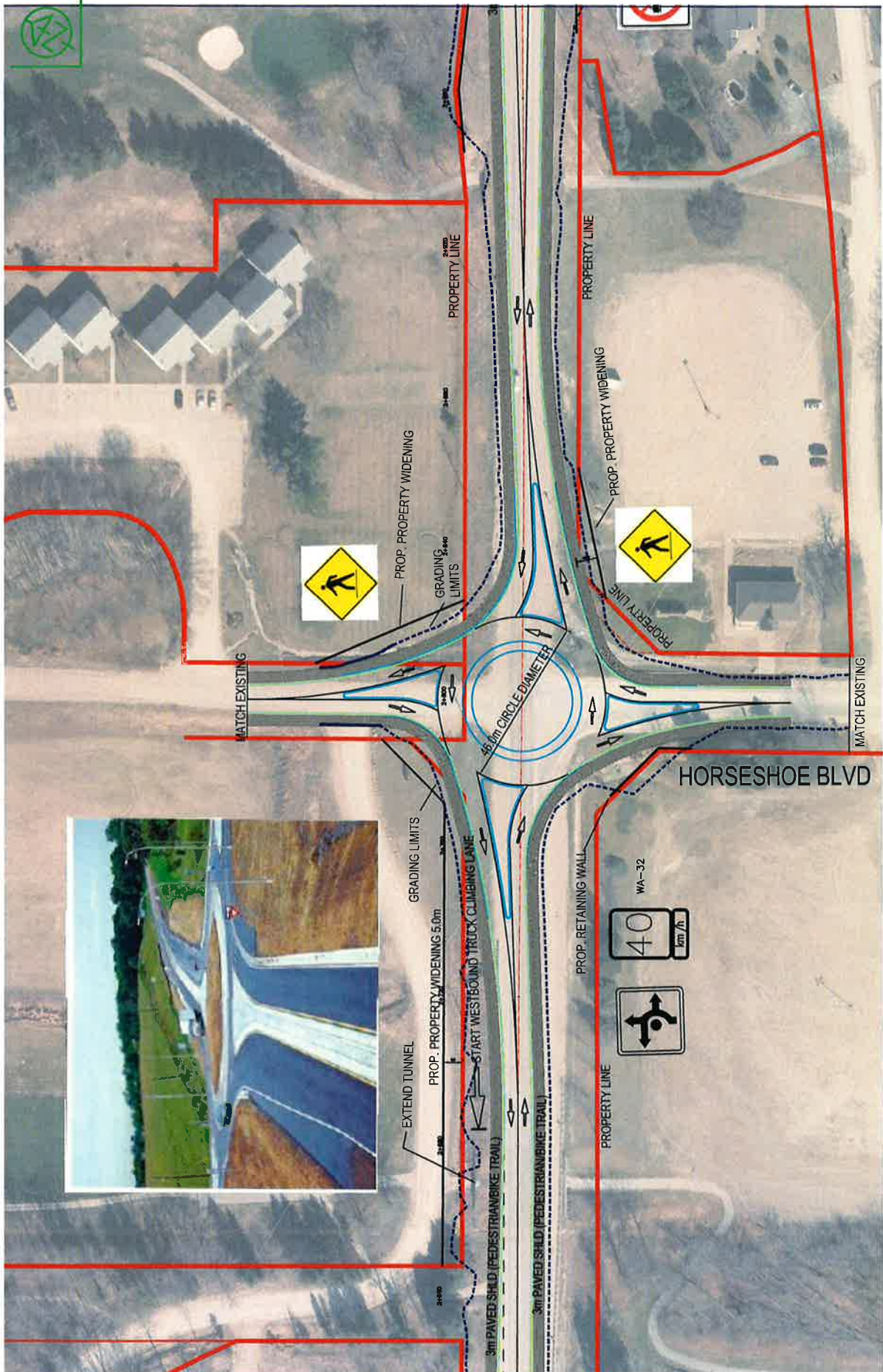


FIGURE 7



FIGURE 8



FIGURE 9



FIGURE 10

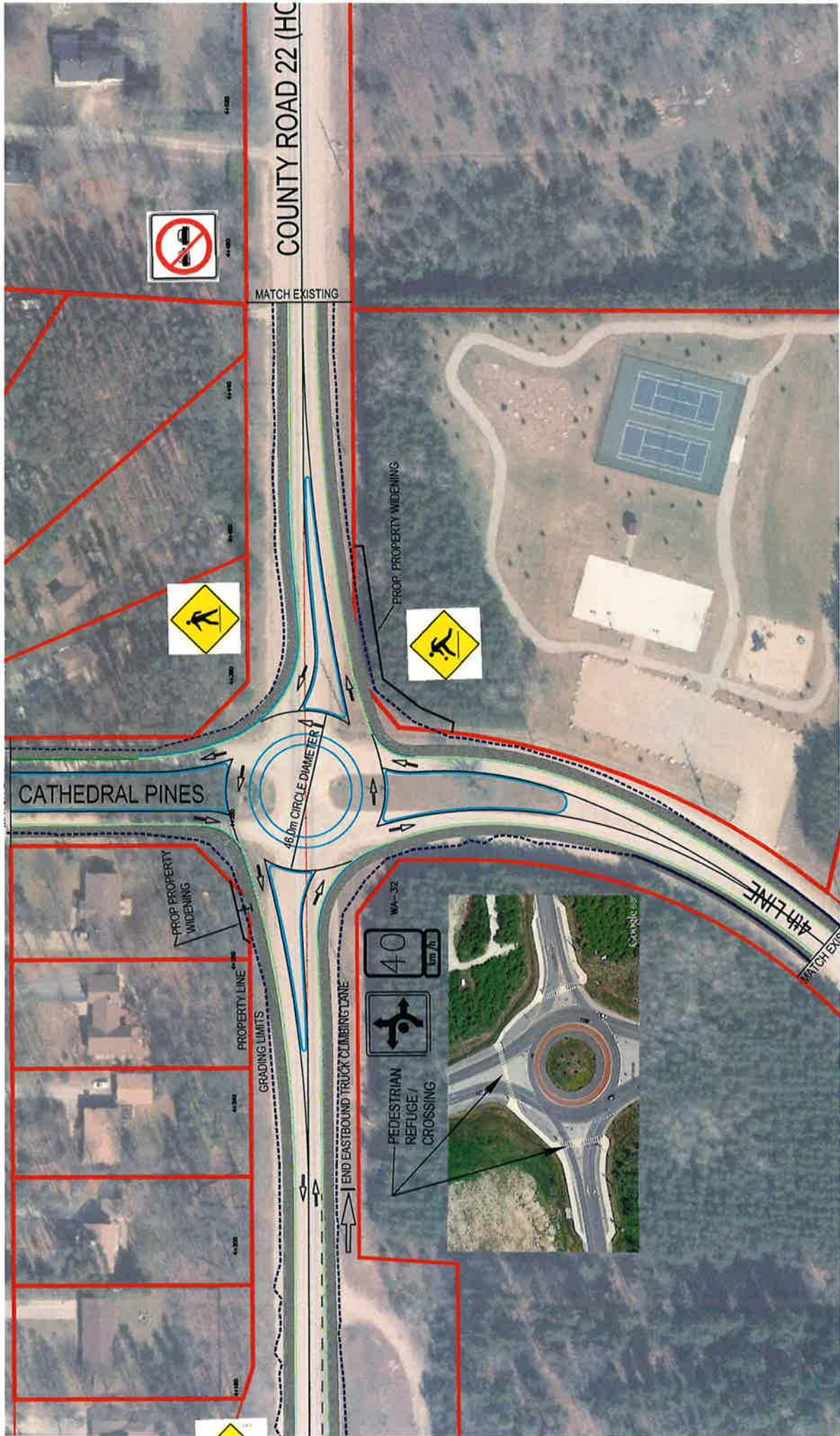


FIGURE 11

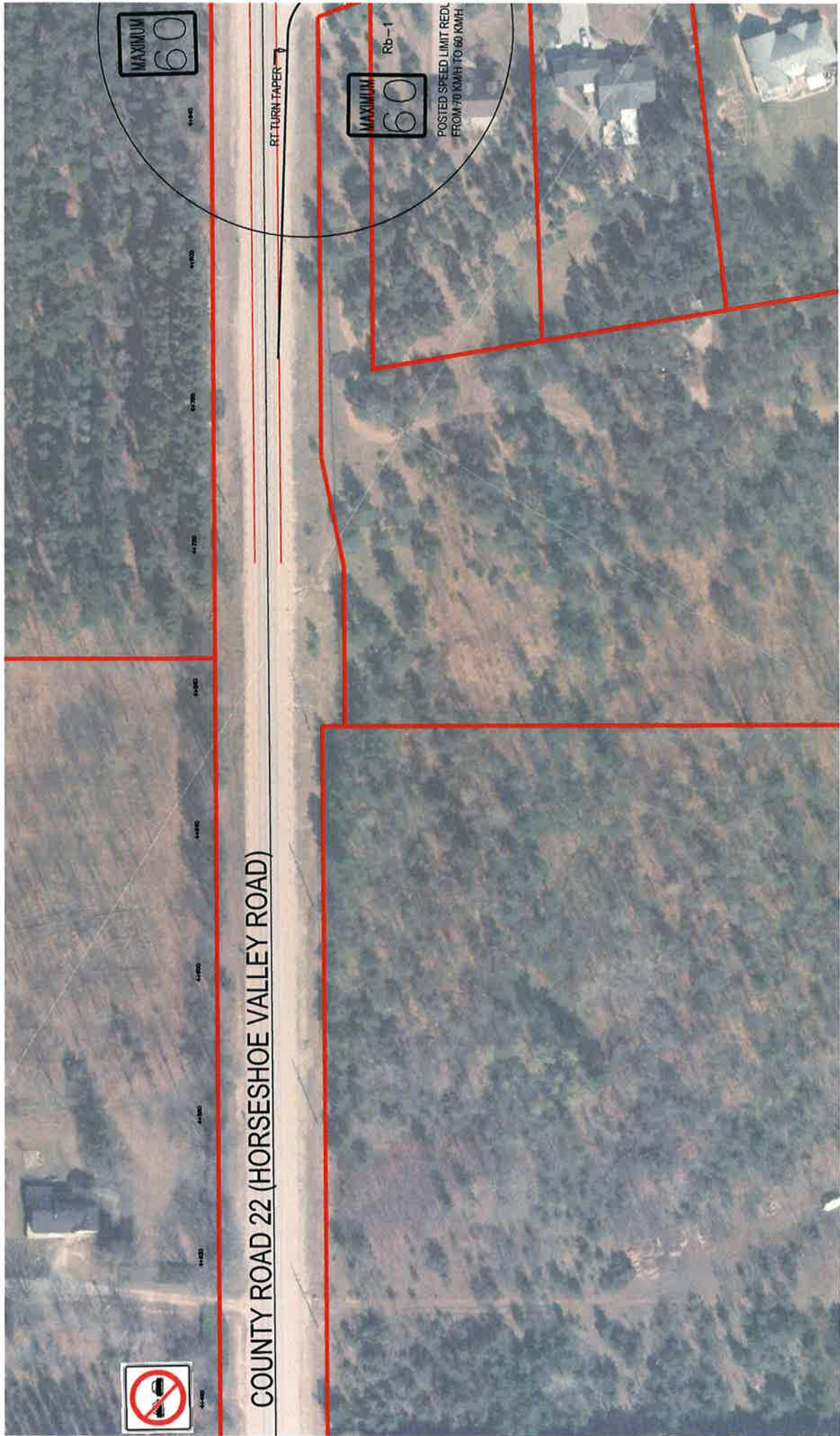


FIGURE 12

APPENDIX B: SOUND LEVEL CALCULATIONS

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:01:34
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: w3rd28ns.te Time Period: 24 hours
 Description: West of 3rd Line (NO PROJECT)

Road data, segment # 1: Cty Rd 22

```
-----
Car traffic volume : 8581 veh/TimePeriod *
Medium truck volume : 435 veh/TimePeriod *
Heavy truck volume : 435 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 1: Cty Rd 22

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.55 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
```

Results segment # 1: Cty Rd 22

 Source height = 1.46 m

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.06	0.00	-4.38	-1.46	0.00	0.00	0.00	60.22

Segment Leq : 60.22 dBA

Total Leq All Segments: 60.22 dBA

TOTAL Leq FROM ALL SOURCES: 60.22

Filename: w3rd28ns.te Time Period: 24 hours
Description: West of 3rd Line, North Side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

Car traffic volume : 8581 veh/TimePeriod *
Medium truck volume : 435 veh/TimePeriod *
Heavy truck volume : 435 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.55 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

Source height = 1.46 m

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.06	0.00	-4.38	-1.46	0.00	0.00	0.00	60.22

Segment Leq : 60.22 dBA

Total Leq All Segments: 60.22 dBA

TOTAL Leq FROM ALL SOURCES: 60.22

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:02:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: w3rd28ss.te Time Period: 24 hours
Description: West of 3rd Line, South Side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

Car traffic volume : 8581 veh/TimePeriod *
Medium truck volume : 435 veh/TimePeriod *
Heavy truck volume : 435 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.44 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

Source height = 1.46 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.06	0.00	-5.56	-1.46	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Total Leq All Segments: 59.04 dBA

TOTAL Leq FROM ALL SOURCES: 59.04

Filename: 3_hv2028.te Time Period: 24 hours
Description: 3rd Line - Horseshoe Valley (NO PROJECT)

Road data, segment # 1: Cty Rd 22

Car traffic volume : 7491 veh/TimePeriod *
Medium truck volume : 380 veh/TimePeriod *
Heavy truck volume : 380 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

Source height = 1.46 m

ROAD (0.00 + 59.02 + 0.00) = 59.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-5.00	-1.46	0.00	0.00	0.00	59.02

Segment Leq : 59.02 dBA

Total Leq All Segments: 59.02 dBA

TOTAL Leq FROM ALL SOURCES: 59.02

Filename: 3_hv28ns.te Time Period: 24 hours
 Description: 3rd Line - Horseshoe Valley, North side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 7491 veh/TimePeriod *
 Medium truck volume : 380 veh/TimePeriod *
 Heavy truck volume : 380 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 12 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 27.55 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.46 m

ROAD (0.00 + 61.66 + 0.00) = 61.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.50	0.00	-4.38	-1.46	0.00	0.00	0.00	61.66

Segment Leq : 61.66 dBA

Total Leq All Segments: 61.66 dBA

TOTAL Leq FROM ALL SOURCES: 61.66

Filename: 3_hv28ss.te Time Period: 24 hours
 Description: 3rd Line - Horseshoe Valley, South side (WITH PROJ

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 7491 veh/TimePeriod *
 Medium truck volume : 380 veh/TimePeriod *
 Heavy truck volume : 380 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 12 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.44 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.46 m

ROAD (0.00 + 60.48 + 0.00) = 60.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.50	0.00	-5.56	-1.46	0.00	0.00	0.00	60.48

Segment Leq : 60.48 dBA

Total Leq All Segments: 60.48 dBA

TOTAL Leq FROM ALL SOURCES: 60.48

Filename: hv4_2028.te Time Period: 24 hours
 Description: Horseshoe Valley - 4th Line (NO PROJECT)

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 5862 veh/TimePeriod *
 Medium truck volume : 304 veh/TimePeriod *
 Heavy truck volume : 304 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.47 m

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.48	0.00	-5.00	-1.46	0.00	0.00	0.00	58.03

Segment Leq : 58.03 dBA

Total Leq All Segments: 58.03 dBA

TOTAL Leq FROM ALL SOURCES: 58.03

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:05:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: hv4_28ns.te Time Period: 24 hours
Description: Horseshoe Valley - 4th Line - North Side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

Car traffic volume : 5862 veh/TimePeriod *
Medium truck volume : 304 veh/TimePeriod *
Heavy truck volume : 304 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 12 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.44 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

Source height = 1.47 m

ROAD (0.00 + 59.50 + 0.00) = 59.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.52	0.00	-5.56	-1.46	0.00	0.00	0.00	59.50

Segment Leq : 59.50 dBA

Total Leq All Segments: 59.50 dBA

TOTAL Leq FROM ALL SOURCES: 59.50

Filename: hv4_28ss.te Time Period: 24 hours
Description: Horseshoe Valley - 4th Line - South Side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

Car traffic volume : 5862 veh/TimePeriod *
Medium truck volume : 304 veh/TimePeriod *
Heavy truck volume : 304 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 12 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.55 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

Source height = 1.47 m

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.52	0.00	-4.38	-1.46	0.00	0.00	0.00	60.68

Segment Leq : 60.68 dBA

Total Leq All Segments: 60.68 dBA

TOTAL Leq FROM ALL SOURCES: 60.68

Filename: e4th2028.te Time Period: 24 hours
 Description: East of 4th Line - (NO PROJECT)

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 6002 veh/TimePeriod *
 Medium truck volume : 311 veh/TimePeriod *
 Heavy truck volume : 311 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.47 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.58	0.00	-5.00	-1.46	0.00	0.00	0.00	58.13

Segment Leq : 58.13 dBA

Total Leq All Segments: 58.13 dBA

TOTAL Leq FROM ALL SOURCES: 58.13

Filename: e4th28ns.te Time Period: 24 hours
 Description: East of 4th Line - North side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 6002 veh/TimePeriod *
 Medium truck volume : 311 veh/TimePeriod *
 Heavy truck volume : 311 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.44 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.47 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.58	0.00	-5.56	-1.46	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 57.56 dBA

TOTAL Leq FROM ALL SOURCES: 57.56

Filename: e4th28ss.te Time Period: 24 hours
 Description: East of 4th Line - South side (WITH PROJECT)

Road data, segment # 1: Cty Rd 22

 Car traffic volume : 6002 veh/TimePeriod *
 Medium truck volume : 311 veh/TimePeriod *
 Heavy truck volume : 311 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Cty Rd 22

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 27.55 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Cty Rd 22

 Source height = 1.47 m

ROAD (0.00 + 58.74 + 0.00) = 58.74 dBA

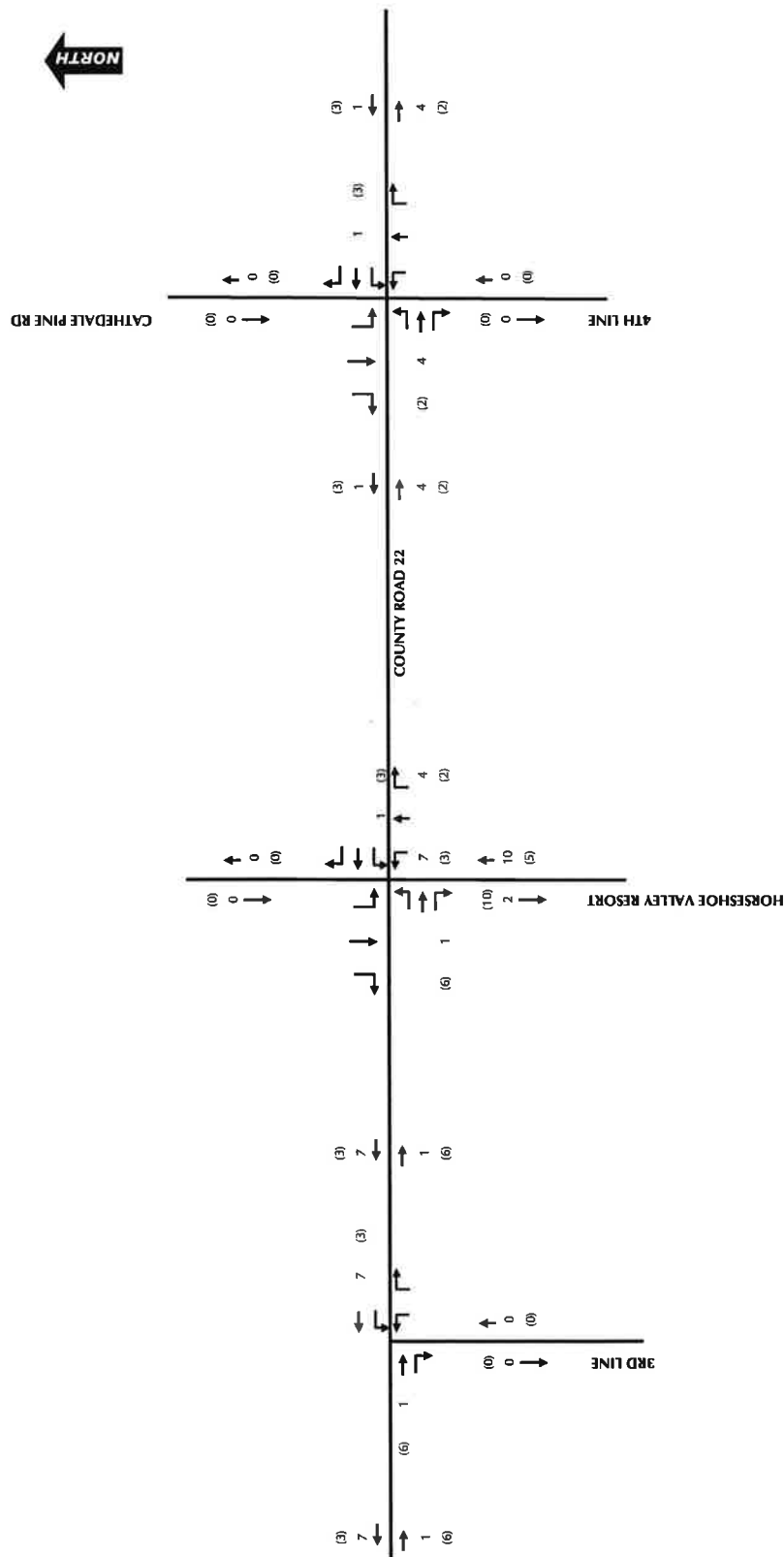
Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.58	0.00	-4.38	-1.46	0.00	0.00	0.00	58.74

Segment Leq : 58.74 dBA

Total Leq All Segments: 58.74 dBA

TOTAL Leq FROM ALL SOURCES: 58.74

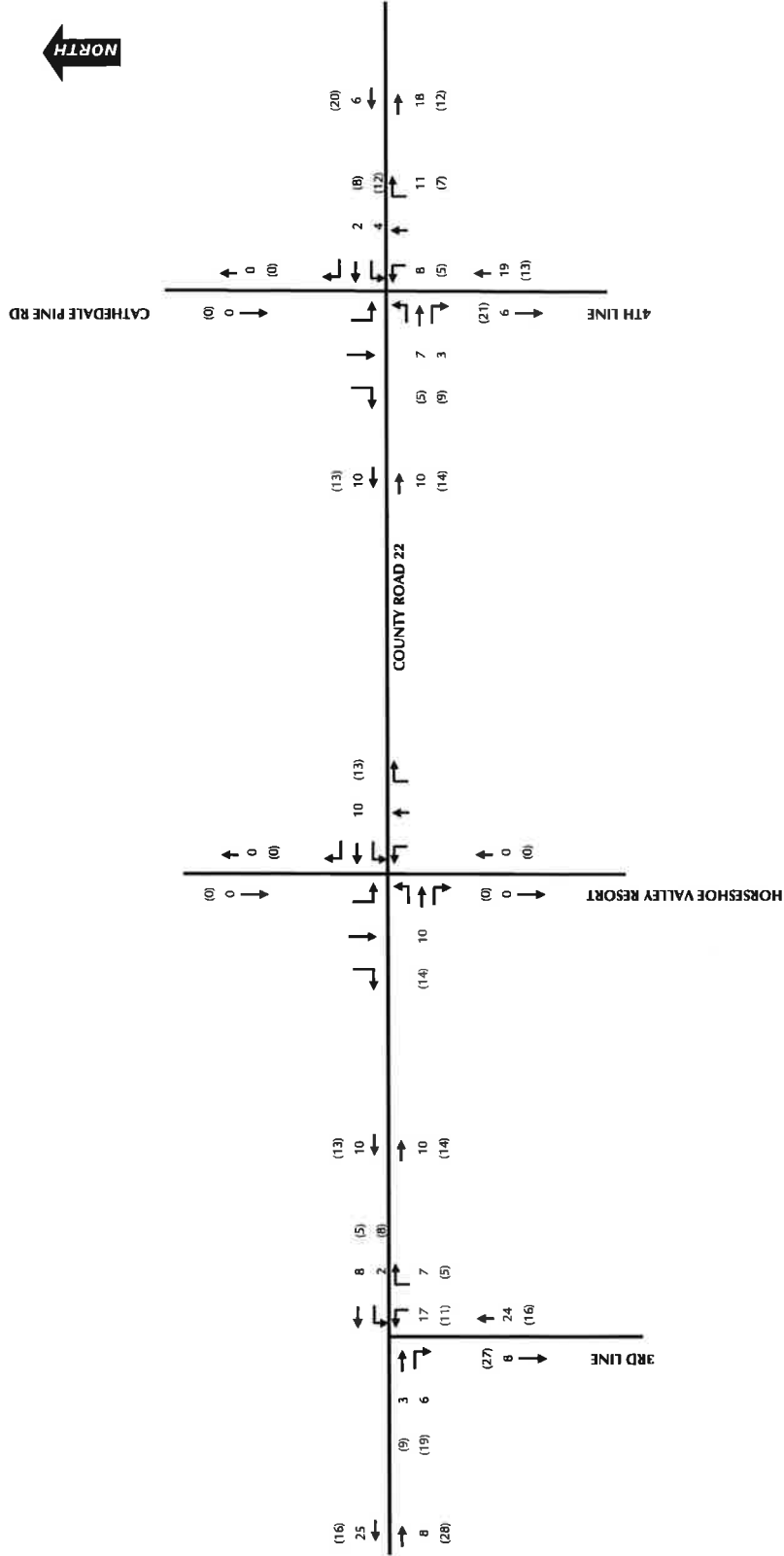
TRAFFIC STUDY (HOURLY)



100 (100) AM (PM) peak hour

Figure C1
 2018 Skyline HV Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

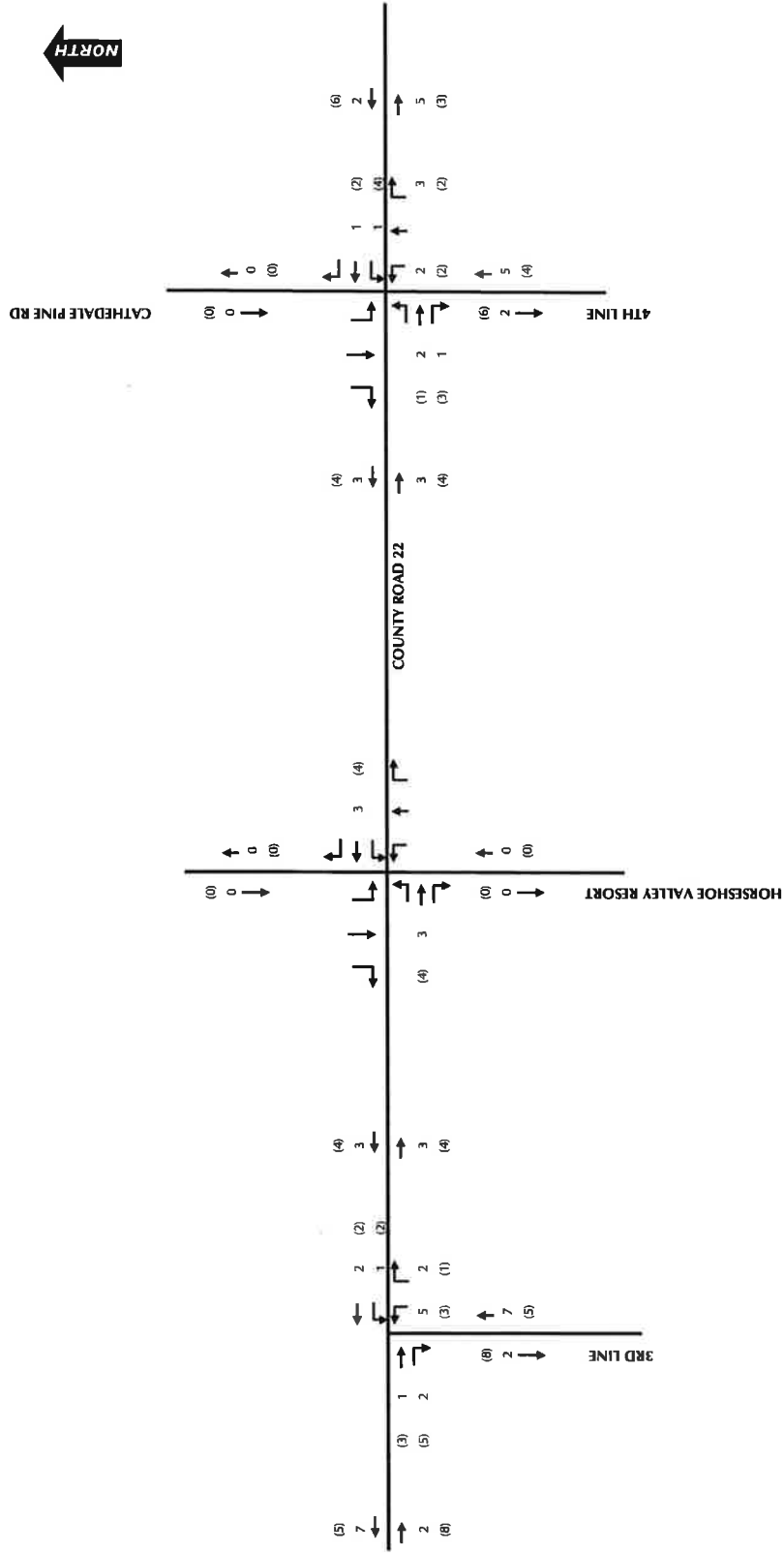




100 (100) AM (PM) peak hour

Figure C2
2018 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

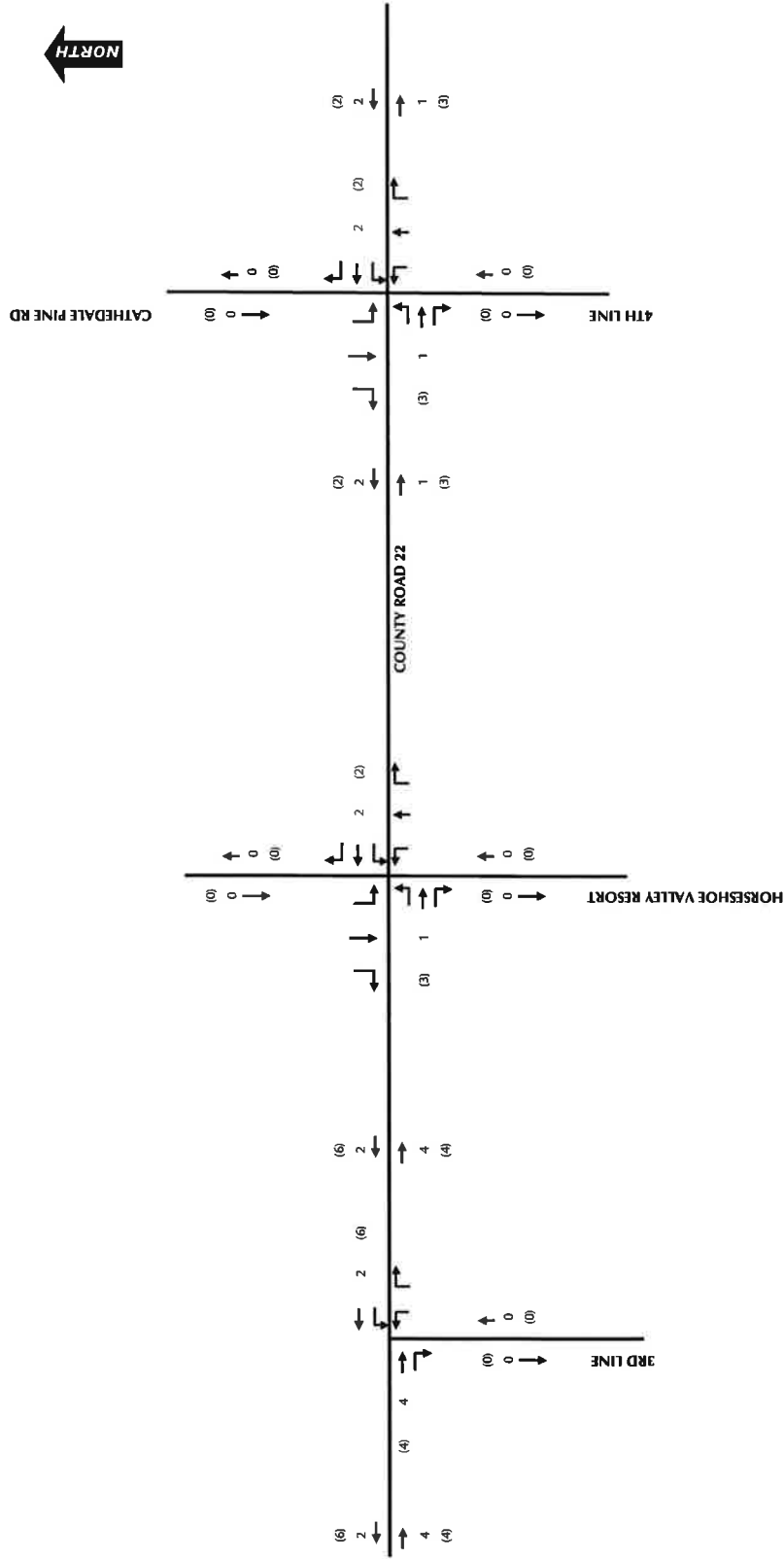




100 (100) AM (PM) peak hour

Figure C3
 2018 Horseshoe Timber Ridge Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe

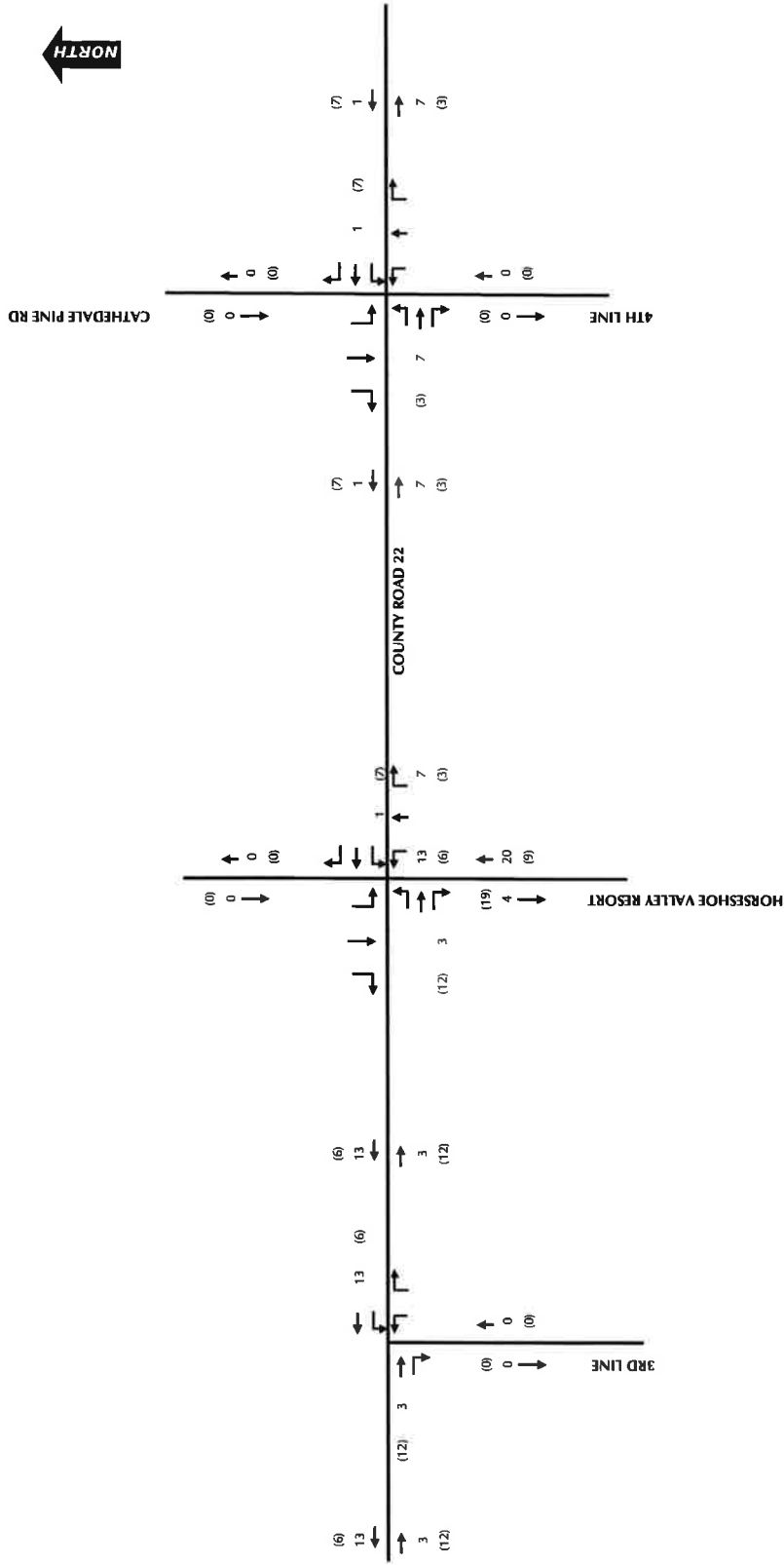




100 (100) AM (PM) peak hour

Figure C4
2018 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

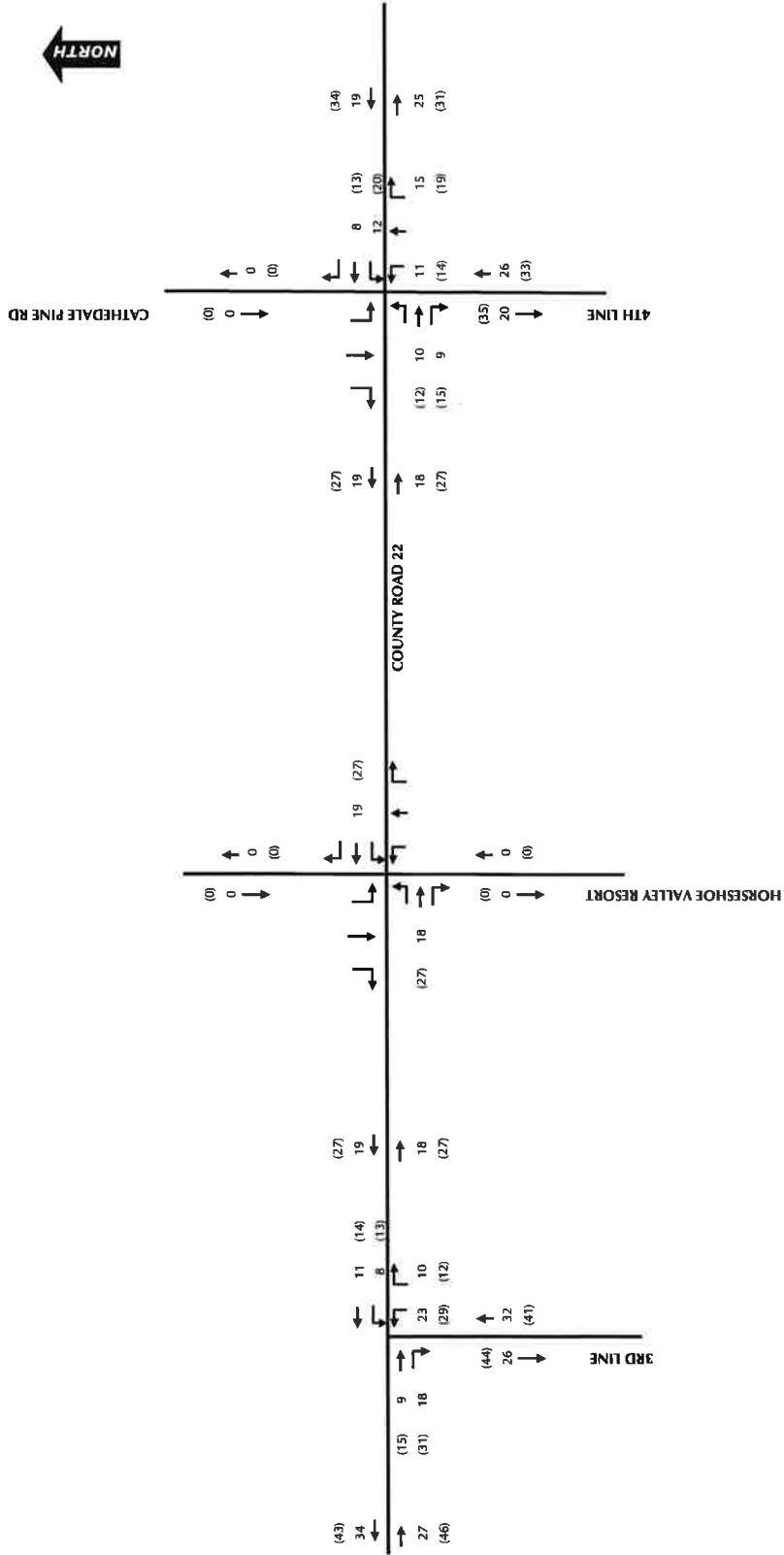




100 (100) AM (PM) peak hour

Figure C5
2023 Skyline HV Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

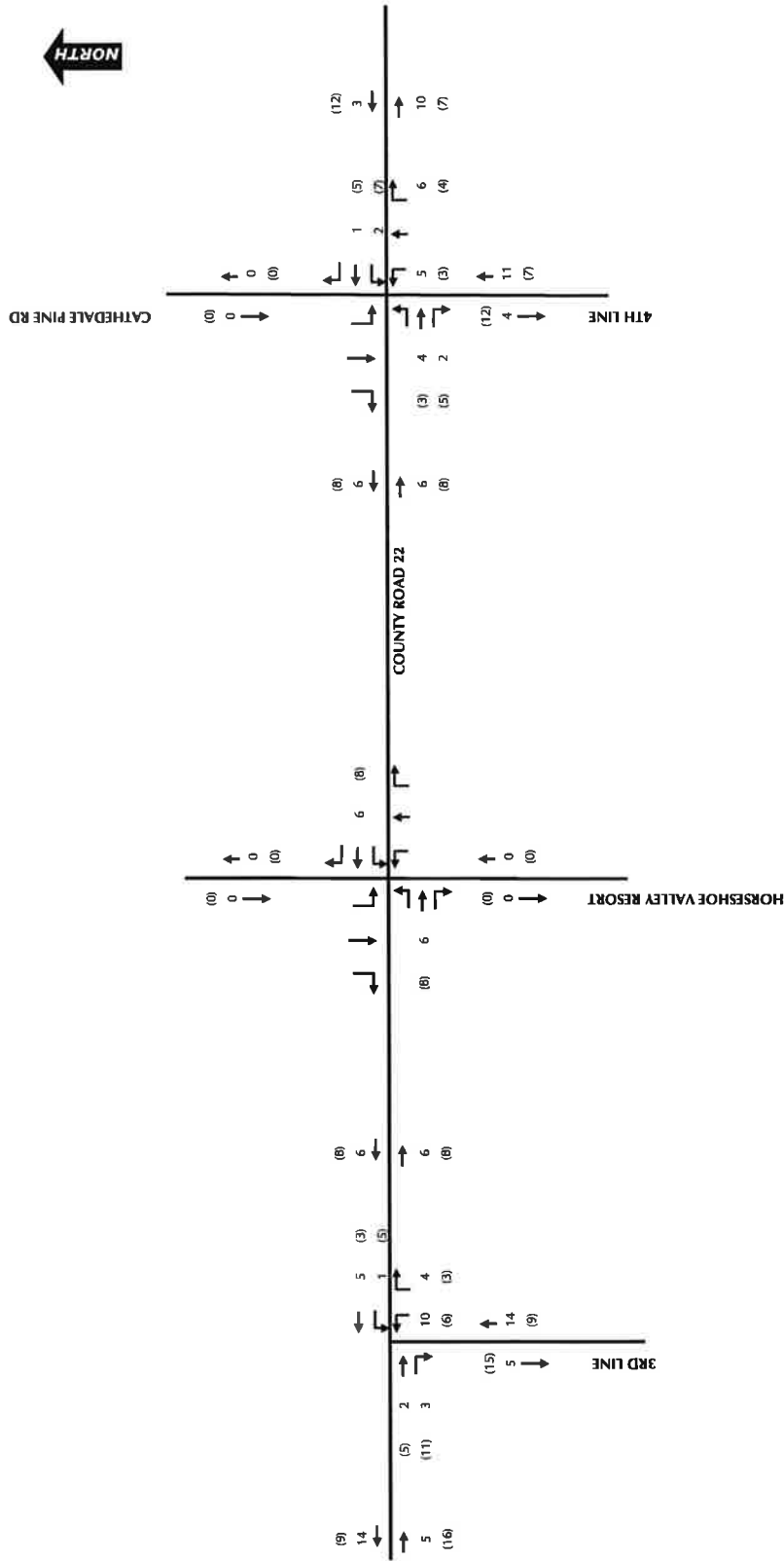




100 (100) AM (PM) peak hour

Figure C6
2023 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe

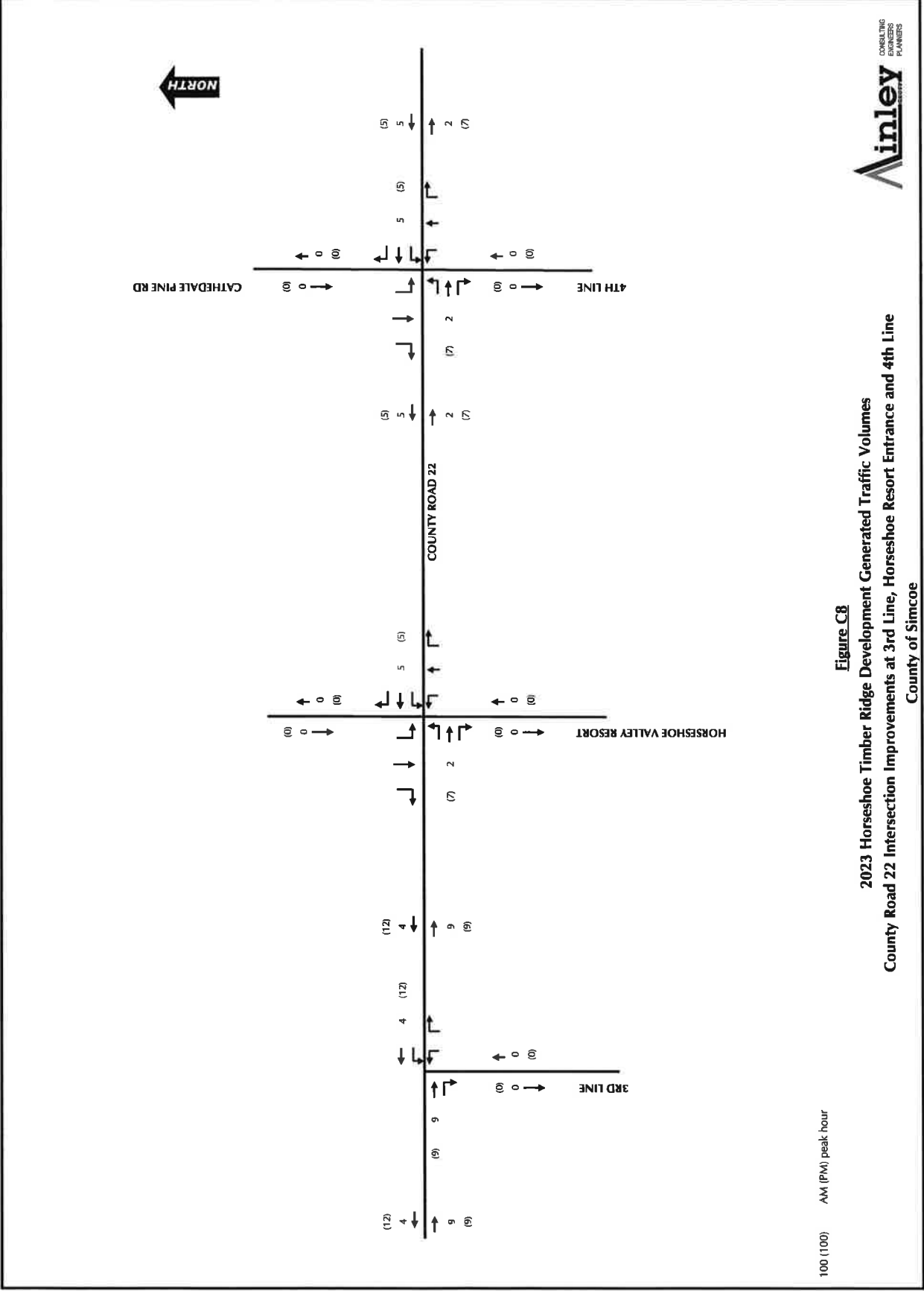


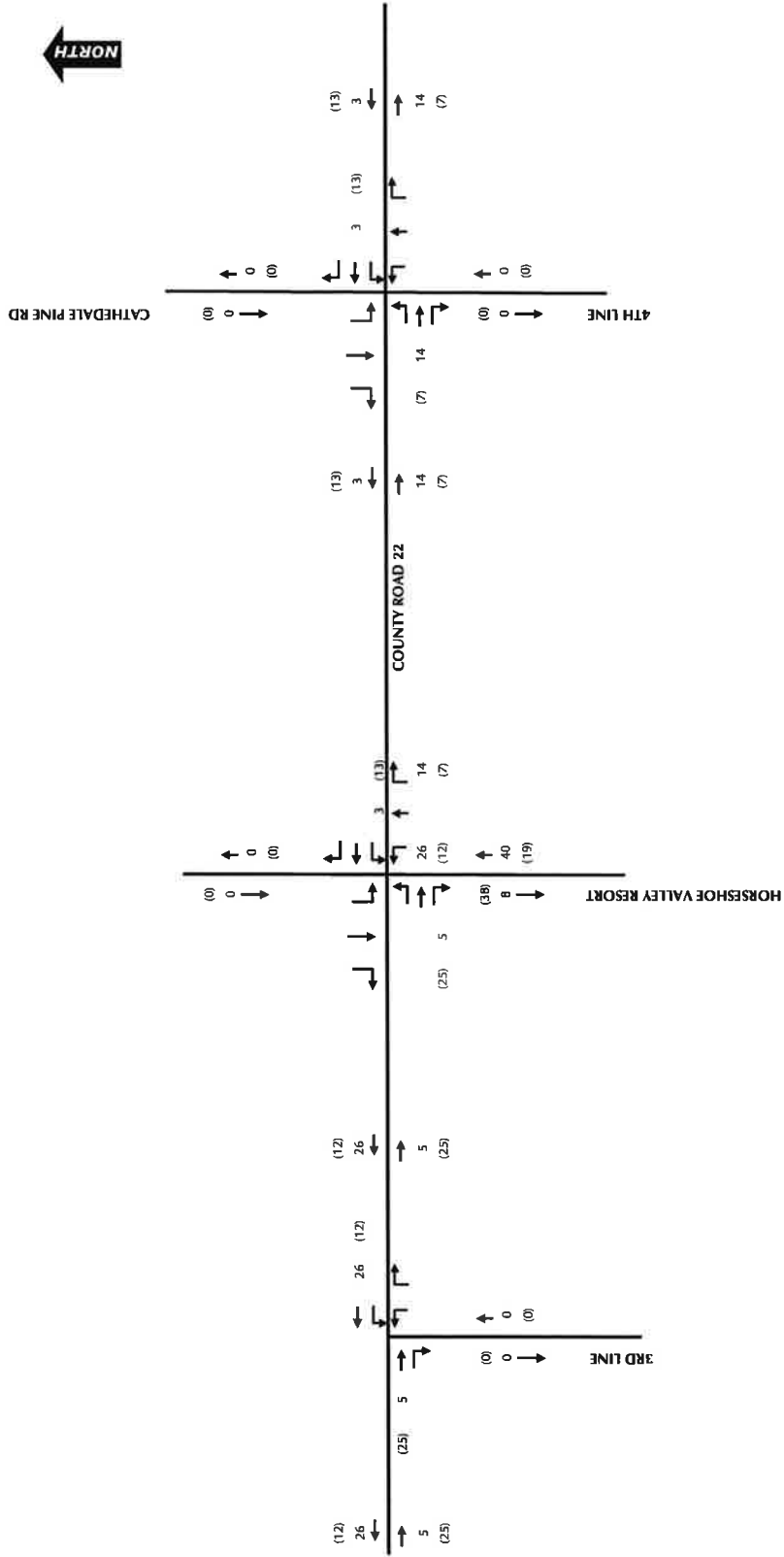


100 (100) AM (PM) peak hour

Figure C7
2023 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



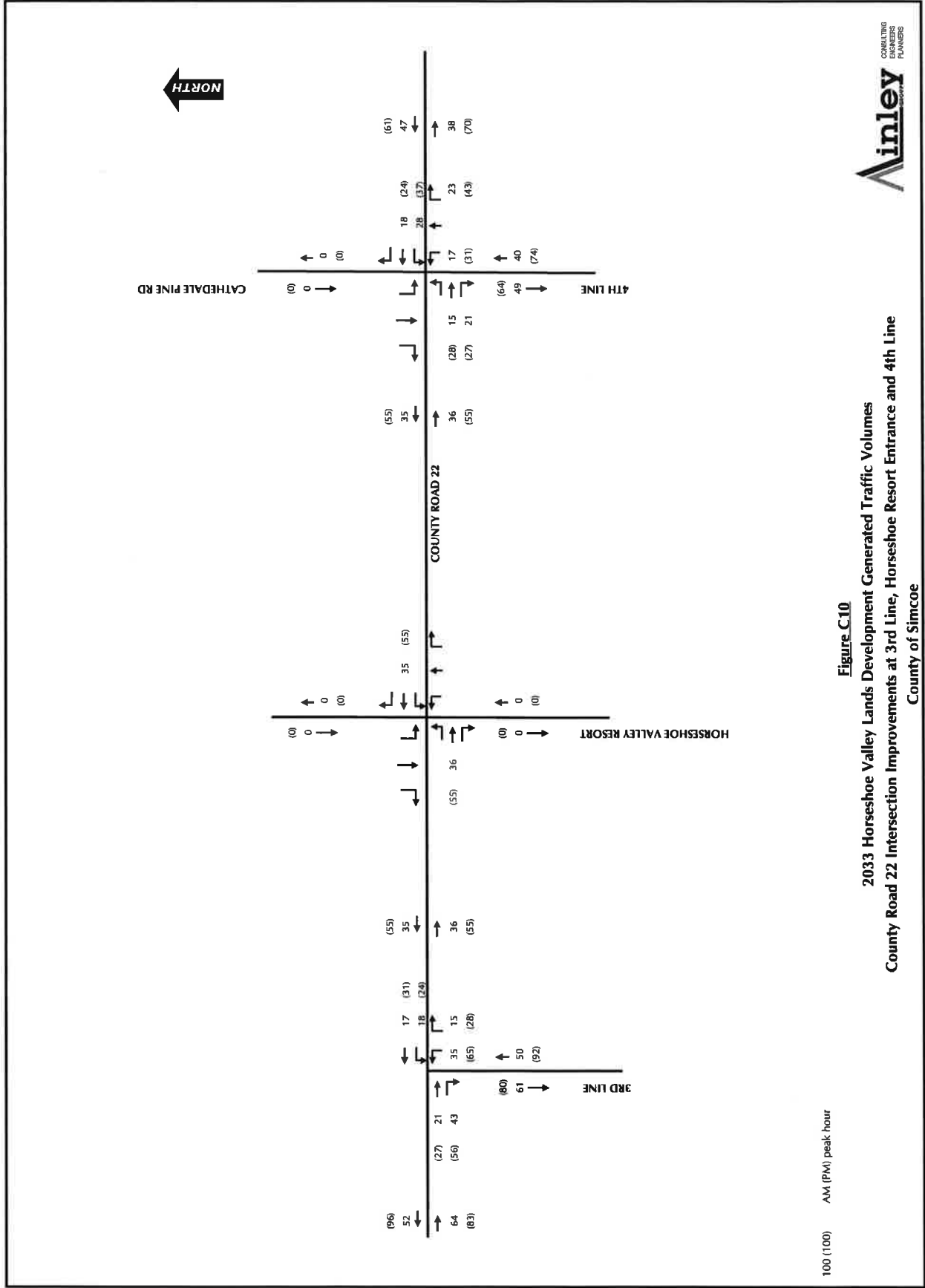


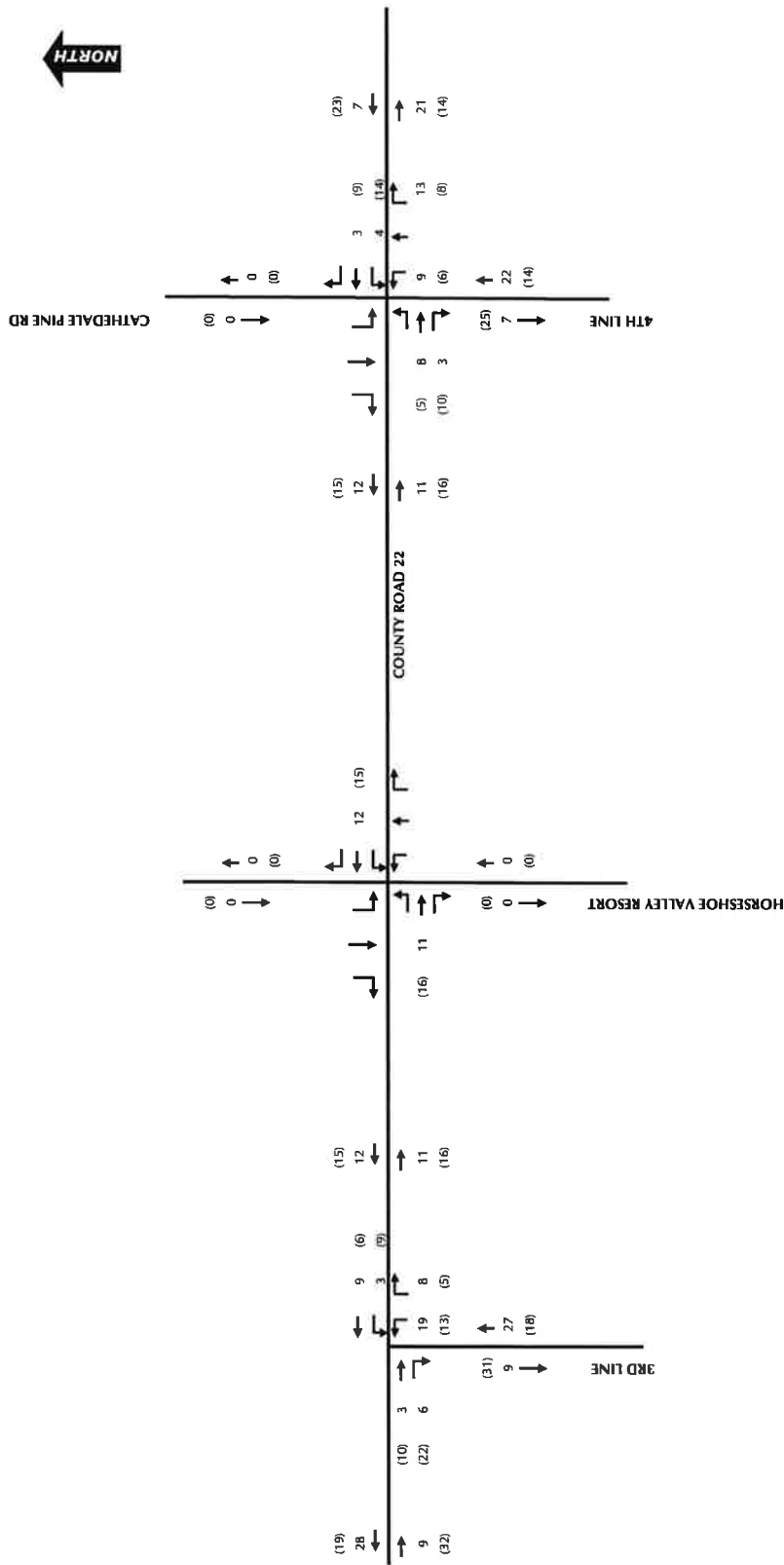


100 (100) AM (PM) peak hour

Figure C9
 2033 Skyline HV Development Generated Traffic Volumes
 County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
 County of Simcoe



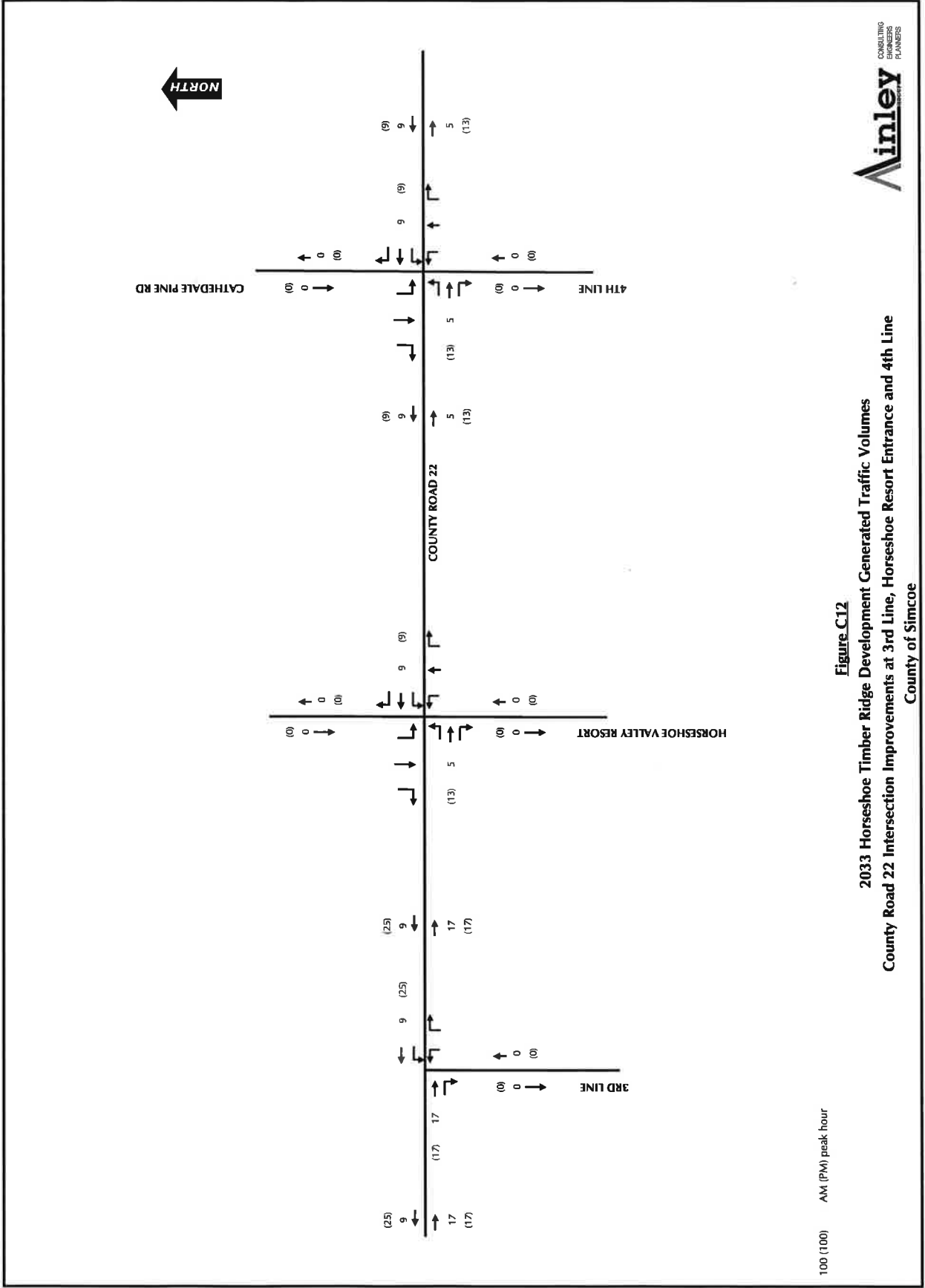




100 (100) AM (PM) peak hour

Figure C11
2033 Horseshoe Timber Ridge Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe





APPENDIX C: DEFINITIONS AND GLOSSARY OF TERMS

1 dB CHANGE

For sounds presented to a listener, one immediately following the other, a 1 dB change is the smallest increment which can be reliably detected by most people. If the time delay between presentation of the sounds is more than a few seconds, the change is not reliably detected (i.e., the community is not sensitive to a 1 dB change occurring over 1 year's time). In environmental noise, a 1 dB change occurs with an increase in traffic of 25%.

3 dB CHANGE

An increase in the L_{eq} of 3 dB is reliably detected by most listeners, and is the smallest change considered significant by most planning authorities. It is the smallest change in the overall L_{eq} (all sounds combined) which can be reliably detected by standard noise monitoring techniques. A doubling of traffic in a community will cause a 3 dB change, if traffic is the only major noise source.

5 dB CHANGE

An increase in the overall L_{eq} of 5 dB represents a relatively significant impact in terms of overall L_{eq} , particularly if an area is already at or above daytime L_{eq} of 55.

10 dB CHANGE

A 10 dB increase in overall L_{eq} represents a doubling in the loudness of the sound, and represents a major impact on an urban community, especially if the levels are already above 50 L_{eq} .

L_{eq}

L_{eq} is the sound pressure level averaged over the measurement period. It can be considered as the continuous steady sound pressure level which would have the same total acoustic energy as the real fluctuating noise over the same time period.

APPENDIX D: REFERENCES

1. Ministry of the Environment, "Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning", August 2013.
2. Ministry of the Environment's *STAMSON* Computer Programme (Version 5.03).
3. Ministry of Transportation, "Environmental Office Manual – Technical Areas – Noise EO-V-1000-00 Sec 9.3.2.1.4 and 9.3.2.1.5", May 1992.

Appendix J

Baseline Hydrogeological Assessment



Soil Engineers Ltd.

CONSULTING ENGINEERS

GEOTECHNICAL • ENVIRONMENTAL • HYDROGEOLOGICAL • BUILDING SCIENCE

100 NUGGET AVENUE, TORONTO, ONTARIO M1S 3A7 • TEL: (416) 754-8515 • FAX: (416) 754-8516

BARRIE TEL: (705) 721-7863 FAX: (705) 721-7864	MISSISSAUGA TEL: (905) 542-7605 FAX: (905) 542-2769	OSHAWA TEL: (905) 440-2040 FAX: (905) 725-1315	NEWMARKET TEL: (905) 853-0647 FAX: (416) 754-8516	GRAVENHURST TEL: (705) 684-4242 FAX: (705) 684-8522	PETERBOROUGH TEL: (905) 440-2040 FAX: (905) 725-1315	HAMILTON TEL: (905) 777-7956 FAX: (905) 542-2769
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May 12, 2017

Reference No. 1406-W074

Page 1 of 7

Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario
L9Y 4J5

Attention: Mr. Brad Kalus

**Re: Baseline Hydrogeological Assessment,
Proposed Road Improvements on County Road 22
Between 3 Line North and 4 Line North
Township of Oro-Medonte**

Dear Sir:

Soil Engineers Ltd. was retained to carry out a Baseline Hydrogeological Assessment, well survey and canvassing program for private water supply wells in the vicinity of County Road 22 between 3 Line North and 4 Line North.

The study provides background information on the existing private water supply wells within the vicinity of the captioned study alignment along with a preliminary assessment of potential impacts from proposed road improvements, particularly on the local groundwater supplies derived from wells.

PROJECT DESCRIPTION

In accordance with our proposal dated February 27, 2014, and authorization from Mr. Brad Kalus, C.E.T., LEL of Ainley & Associates Limited, Soil Engineers Ltd.



(SEL) has performed a Baseline Hydrogeological Assessment for the proposed County Road 22 improvement.

The project consists of proposed road improvement on County Road 22 between 3 Line North and 4 Line North. This report will address potential impacts of the construction to private supply wells in the vicinity of the road improvement and provide baseline groundwater quality from selected wells in the study area. The proposed road improvement length is shown on the enclosed Site Location Plan, Drawing No. 1.

Properties within the road improvement consist of residential and commercial properties. All of these properties rely directly or indirectly on wells for water supply purposes within the road improvement alignment study area.

HYDROGEOLOGICAL SETTING

The site is situated on the Penetang Peninsula within the physiographic region known as Simcoe Upland, which is comprised of a series of broad rolling till plains. The tills are generally sandy in composition, having been partly eroded by glacial Lake Algonquin and, in places, filled with glaciofluvial and lacustrine sand, silt and clay. The till in these upland area overlies Precambrian, crystalline shield bedrock.

Based on information obtained from the Lake Simcoe Region Conservation Authority, the site is located within the Lake Simcoe Watershed. Oro Creeks North, Oro Creeks South and Hawkestone Creek are the major watersheds within the Town of Oro-Medonte. All three subwatersheds drain into Lake Simcoe, with some of Oro Creeks South draining into Kempenfelt Bay.



MOE WELL RECORD DATA

Well records on file with the Ministry of the Environment (MOE) within a 500 m radius relative to the subject site were requested from the MOE database. Based on the UTM coordinates provided by the records, thirty-one wells were recorded by the MOE as being within 500 m of the road improvement alignment. A substantially lower number of private wells are used for individual households that immediately access or back onto County Road 22 between 3rd and 4th Lines North. A list of the wells within 500 m of the subject study alignment and the individual MOE Well Records are included in Appendix 'A'. The locations of the wells are plotted on the Area of Study and Well Location Plan, Drawing No. 2. The well numbers on Drawing No. 2 correspond to the well numbers in Appendix 'A'.

Based on a review of the MOE Well Record Data, thirteen wells are used for water supply; six are abandoned, three wells are mentioned as 'other status', two wells are identified as being used for dewatering purposes and one well is used as a recharge well. Information was not available from the MOE for six other wells identified by their records.

WATER USE IN THE AREA

An area extending from Line 1 North to Trillium Trail was selected to study the hydrogeological characteristics of properties within the identified study area. SEL canvassed the area and occupants of the properties that possibly rely on private wells were asked to participate in the survey. After the initial canvassing, the study area was reduced to between 3 Line North and 4 Line North according to the Terms of Reference for the revised road improvement study area.



Properties which are suspected of having domestic wells were canvassed. Letters were hand-delivered requesting that they participate in the well canvassing. A copy of the letter is enclosed in Appendix 'B'. Most of the properties canvassed rely on a private or a public well for water supply. The results of the survey are listed in Appendix 'C'. On Line 1 North, there are 5 properties, all of which rely on a domestic water well for the water supply. The resident of 3478 Line 1 North, Ms. Barbara Dunsmore, provided authorization to access the well on her property. It is a drilled well, approximately 65 m deep. Water samples were obtained for water quality testing from her property. None of the other property owners gave us the authorization to access the wells, but according to Ms. Dunsmore, other wells on Line 1 North are on the same aquifer and approximately at the same depth as her drilled well.

The majority of the streets connecting to County Road 22 within the road improvement study alignment obtain their water supplies from the Horseshoe Valley Resort. The resort has wells which supply water to an elevated tank, which, in turn, supplies water to the properties on the streets. The details of the streets which get their water supply from the resort are mentioned in Appendix 'B'. The resort confirmed that the water is tested daily according to the drinking water legislation and the county requirements for its potability.

All twenty-seven residential properties on Trillium Trail, east of 4 Line North, have a drilled well that is used for all household purposes including potability. All the wells are approximately 450 feet deep. The residents on the street are willing to participate in the well canvassing study; however, their participation is not required at this time as Trillium Trail is outside the study alignment for the proposed road improvement.

The majority of the wells within the road improvement study alignment are public supply wells. At 1102 Horseshoe Valley Road West (County Road 22), there are two



wells within concrete tile casings which supply water to the residential apartments on the property. The wells and buildings are managed by Brookfield Management. The Horseshoe Valley Resort has public supply wells, as mentioned previously, which are managed by the resort itself. There are two wells on Settlers Golf Club which are used by the club for all its water supply needs. The Heights Ski and Country Club has two wells on its property. The club was contacted twice, and letters were provided; however, they did not respond to us. For those residents who could not be contacted, letters were hand-delivered requesting their participation in the well canvassing program. To date, however, no residents from these residences who were contacted by means of hand-delivered letters confirmed their reliance on a private well.

GROUNDWATER QUALITY

We were authorized by the residents to conduct water quality testing at four drilled wells located on their respective properties in the initial study area which are used for drinking water purposes. All four houses are outside of the road improvement study area, based on the revised study alignment provided by Simcoe County. Prior to notification of the revised study alignment, water samples were collected according to the initial canvassing. Appendix 'D' presents the letters of authorization provided by the residents for SEL to take water quality samples.

The relevant information for the residents is provided below.

Municipal Property Address	Depth (m)	Information Pertaining to the Well from Canvassing
3478 Line 1 North	65.53	Drilled well, water used for all household purposes
1 Trillium Trail	137.16	Drilled well, water used for all household purposes
11 Trillium Trail	137.16	Drilled well, water used for all household purposes
14 Trillium Trail	137.16	Drilled well, water used for all household purposes



On July 30, 2014, initial water quality tests were performed on water samples obtained from the wells at the properties mentioned above. The results of water quality for the wells meet the Safe Drinking Water Act for E.Coli, Nitrates, Total Coliforms, Turbidity, Anions, Total Metals and Colour. A copy of the laboratory test results is enclosed in Appendix 'E'.

IMPACT ASSESSMENT

Based on the MOE well data and the information gathered from the canvassing program, the shallowest depth of groundwater being drawn for drinking water purposes is approximately 27.0 metres below ground surface (mbgs) and the average depth of groundwater drawn for drinking water purposes is about 80.0 mbgs. It is not expected that any construction activity will have an adverse impact on groundwater resources at a depth of 27.0 mbgs. If groundwater is present in the overlying clay and till soil aquitard at about 1.2 to 5.8 mbgs which is above the aquifer, the yield is expected to be small and the water may dissipate during dry seasons.

The future construction and excavation will likely not affect any groundwater supply for wells within the 500 m zone.

CONTINGENCY PLAN

In the event that the private well systems within 500 m of the subject land parcel deteriorate due to the servicing of the development, the developer will provide a temporary water supply to the tenants/residents and the developer would continue supplying the water to the affected tenant until the issue is resolved to the satisfaction of the involved parties.



We trust this report meets your present requirements. If any queries arise, please feel free to contact this office.

Yours truly,
SOIL ENGINEERS LTD.

Bhawandeep Brar, B.Sc

Gavin O'Brien, M.Sc., P.Geo.
BB/GO:



ENCLOSURES

Site Location Plan	Drawing No. 1
Area of Study and Well Location Plan	Drawing No. 2
MOE Well Record Data.....	Appendix 'A'
Cancassing Letter to the Residents	Appendix 'B'
Results of Survey	Appendix 'C'
Authorization from Residents	Appendix 'D'
Laboratory Test Results	Appendix 'E'

c. Soil Engineers Ltd. (Barrie)



- Proposed Road Improvement
- Major Road
- Local Road



Title: Site Location Plan
Project: Proposed Road Improvement County Road 22 @ Birch Grove Drive and Between 3rd & 4th Lines County of Simcoe
Reference No. 1406-W074
Date: September 15, 2014
Scale:
Drawing No. 1



- Proposed Road Improvement
- Well Locations from MOE Well Records
- Major Road
- Local Road

Soil Engineers Ltd.

Title: Area of Study and Well Location Plan

Project:
 Proposed Road Improvement
 County Road 22 @ Birch Grove Drive and
 Between 3rd & 4th Lines
 County of Simcoe

Reference No. 1406-W074

Date: July 9, 2014

Scale:

 Metres

Drawing No. 2

C:\GIS2014\jobs\1406-W074

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Soil Engineers Ltd.

CONSULTING ENGINEERS

GEOTECHNICAL • ENVIRONMENTAL • HYDROGEOLOGICAL • BUILDING SCIENCE

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BARRIE	MISSISSAUGA	OSHAWA	NEWMARKET	GRAVENHURST	PETERBOROUGH	HAMILTON
TEL: (705) 721-7863	TEL: (905) 542-7605	TEL: (905) 440-2040	TEL: (905) 853-0647	TEL: (705) 684-4242	TEL: (905) 440-2040	TEL: (905) 777-7956
FAX: (705) 721-7864	FAX: (905) 542-2769	FAX: (905) 725-1315	FAX: (416) 754-8516	FAX: (705) 684-8522	FAX: (905) 725-1315	FAX: (905) 542-2769

APPENDIX 'A'

MOE WELL RECORD DATA

REFERENCE NO. 1406-W074

Ontario Water Level Records

Well ID	MOECC WWR ID	Type	Well Depth (m)	Well Usage	Static Water Level (m)	Top of Screen Depth (m)	Bottom of Screen Depth (m)
1	5701841	Drilled					
2	5701843	Drilled	67.97	Water Supply	62.79	65.23	67.97
3	5703109	Drilled	57.61	Abandoned-Supply	38.40	52.73	57.61
4	5703173	Drilled	49.99	Abandoned-Supply	36.58	48.77	49.99
5	5706606	Drilled	79.25	Abandoned-Supply	36.58	74.37	79.25
6	5708466	Drilled					
7	5710929	Drilled					
8	5711472	Drilled	52.12	Water Supply	45.72	44.81	52.12
9	5712814	Drilled	89.92	Abandoned-Supply Test Hole	36.58	77.72	89.92
10	5713849	Drilled	108.51	Water Supply	84.73	107.59	108.51
11	5717693	Drilled	67.36			66.45	67.36
12	5717694	Drilled	58.83	Water Supply	54.56	57.00	58.83
13	5717695	Drilled	126.80	Water Supply	109.42	125.27	126.80
14	5721003	Drilled	24.99	Water Supply	8.84	24.08	24.99
15	5721850	Drilled	79.25	Dewatering	41.15	73.15	79.25
16	5723113	Drilled	77.42	Water Supply	39.62	76.20	77.42
17	5723237	Drilled	27.43	Water Supply	9.14	26.21	27.43
18	5723788	Drilled	86.87	Abandoned-Supply	45.72	73.15	86.87
19	5723790	Drilled	134.42	Water Supply	97.54	132.59	134.42
20	5724918	Drilled	24.38	Water Supply	-0.30	23.16	24.38
21	5724994	Drilled	21.64	Water Supply	0.91	20.73	21.64
22	5726428	Drilled		Dewatering	8.84		
23	5728328	Drilled		Abandoned-Supply	31.09		
24	5729575	Drilled		Recharge Well	48.46		
25	5729824	Drilled	134.11	Water Supply	96.01	131.98	134.11
26	5731659	Drilled		Water Supply Observation	46.33		
27	7107992	Drilled		Other Status			
28	7212804	Drilled	26.10	Other Status		23.00	26.10
29	7212805	Drilled	26.10	Other Status		23.00	26.10
30	7224313						
31	7225789						

*MOECC WWID: Ministry of Environment and Climate Change Water Well Records Identifications

**meters below ground surface



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BARRIE	MISSISSAUGA	OSHAWA	NEWMARKET	GRAVENHURST	PETERBOROUGH	HAMILTON
TEL: (705) 721-7863	TEL: (905) 542-7605	TEL: (905) 440-2040	TEL: (905) 853-0647	TEL: (705) 684-4242	TEL: (905) 440-2040	TEL: (905) 777-7956
FAX: (705) 721-7864	FAX: (905) 542-2769	FAX: (905) 725-1315	FAX: (416) 754-8516	FAX: (705) 684-8522	FAX: (905) 725-1315	FAX: (905) 542-2769

APPENDIX 'B'

CANVASSING LETTER TO RESIDENTS

REFERENCE NO. 1406-W074



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July 28, 2014

Reference No.: 1406-W074

To : The Residents

**Re: County of Simcoe
County Road 22 Class Environmental Assessment
Hydrogeological Background Study**

Dear Sir/Madam:

Soil Engineers Ltd. has been retained by the County of Simcoe to carry out a background hydrogeological and private well water assessment to assist with the evaluation of alternative solutions being considered as part of the on-going Class Environmental Assessment Study (Class EA) for County Road 22, between the 3rd and 4th Line of Oro-Medonte.

The objective of the well water study is to gather background data, including the location of private wells adjacent to County Road 22 (within the Class EA study limits), assess the condition of existing private wells, measure the depth of the water table below grade and gather a water sample from the ground water source for standard water quality chemical testing (as per Ontario Drinking Water Standards). This information will assist in the assessment of potential impacts as a result of the alternative road improvement options being considered and will provide base line information for comparison purposes should the well be affected following any future road construction activity. Subject to the outcome of the Class EA study, further well monitoring may be completed in the future. Please note that no decision with regard to road improvements or the construction of such has been reached, at this time. The public will continue to be kept informed as the Class EA study advances, in accordance with the Municipal Class EA process guidelines.

We are writing to advise you of the well study and to request your participation by providing access to your well for the purpose of completing the background water quality sampling and water level measurements. Should there be a water supply well present on your property and you are willing to participate in this study please call or email the undersigned (416-754-8515; gavin@soilengineersltd.com) or Mr. Jasmeet Sandhu (647-456-4740; jsandhu@soilengineersltd.com) in my absence, at your earliest convenience. There is no cost or obligation on the part of the well owner for participating in the survey and water quality assessment program.

This letter/report/certification was prepared by Soil Engineers Ltd. for the account of the captioned clients and may be relied upon by regulatory agencies. The material in it reflects the writer's best judgement in light of the information available to it at the time of preparation. Any use which a third party makes of this letter/report/certification, or any reliance on or decisions to be made based upon it, are the responsibility of such third parties. Soil Engineers Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this letter/report/certification



Client
Date

Reference No. 1406-w074

Page 2 of 2

Should you have any questions or concerns relating to the Class Environmental Assessment study being completed by the County, you are encouraged to contact Mr. Paul Murphy (705-726-9300) or Mr. Mike Neumann (705-445-3451)

Your prompt attention on this matter is appreciated.

Yours truly,

SOIL ENGINEERS LTD.

Gavin O'Brien., M.Sc. P.Geol
Senior Hydrogeologist and Project Manager



Soil Engineers Ltd.

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APPENDIX 'C'

RESULTS OF SURVEY

REFERENCE NO. 1406-W074

RESULTS OF WELL CANVASSING

Horseshoe Valley Road West	
1101	Horseshoe Valley Resort has its own well which supplies water to the resort and neighbouring streets
1102	2 Storey Condominium Building, 2 Dug Well casings spotted closer to the parking lot, wells are managed by Brookfield Management (Public Supply Wells)
1106	Heights Ski and Country Club, spotted 2 Dug Well Casings, tried contacting them twice, letters dropped, however they have not responded to us.

3 Line N	No Property in the vicinity of Horseshoe Valley Road West
Birchgroove Drive	Water supply from Horseshoe Valley Resort Wells
Country Club Lane	Water supply from Horseshoe Valley Resort Wells
Beechwood road	Water supply from Horseshoe Valley Resort Wells
Maplecrest Ct.	Water supply from Horseshoe Valley Resort Wells
Pine Ridge Trail	Water Supply from a communal well
Pine Hill	Water Supply from a communal well
Pine Spring	Water Supply from a communal well
Cathedral Pine Point	Water supply from Horseshoe Valley Resort Wells
Pine Lane	Water supply from Horseshoe Valley Resort Wells
Pine Point	Water supply from Horseshoe Valley Resort Wells
Highland Drive	Water supply from Horseshoe Valley Resort Wells
Valleycrest Drive	Water supply from Horseshoe Valley Resort Wells
Hillside Ct.	Water supply from Horseshoe Valley Resort Wells
Trilium Trail	11 Properties within 500 m of the zone of influence, all have 450 feet deep drilled well
3331 Line 4 N	Building owned by the County, it has a Clinic, front desk confirmed there is no well on the property
3375 Line 4 N	Fire Department building, no well on the property.



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FAX: (705) 721-7864	FAX: (905) 542-2769	FAX: (905) 725-1315	FAX: (416) 754-8516	FAX: (705) 684-8522	FAX: (905) 725-1315	FAX: (905) 542-2769

APPENDIX 'D'

AUTHORIZATION FROM RESIDENTS

REFERENCE NO. 1406-W074



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TEL: (705) 721-7863	TEL: (905) 542-7605	TEL: (905) 623-8333	TEL: (905) 853-0647	TEL: (705) 684-4242	TEL: (705) 748-0576	TEL: (905) 777-7956
FAX: (705) 721-7864	FAX: (905) 542-2769	FAX: (905) 623-4630	FAX: (905) 853-5484	FAX: (705) 684-8522	FAX: (905) 623-4630	FAX: (905) 542-2769

Don Robaugh the homeowner/tenant of 1 Million Trail
 authorize Soil Engineers Ltd. to conduct a well water monitoring survey on the private domestic water well located on my property.

I give permission for Soil Engineers Ltd. to include my private water well in their well monitoring survey and understand that this will involve entering my property, conducting water level readings and water quality sampling on my private well.

SPECIAL INSTRUCTIONS

July 31/2014

Date

Don Robaugh

Signature of Authorization



Soil Engineers Ltd.

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I, DAVID MYLES the homeowner/tenant of 11 TRILLIUM TR, LORLEO authorize Soil Engineers Ltd. to conduct a well water monitoring survey on the private domestic water well located on my property.

I give permission for Soil Engineers Ltd. to include my private water well in their well monitoring survey and understand that this will involve entering my property, conducting water level readings and water quality sampling on my private well.

SPECIAL INSTRUCTIONS

JULY 30/2014

Date

David Myles

Signature of Authorization



Soil Engineers Ltd.

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I, HARRY NELSON the homeowner/tenant of 14 TRILLIUM TRAIL ^{COLDWATER, ON LOK 1EO} authorize Soil Engineers Ltd. to conduct a well water monitoring survey on the private domestic water well located on my property.

I give permission for Soil Engineers Ltd. to include my private water well in their well monitoring survey and understand that this will involve entering my property, conducting water level readings and water quality sampling on my private well.

SPECIAL INSTRUCTIONS

July 31, 2014

Date

[Handwritten Signature]

Signature of Authorization



Soil Engineers Ltd.

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I, Barb Sunsmore the homeowner/tenant of 3478 LIN LARKIE L4M4Y8 authorize Soil Engineers Ltd. to conduct a well water monitoring survey on the private domestic water well located on my property.

I give permission for Soil Engineers Ltd. to include my private water well in their well monitoring survey and understand that this will involve entering my property, conducting water level readings and water quality sampling on my private well.

SPECIAL INSTRUCTIONS

July 30/14

Date

Barbara Sunsmore

Signature of Authorization



Soil Engineers Ltd.

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APPENDIX 'E'

LABORATORY TEST RESULTS

REFERENCE NO. 1406-W074



Soil Engineers Ltd.
ATTN: JASMEET SANDHU
100 NUGGET AVENUE
TORONTO ON M1S 3A7

Date Received: 31-JUL-14
Report Date: 06-AUG-14 13:50 (MT)
Version: FINAL

Client Phone: 416-754-8515

Certificate of Analysis

Lab Work Order #: L1495886
Project P.O. #: NOT SUBMITTED
Job Reference: 1406-W074
C of C Numbers:
Legal Site Desc:

Mathumai Ganeshkumar
Account Manager

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ADDRESS: 95 West Beaver Creek Road, Unit 1, Richmond Hill, ON L4B 1H2 Canada | Phone: +1 905 881 9887 | Fax: +1 905 881 8062
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Environmental

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ANALYTICAL REPORT

WATER -

			ALS ID	L1495886-1	L1495886-2	L1495886-3	L1495886-4
			Sampled Date	31-JUL-14	31-JUL-14	31-JUL-14	31-JUL-14
			Sampled Time	13:15	13:30	14:00	12:30
			Sample ID	1TT	11TT	14TT	3478 LINE 1
Grouping	Analyte	Unit					
Physical Tests	Color, Apparent	C.U.	<1.0	<1.0	<1.0	7.1	
	Turbidity	NTU	0.22 ^{PEHT}	0.39 ^{PEHT}	<0.10 ^{PEHT}	1.57 ^{PEHT}	
Anions and Nutrients	Bromide	mg/L	<0.10	<0.10	<0.10	<0.10	
	Chloride	mg/L	<2.0	<2.0	<2.0	2.2	
	Fluoride	mg/L	<0.10	<0.10	<0.10	<0.10	
	Nitrate-N	mg/L	0.53	0.67	1.19	0.39	
	Nitrite-N	mg/L	<0.10	<0.10	<0.10	<0.10	
	Sulphate	mg/L	12.8	10.5	11.8	13.2	
Bacteriological Tests	E. Coli	CFU/100 mL	0	0	0	0	
	Total Coliforms	CFU/100 mL	1	0	0	0	
Total Metals	Aluminum (Al)-Total	mg/L	<0.010	<0.010	<0.010	<0.010	
	Antimony (Sb)-Total	mg/L	<0.00050	<0.00050	<0.00050	<0.00050	
	Arsenic (As)-Total	mg/L	<0.0010	<0.0010	<0.0010	<0.0010	
	Barium (Ba)-Total	mg/L	0.0289	0.0323	<0.0020	0.0299	
	Beryllium (Be)-Total	mg/L	<0.00050	<0.00050	<0.00050	<0.00050	
	Bismuth (Bi)-Total	mg/L	<0.0010	<0.0010	<0.0010	<0.0010	
	Boron (B)-Total	mg/L	<0.010	<0.010	<0.010	<0.010	
	Cadmium (Cd)-Total	mg/L	<0.000090	<0.000090	<0.000090	<0.000090	
	Calcium (Ca)-Total	mg/L	36.4	37.9	<0.50	43.8	
	Chromium (Cr)-Total	mg/L	0.00110	0.00079	0.00145	0.00096	
	Cobalt (Co)-Total	mg/L	<0.00050	<0.00050	<0.00050	<0.00050	
	Copper (Cu)-Total	mg/L	0.0060	0.0050	0.0315	0.0056	
	Iron (Fe)-Total	mg/L	<0.050	<0.050	<0.050	0.294	
	Lead (Pb)-Total	mg/L	<0.00050	0.00186	<0.00050	<0.00050	

* Please refer to the Reference Information section for an explanation of any qualifiers noted.



ANALYTICAL REPORT

WATER -

			ALS ID	L1495886-1	L1495886-2	L1495886-3	L1495886-4
			Sampled Date	31-JUL-14	31-JUL-14	31-JUL-14	31-JUL-14
			Sampled Time	13:15	13:30	14:00	12:30
			Sample ID	1TT	11TT	14TT	3478 LINE 1
Grouping	Analyte	Unit					
Total Metals	Lithium (Li)-Total	mg/L	<0.10	<0.10	<0.10	<0.10	<0.10
	Magnesium (Mg)-Total	mg/L	13.0	12.7	<0.50	12.2	
	Manganese (Mn)-Total	mg/L	0.0021	<0.0010	<0.0010	0.0035	
	Molybdenum (Mo)-Total	mg/L	<0.00050	<0.00050	<0.00050	<0.00050	
	Nickel (Ni)-Total	mg/L	<0.0010	<0.0010	<0.0010	<0.0010	
	Phosphorus (P)-Total	mg/L	<0.050	<0.050	<0.050	<0.050	
	Potassium (K)-Total	mg/L	1.4	1.4	<1.0	1.3	
	Selenium (Se)-Total	mg/L	<0.00040	<0.00040	<0.00040	<0.00040	
	Silicon (Si)-Total	mg/L	5.0	5.0	5.2	5.2	
	Silver (Ag)-Total	mg/L	<0.00010	<0.00010	<0.00010	<0.00010	
	Sodium (Na)-Total	mg/L	2.28	2.05	68.3	3.46	
	Strontium (Sr)-Total	mg/L	0.0837	0.0813	<0.0010	0.106	
	Thallium (Tl)-Total	mg/L	<0.00030	<0.00030	<0.00030	<0.00030	
	Tin (Sn)-Total	mg/L	<0.0010	<0.0010	<0.0010	<0.0010	
	Titanium (Ti)-Total	mg/L	<0.0020	<0.0020	<0.0020	<0.0020	
	Tungsten (W)-Total	mg/L	<0.010	<0.010	<0.010	<0.010	
	Uranium (U)-Total	mg/L	<0.0010	<0.0010	<0.0010	<0.0010	
	Vanadium (V)-Total	mg/L	0.00117	0.00085	0.00110	0.00086	
	Zinc (Zn)-Total	mg/L	0.170	0.313	0.0065	0.0042	
	Zirconium (Zr)-Total	mg/L	<0.0040	<0.0040	<0.0040	<0.0040	

 Detection Limit for result exceeds Guideline Limit. Assessment against Guideline Limit cannot be made.
 Analytical result for this parameter exceeds Guide Limits listed. See Summary of Guideline Exceedances.

* Please refer to the Reference Information section for an explanation of any qualifiers noted.

Reference Information

Qualifiers for Individual Parameters Listed:

Qualifier	Description
PEHT	Parameter Exceeded Recommended Holding Time Prior to Analysis

Methods Listed (if applicable):

ALS Test Code	Matrix	Test Description	Method Reference**
ANIONS-WT	Water	Anion Scan (IC)	EPA 300.0 (IC)
COLOUR-WT	Water	Colour	APHA 2120
Apparent colour is determined by analysis of the decanted sample using the platinum-cobalt colourimetric method.			
EC-MF-WT	Water	E. coli	SM 9222D
A 100mL volume of sample is filtered through a membrane, the membrane is placed on mFC-BCIG agar and incubated at @44.5–0.2 C for 24–2h. Method ID: WT-TM-1200			
MET-T-MS-WT	Water	Total Metals in Water by ICPMS	EPA 200.8
This analysis involves preliminary sample treatment by hotblock acid digestion (APHA 3030E). Instrumental analysis is by inductively coupled plasma - mass spectrometry (EPA Method 6020A).			
TC-MF-WT	Water	Total Coliforms	SM 9222B
A 100mL volume of sample is filtered through a membrane, the membrane is placed on mENDO LES agar and incubated at 35–0.5 C for 24–2h. Method ID: WT-TM-1200			
TURBIDITY-WT	Water	Turbidity	APHA 2130 B
Sample result is based on a comparison of the intensity of the light scattered by the sample under defined conditions with the intensity of light scattered by a standard reference suspension under the same conditions. Sample readings are obtained from a Nephelometer.			

**ALS test methods may incorporate modifications from specified reference methods to improve performance.

Chain of Custody Numbers:

The last two letters of the above test code(s) indicate the laboratory that performed analytical analysis for that test. Refer to the list below:

Laboratory Definition Code	Laboratory Location
WT	ALS ENVIRONMENTAL - WATERLOO, ONTARIO, CANADA

Reference Information

L1495886 CONT'D....
Job Reference: 1406-W074
PAGE 5 of 5
06-AUG-14 13:50 (MT)

GLOSSARY OF REPORT TERMS

Surrogates are compounds that are similar in behaviour to target analyte(s), but that do not normally occur in environmental samples. For applicable tests, surrogates are added to samples prior to analysis as a check on recovery. In reports that display the D.L. column, laboratory objectives for surrogates are listed there.

mg/kg - milligrams per kilogram based on dry weight of sample

mg/kg wwt - milligrams per kilogram based on wet weight of sample

mg/kg lwt - milligrams per kilogram based on lipid-adjusted weight

mg/L - unit of concentration based on volume, parts per million.

< - Less than.

D.L. - The reporting limit.

N/A - Result not available. Refer to qualifier code and definition for explanation.

Test results reported relate only to the samples as received by the laboratory.

UNLESS OTHERWISE STATED, ALL SAMPLES WERE RECEIVED IN ACCEPTABLE CONDITION.

Analytical results in unsigned test reports with the DRAFT watermark are subject to change, pending final QC review.

Application of guidelines is provided "as is" without warranty of any kind, either expressed or implied, including, but not limited to fitness for a particular purpose, or non-infringement. ALS assumes no responsibility for errors or omissions in the information.



Quality Control Report

Workorder: L1495886

Report Date: 06-AUG-14

Page 1 of 10

Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
ANIONS-WT		Water						
Batch R2908954								
WG1924382-2	LCS							
Chloride			99.2		%		85-115	05-AUG-14
Bromide			101.6		%		85-115	05-AUG-14
Fluoride			100.8		%		85-115	05-AUG-14
Nitrite-N			100.7		%		85-115	05-AUG-14
Nitrate-N			97.6		%		85-115	05-AUG-14
Sulphate			99.3		%		85-115	05-AUG-14
WG1924382-3	LCSD	WG1924382-2						
Chloride		99.2	99.5		%	0.3	25	05-AUG-14
Bromide		101.6	102.1		%	0.5	25	05-AUG-14
Fluoride		100.8	101.3		%	0.5	25	05-AUG-14
Nitrite-N		100.7	101.1		%	0.4	25	05-AUG-14
Nitrate-N		97.6	97.9		%	0.3	25	05-AUG-14
Sulphate		99.3	99.4		%	0.2	25	05-AUG-14
WG1924382-1	MB							
Chloride			<2.0		mg/L		2	05-AUG-14
Bromide			<0.10		mg/L		0.1	05-AUG-14
Fluoride			<0.10		mg/L		0.1	05-AUG-14
Nitrite-N			<0.10		mg/L		0.1	05-AUG-14
Nitrate-N			<0.10		mg/L		0.1	05-AUG-14
Sulphate			<2.0		mg/L		2	05-AUG-14
COLOUR-WT		Water						
Batch R2906378								
WG1923554-3	CRM	WT-COLOUR-CRM						
Color, Apparent			93.7		%		80-120	02-AUG-14
WG1923554-2	CVS							
Color, Apparent			98.3		%		85-115	02-AUG-14
WG1923554-4	DUP	L1495886-1						
Color, Apparent		<1.0	<1.0	RPD-NA	C.U.	N/A	20	02-AUG-14
WG1923554-1	MB							
Color, Apparent			<1.0		C.U.		1	02-AUG-14
EC-MF-WT		Water						
Batch R2907119								
WG1923404-3	DUP	L1495886-4						
E. Coli		0	0		CFU/100mL	0.0	50	02-AUG-14
WG1923404-1	MB							



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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
EC-MF-WT	Water							
Batch	R2907119							
WG1923404-1 MB								
E. Coli			0		CFU/100mL		1	02-AUG-14
WG1923404-2 MB								
E. Coli			0		CFU/100mL		1	02-AUG-14
MET-T-MS-WT	Water							
Batch	R2908539							
WG1924528-1 CVS								
Aluminum (Al)-Total			100.5		%		80-120	05-AUG-14
Antimony (Sb)-Total			97.5		%		80-120	05-AUG-14
Arsenic (As)-Total			97.8		%		80-120	05-AUG-14
Barium (Ba)-Total			97.1		%		80-120	05-AUG-14
Beryllium (Be)-Total			96.2		%		80-120	05-AUG-14
Bismuth (Bi)-Total			102.4		%		80-120	05-AUG-14
Boron (B)-Total			96.1		%		80-120	05-AUG-14
Cadmium (Cd)-Total			96.5		%		80-120	05-AUG-14
Calcium (Ca)-Total			101.2		%		80-120	05-AUG-14
Chromium (Cr)-Total			98.4		%		80-120	05-AUG-14
Cobalt (Co)-Total			99.6		%		80-120	05-AUG-14
Copper (Cu)-Total			98.9		%		80-120	05-AUG-14
Iron (Fe)-Total			101.8		%		80-120	05-AUG-14
Lead (Pb)-Total			102.9		%		80-120	05-AUG-14
Lithium (Li)-Total			91.8		%		80-120	05-AUG-14
Magnesium (Mg)-Total			99.7		%		80-120	05-AUG-14
Manganese (Mn)-Total			98.7		%		80-120	05-AUG-14
Molybdenum (Mo)-Total			93.5		%		80-120	05-AUG-14
Nickel (Ni)-Total			98.7		%		80-120	05-AUG-14
Phosphorus (P)-Total			97.8		%		80-120	05-AUG-14
Potassium (K)-Total			101.9		%		80-120	05-AUG-14
Selenium (Se)-Total			99.8		%		80-120	05-AUG-14
Silicon (Si)-Total			95.3		%		80-120	05-AUG-14
Silver (Ag)-Total			105.2		%		80-120	05-AUG-14
Sodium (Na)-Total			97.6		%		80-120	05-AUG-14
Strontium (Sr)-Total			95.5		%		80-120	05-AUG-14
Thallium (Tl)-Total			104.7		%		80-120	05-AUG-14
Tin (Sn)-Total			99.7		%		80-120	05-AUG-14



Quality Control Report

Workorder: L1495886

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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch	R2908539							
WG1924528-1 CVS								
Titanium (Ti)-Total			100.1		%		80-120	05-AUG-14
Tungsten (W)-Total			97.6		%		80-120	05-AUG-14
Uranium (U)-Total			102.1		%		80-120	05-AUG-14
Vanadium (V)-Total			100.8		%		80-120	05-AUG-14
Zinc (Zn)-Total			93.8		%		80-120	05-AUG-14
Zirconium (Zr)-Total			95.4		%		80-120	05-AUG-14
WG1924528-3 CVS								
Aluminum (Al)-Total			104.8		%		80-120	06-AUG-14
Antimony (Sb)-Total			103.3		%		80-120	06-AUG-14
Arsenic (As)-Total			101.5		%		80-120	06-AUG-14
Barium (Ba)-Total			100.8		%		80-120	06-AUG-14
Beryllium (Be)-Total			101.5		%		80-120	06-AUG-14
Bismuth (Bi)-Total			99.1		%		80-120	06-AUG-14
Boron (B)-Total			101.1		%		80-120	06-AUG-14
Cadmium (Cd)-Total			104.3		%		80-120	06-AUG-14
Calcium (Ca)-Total			100.9		%		80-120	06-AUG-14
Chromium (Cr)-Total			101.4		%		80-120	06-AUG-14
Cobalt (Co)-Total			102.6		%		80-120	06-AUG-14
Copper (Cu)-Total			102.8		%		80-120	06-AUG-14
Iron (Fe)-Total			100.7		%		80-120	06-AUG-14
Lead (Pb)-Total			99.8		%		80-120	06-AUG-14
Lithium (Li)-Total			102.4		%		80-120	06-AUG-14
Magnesium (Mg)-Total			99.4		%		80-120	06-AUG-14
Manganese (Mn)-Total			101.1		%		80-120	06-AUG-14
Molybdenum (Mo)-Total			100.7		%		80-120	06-AUG-14
Nickel (Ni)-Total			101.9		%		80-120	06-AUG-14
Phosphorus (P)-Total			100.3		%		80-120	06-AUG-14
Potassium (K)-Total			100.3		%		80-120	06-AUG-14
Selenium (Se)-Total			99.0		%		80-120	06-AUG-14
Silicon (Si)-Total			95.3		%		80-120	06-AUG-14
Silver (Ag)-Total			105.5		%		80-120	06-AUG-14
Sodium (Na)-Total			104.0		%		80-120	06-AUG-14
Strontium (Sr)-Total			102.3		%		80-120	06-AUG-14
Thallium (Tl)-Total			100.2		%		80-120	06-AUG-14



Quality Control Report

Workorder: L1495886

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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7
 Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT		Water						
Batch	R2908539							
WG1924528-3	CVS							
Tin (Sn)-Total			100.1		%		80-120	06-AUG-14
Titanium (Ti)-Total			102.3		%		80-120	06-AUG-14
Tungsten (W)-Total			101.0		%		80-120	06-AUG-14
Uranium (U)-Total			100.8		%		80-120	06-AUG-14
Vanadium (V)-Total			101.6		%		80-120	06-AUG-14
Zinc (Zn)-Total			96.6		%		80-120	06-AUG-14
Zirconium (Zr)-Total			104.7		%		80-120	06-AUG-14
WG1924113-4	DUP	WG1924113-3						
Aluminum (Al)-Total		0.053	0.055		mg/L	4.2	20	05-AUG-14
Antimony (Sb)-Total		0.00364	0.00373		mg/L	2.5	20	05-AUG-14
Arsenic (As)-Total		0.0012	0.0013		mg/L	5.3	20	05-AUG-14
Barium (Ba)-Total		0.0146	0.0159		mg/L	8.0	20	05-AUG-14
Beryllium (Be)-Total		<0.00050	<0.00050	RPD-NA	mg/L	N/A	20	05-AUG-14
Bismuth (Bi)-Total		<0.0010	<0.0010	RPD-NA	mg/L	N/A	20	05-AUG-14
Boron (B)-Total		0.017	0.018		mg/L	5.4	20	05-AUG-14
Cadmium (Cd)-Total		<0.000090	<0.000090	RPD-NA	mg/L	N/A	20	05-AUG-14
Calcium (Ca)-Total		18.8	19.8		mg/L	5.6	20	05-AUG-14
Chromium (Cr)-Total		<0.00050	<0.00050	RPD-NA	mg/L	N/A	20	05-AUG-14
Cobalt (Co)-Total		<0.00050	<0.00050	RPD-NA	mg/L	N/A	20	05-AUG-14
Copper (Cu)-Total		0.0016	0.0017		mg/L	5.2	20	05-AUG-14
Iron (Fe)-Total		0.228	0.242		mg/L	6.2	20	05-AUG-14
Lead (Pb)-Total		0.00178	0.00187		mg/L	4.9	20	05-AUG-14
Lithium (Li)-Total		<0.10	<0.10	RPD-NA	mg/L	N/A	20	05-AUG-14
Magnesium (Mg)-Total		4.03	4.24		mg/L	4.9	20	05-AUG-14
Manganese (Mn)-Total		0.0254	0.0268		mg/L	5.4	20	05-AUG-14
Molybdenum (Mo)-Total		0.00073	0.00076		mg/L	4.8	20	05-AUG-14
Nickel (Ni)-Total		0.0014	0.0015		mg/L	5.5	20	05-AUG-14
Phosphorus (P)-Total		0.065	0.073		mg/L	13	20	05-AUG-14
Potassium (K)-Total		<1.0	<1.0	RPD-NA	mg/L	N/A	20	05-AUG-14
Selenium (Se)-Total		<0.00040	<0.00040	RPD-NA	mg/L	N/A	20	05-AUG-14
Silicon (Si)-Total		1.2	1.3		mg/L	8.2	20	05-AUG-14
Silver (Ag)-Total		<0.00010	<0.00010	RPD-NA	mg/L	N/A	20	05-AUG-14
Sodium (Na)-Total		43.8	46.2		mg/L	5.3	20	05-AUG-14



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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT		Water						
Batch	R2908539							
WG1924113-4 DUP		WG1924113-3						
Strontium (Sr)-Total		0.109	0.118		mg/L	7.9	20	05-AUG-14
Thallium (Tl)-Total		<0.00030	<0.00030	RPD-NA	mg/L	N/A	20	05-AUG-14
Tin (Sn)-Total		<0.0010	<0.0010	RPD-NA	mg/L	N/A	20	05-AUG-14
Titanium (Ti)-Total		<0.0020	<0.0020	RPD-NA	mg/L	N/A	20	05-AUG-14
Tungsten (W)-Total		<0.010	<0.010	RPD-NA	mg/L	N/A	20	05-AUG-14
Uranium (U)-Total		<0.0010	<0.0010	RPD-NA	mg/L	N/A	20	05-AUG-14
Vanadium (V)-Total		0.00060	0.00063		mg/L	4.9	20	05-AUG-14
Zinc (Zn)-Total		0.0062	0.0065		mg/L	4.9	20	05-AUG-14
Zirconium (Zr)-Total		<0.0040	<0.0040	RPD-NA	mg/L	N/A	20	05-AUG-14
WG1924113-2 LCS								
Aluminum (Al)-Total			108.5		%		80-120	05-AUG-14
Antimony (Sb)-Total			93.3		%		80-120	05-AUG-14
Arsenic (As)-Total			92.1		%		80-120	05-AUG-14
Barium (Ba)-Total			90.9		%		80-120	05-AUG-14
Beryllium (Be)-Total			83.3		%		80-120	05-AUG-14
Bismuth (Bi)-Total			96.8		%		80-120	05-AUG-14
Boron (B)-Total			83.2		%		80-120	05-AUG-14
Cadmium (Cd)-Total			90.0		%		80-120	05-AUG-14
Calcium (Ca)-Total			98.5		%		80-120	05-AUG-14
Chromium (Cr)-Total			90.5		%		80-120	05-AUG-14
Cobalt (Co)-Total			93.9		%		80-120	05-AUG-14
Copper (Cu)-Total			91.1		%		80-120	05-AUG-14
Iron (Fe)-Total			94.2		%		80-120	05-AUG-14
Lead (Pb)-Total			96.7		%		80-120	05-AUG-14
Lithium (Li)-Total			83.1		%		80-120	05-AUG-14
Magnesium (Mg)-Total			92.5		%		80-120	05-AUG-14
Manganese (Mn)-Total			91.7		%		80-120	05-AUG-14
Molybdenum (Mo)-Total			89.8		%		80-120	05-AUG-14
Nickel (Ni)-Total			92.0		%		80-120	05-AUG-14
Phosphorus (P)-Total			92.6		%		80-120	05-AUG-14
Potassium (K)-Total			95.7		%		80-120	05-AUG-14
Selenium (Se)-Total			94.8		%		80-120	05-AUG-14
Silicon (Si)-Total			93.9		%		80-120	05-AUG-14



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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch	R2908539							
WG1924113-2 LCS								
Silver (Ag)-Total			98.8		%		80-120	05-AUG-14
Sodium (Na)-Total			93.6		%		80-120	05-AUG-14
Strontium (Sr)-Total			89.6		%		80-120	05-AUG-14
Thallium (Tl)-Total			98.3		%		80-120	05-AUG-14
Tin (Sn)-Total			92.6		%		80-120	05-AUG-14
Titanium (Ti)-Total			92.4		%		80-120	05-AUG-14
Tungsten (W)-Total			94.0		%		80-120	05-AUG-14
Uranium (U)-Total			97.2		%		80-120	05-AUG-14
Vanadium (V)-Total			93.4		%		80-120	05-AUG-14
Zinc (Zn)-Total			93.8		%		80-120	05-AUG-14
Zirconium (Zr)-Total			88.6		%		80-120	05-AUG-14
WG1924113-1 MB								
Antimony (Sb)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Arsenic (As)-Total			<0.0010		mg/L		0.001	05-AUG-14
Barium (Ba)-Total			<0.0020		mg/L		0.002	05-AUG-14
Beryllium (Be)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Bismuth (Bi)-Total			<0.0010		mg/L		0.001	05-AUG-14
Boron (B)-Total			<0.010		mg/L		0.01	05-AUG-14
Cadmium (Cd)-Total			<0.000090		mg/L		0.00009	05-AUG-14
Calcium (Ca)-Total			<0.50		mg/L		0.5	05-AUG-14
Chromium (Cr)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Cobalt (Co)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Copper (Cu)-Total			<0.0010		mg/L		0.001	05-AUG-14
Iron (Fe)-Total			<0.050		mg/L		0.05	05-AUG-14
Lead (Pb)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Lithium (Li)-Total			<0.10		mg/L		0.1	05-AUG-14
Magnesium (Mg)-Total			<0.50		mg/L		0.5	05-AUG-14
Manganese (Mn)-Total			<0.0010		mg/L		0.001	05-AUG-14
Molybdenum (Mo)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Nickel (Ni)-Total			<0.0010		mg/L		0.001	05-AUG-14
Phosphorus (P)-Total			<0.050		mg/L		0.05	05-AUG-14
Potassium (K)-Total			<1.0		mg/L		1	05-AUG-14
Selenium (Se)-Total			<0.00040		mg/L		0.0004	05-AUG-14
Silicon (Si)-Total			<1.0		mg/L		1	05-AUG-14



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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch	R2908539							
WG1924113-1 MB								
Silver (Ag)-Total			<0.00010		mg/L		0.0001	05-AUG-14
Sodium (Na)-Total			<0.50		mg/L		0.5	05-AUG-14
Strontium (Sr)-Total			<0.0010		mg/L		0.001	05-AUG-14
Thallium (Tl)-Total			<0.00030		mg/L		0.0003	05-AUG-14
Tin (Sn)-Total			<0.0010		mg/L		0.001	05-AUG-14
Titanium (Ti)-Total			<0.0020		mg/L		0.002	05-AUG-14
Tungsten (W)-Total			<0.010		mg/L		0.01	05-AUG-14
Uranium (U)-Total			<0.0010		mg/L		0.001	05-AUG-14
Vanadium (V)-Total			<0.00050		mg/L		0.0005	05-AUG-14
Zinc (Zn)-Total			<0.0030		mg/L		0.003	05-AUG-14
Zirconium (Zr)-Total			<0.0040		mg/L		0.004	05-AUG-14
WG1924113-5 MS		WG1924113-3						
Aluminum (Al)-Total			92.5		%		70-130	05-AUG-14
Antimony (Sb)-Total			90.4		%		70-130	05-AUG-14
Arsenic (As)-Total			95.2		%		70-130	05-AUG-14
Barium (Ba)-Total			97.9		%		70-130	05-AUG-14
Beryllium (Be)-Total			87.6		%		70-130	05-AUG-14
Bismuth (Bi)-Total			94.2		%		70-130	05-AUG-14
Boron (B)-Total			83.1		%		70-130	05-AUG-14
Cadmium (Cd)-Total			92.9		%		70-130	05-AUG-14
Calcium (Ca)-Total			N/A	MS-B	%			05-AUG-14
Chromium (Cr)-Total			90.5		%		70-130	05-AUG-14
Cobalt (Co)-Total			93.3		%		70-130	05-AUG-14
Copper (Cu)-Total			91.5		%		70-130	05-AUG-14
Iron (Fe)-Total			96.5		%		70-130	05-AUG-14
Lead (Pb)-Total			94.5		%		70-130	05-AUG-14
Lithium (Li)-Total			85.0		%		70-130	05-AUG-14
Magnesium (Mg)-Total			95.0		%		70-130	05-AUG-14
Manganese (Mn)-Total			92.3		%		70-130	05-AUG-14
Molybdenum (Mo)-Total			94.1		%		70-130	05-AUG-14
Nickel (Ni)-Total			92.0		%		70-130	05-AUG-14
Phosphorus (P)-Total			94.4		%		70-130	05-AUG-14
Potassium (K)-Total			124.7		%		70-130	05-AUG-14
Selenium (Se)-Total			97.9		%		70-130	05-AUG-14



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Client: Soil Engineers Ltd.
 100 NUGGET AVENUE
 TORONTO ON M1S 3A7

Contact: JASMEET SANDHU

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT		Water						
Batch R2908539								
WG1924113-5 MS		WG1924113-3						
Silicon (Si)-Total			94.1		%		70-130	05-AUG-14
Silver (Ag)-Total			96.1		%		70-130	05-AUG-14
Sodium (Na)-Total			N/A	MS-B	%		-	05-AUG-14
Strontium (Sr)-Total			N/A	MS-B	%		-	05-AUG-14
Thallium (Tl)-Total			94.8		%		70-130	05-AUG-14
Tin (Sn)-Total			95.0		%		70-130	05-AUG-14
Titanium (Ti)-Total			93.0		%		70-130	05-AUG-14
Tungsten (W)-Total			92.0		%		70-130	05-AUG-14
Uranium (U)-Total			97.4		%		70-130	05-AUG-14
Vanadium (V)-Total			96.8		%		70-130	05-AUG-14
Zinc (Zn)-Total			91.6		%		70-130	05-AUG-14
Zirconium (Zr)-Total			92.5		%		70-130	05-AUG-14
TC-MF-WT		Water						
Batch R2907118								
WG1923403-3 DUP		L1495886-1						
Total Coliforms		1	1		CFU/100mL	0.0	50	02-AUG-14
WG1923403-1 MB								
Total Coliforms			0		CFU/100mL		1	02-AUG-14
WG1923403-2 MB								
Total Coliforms			0		CFU/100mL		1	02-AUG-14
TURBIDITY-WT		Water						
Batch R2907007								
WG1924006-2 CVS								
Turbidity			102.0		%		85-115	04-AUG-14
WG1924006-4 DUP		L1495886-1						
Turbidity		0.22	0.21		NTU	4.7	15	04-AUG-14
WG1924006-1 MB								
Turbidity			<0.10		NTU		0.1	04-AUG-14

Quality Control Report

Workorder: L1495886

Report Date: 06-AUG-14

Client: Soil Engineers Ltd.
100 NUGGET AVENUE
TORONTO ON M1S 3A7
Contact: JASMEET SANDHU

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Legend:

Limit	ALS Control Limit (Data Quality Objectives)
DUP	Duplicate
RPD	Relative Percent Difference
N/A	Not Available
LCS	Laboratory Control Sample
SRM	Standard Reference Material
MS	Matrix Spike
MSD	Matrix Spike Duplicate
ADE	Average Desorption Efficiency
MB	Method Blank
IRM	Internal Reference Material
CRM	Certified Reference Material
CCV	Continuing Calibration Verification
CVS	Calibration Verification Standard
LCSD	Laboratory Control Sample Duplicate

Sample Parameter Qualifier Definitions:

Qualifier	Description
MS-B	Matrix Spike recovery could not be accurately calculated due to high analyte background in sample.
RPD-NA	Relative Percent Difference Not Available due to result(s) being less than detection limit.

Quality Control Report

Workorder: L1495886

Report Date: 06-AUG-14

Client: Soil Engineers Ltd.
100 NUGGET AVENUE
TORONTO ON M1S 3A7

Page 10 of 10

Contact: JASMEET SANDHU

Hold Time Exceedances:

ALS Product Description	Sample ID	Sampling Date	Date Processed	Rec. HT	Actual HT	Units	Qualifier
Physical Tests							
Turbidity	1	31-JUL-14 13:15	04-AUG-14 16:04	48	99	hours	EHT
	2	31-JUL-14 13:30	04-AUG-14 16:06	48	99	hours	EHT
	3	31-JUL-14 14:00	04-AUG-14 16:07	48	98	hours	EHT
	4	31-JUL-14 12:30	04-AUG-14 16:08	48	100	hours	EHT

Legend & Qualifier Definitions:

- EHTR-FM: Exceeded ALS recommended hold time prior to sample receipt. Field Measurement recommended.
- EHTR: Exceeded ALS recommended hold time prior to sample receipt.
- EHTL: Exceeded ALS recommended hold time prior to analysis. Sample was received less than 24 hours prior to expiry.
- EHT: Exceeded ALS recommended hold time prior to analysis.
- Rec. HT: ALS recommended hold time (see units).

Notes*:

Where actual sampling date is not provided to ALS, the date (& time) of receipt is used for calculation purposes.
Where actual sampling time is not provided to ALS, the earlier of 12 noon on the sampling date or the time (& date) of receipt is used for calculation purposes. Samples for L1495886 were received on 31-JUL-14 17:00.

ALS recommended hold times may vary by province. They are assigned to meet known provincial and/or federal government requirements. In the absence of regulatory hold times, ALS establishes recommendations based on guidelines published by the US EPA, APHA Standard Methods, or Environment Canada (where available). For more information, please contact ALS.

The ALS Quality Control Report is provided to ALS clients upon request. ALS includes comprehensive QC checks with every analysis to ensure our high standards of quality are met. Each QC result has a known or expected target value, which is compared against pre-determined data quality objectives to provide confidence in the accuracy of associated test results.

Please note that this report may contain QC results from anonymous Sample Duplicates and Matrix Spikes that do not originate from this Work Order.



Chain of Custody (COC) / Analytical Request Form

Affix ALS barcode label here (lab use only)

COC Number 14 -

Page ___ of ___

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Canada Toll Free: 1 800 668 9878

Report To		Report Format / Distribution			Select Service Level Below (Rush Turnaround Time (TAT) is not available for all tests)										
Company: Soil Engineers		Select Report Format: <input checked="" type="checkbox"/> PDF <input type="checkbox"/> EXCEL <input type="checkbox"/> EDD (DIGITAL)			R <input checked="" type="checkbox"/> Regular (Standard TAT if received by 3 pm - business days)										
Contact: Jasmeet Sandhu		Quality Control (QC) Report with Report <input type="checkbox"/> Yes <input type="checkbox"/> No			P <input type="checkbox"/> Priority (2-4 bus. days if received by 3pm) 50% surcharge - contact ALS to confirm TAT										
Address: 100 Nugget Avenue Toronto, ON, M1S 3A7		<input checked="" type="checkbox"/> Criteria on Report - provide details below if box checked			E <input type="checkbox"/> Emergency (1-2 bus. days if received by 3pm) 100% surcharge - contact ALS to confirm TAT										
Phone: 416-754-8515 416-754-8516		Select Distribution: <input checked="" type="checkbox"/> EMAJ <input type="checkbox"/> MAJ <input type="checkbox"/> FAX			E2 <input type="checkbox"/> Same day or weekend emergency - contact ALS to confirm TAT and surcharge										
		Email 1 or Fax: jsandhu@soilengineersltd.com			Specify Date Required for E2,E or P										
		Email 2			Analysis Request										
Invoice To		Invoice Distribution			Indicate Filtered (F), Preserved (P) or Filtered and Preserved (F/P) below										
Same as Report To <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Select Invoice Distribution: <input checked="" type="checkbox"/> EMAJ <input type="checkbox"/> MAIL <input type="checkbox"/> FAX													
Copy of Invoice with Report <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Email 1 or Fax: jsandhu@soilengineersltd.com													
Company: Soil Engineers		Email 2													
Contact: Jasmeet Sandhu															
Project Information		Oil and Gas Required Fields (client use)													
ALS Quote #: Q43446		Approver ID:			Cost Center:										
Job #: 1406-W074		GL Account:			Routing Code:										
PO / AFE		Activity Code:													
LSD:		Location:													
ALS Lab Work Order # (lab use only) <u>L1495886</u>		ALS Contact: Mathy G.		Sampler:											
ALS Sample # (lab use only)	Sample Identification and/or Coordinates (This description will appear on the report)	Date (dd-mmm-yy)	Time (hh:mm)	Sample Type	NO2, NO3	Turbidity	Anions	Total Metals	Colour	E.Coli	Total Coliform	Number of Containers			
-1	1TT	July 31/14	13:15	water	X	X	X	X	X	X	X				
-2	11TT	July 31/14	13:30	water	X	X	X	X	X	X	X				
-3	14TT	July 31/14	14:00	water	X	X	X	X	X	X	X				
-4	3478 Line 1	July 31/14	12:30	water	X	X	X	X	X	X	X				
Drinking Water (DW) Samples¹ (client use)		Special Instructions / Specify Criteria to add on report (client Use)			SAMPLE CONDITION AS RECEIVED (lab use only)										
Are samples taken from a Regulated DW System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		CRITERIA:			Frozen <input type="checkbox"/> SIF Observations Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>										
Are samples for human drinking water use? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Ice packs Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Custody seal intact Yes <input type="checkbox"/> No <input type="checkbox"/>										
					Cooling Initiated <input checked="" type="checkbox"/>					INITIAL COOLER TEMPERATURES °C					
					7.8					FINAL COOLER TEMPERATURES °C					
SHIPMENT RELEASE (client use)		INITIAL SHIPMENT RECEPTION (lab use only)			FINAL SHIPMENT RECEPTION (lab use only)										
Released by: Jasmeet		Date: July 31	Time: 17:00	Received by: Rishvi	Date: July 31/14	Time: 5pm	Received by:			Date:	Time:				

REFER TO BACK PAGE FOR ALS LOCATIONS AND SAMPLING INFORMATION

WHITE - LABORATORY COPY YELLOW - CLIENT COPY

ALS Form 0320r (08/11) Rev 04 January 2014

Failure to complete all portions of this form may delay analysis. Please fill in this form LEGIBLY. By the use of this form the user acknowledges and agrees with the Terms and Conditions as specified on the back page of the white - report copy.

1. If any water samples are taken from a Regulated Drinking Water (DW) System, please submit using an Authorized DW COC form

Appendix K

Truck Haul Route Review

**COUNTY OF SIMCOE
COUNTY ROAD 22 2.5KM EAST AND WEST OF HORSESHOE
RESORT ENTRANCE WIDIENING TO THREE LANES – ADDITION OF
TRUCK CLIMBING LANES**

HAUL ROUTE ASSESSMENT



Prepared for:
County of Simcoe

Prepared by:
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February 2014

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- Table 4 – Traffic Volumes on Haul Routes

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- B – Performance Curves
- C – Location Ranking by Number of Collisions

1.0 Introduction

This report is prepared as part of the County Road 22 widening to three lanes – addition of truck climbing lanes 2.5 km east and west of the Horseshoe Resort Entrance as part of the Class Environmental Assessment for the County of Simcoe.

The overall purpose of the report is to address the following:

- assess truck traffic volumes, truck trip distribution on the section of County Road 22;
- identify potential haul routes between Orillia and Highway 26/Stayner/Collingwood;
- review traffic volumes on the potential haul routes;
- identify potential road improvements and associated preliminary cost estimates;
- carry out truck climbing lane warrant analysis to supplement the need for this implementation as outlined in the County's request for proposal document for CR 22.

As illustrated in Figure 1, the section of County Road 22 is located in the Township of Oro-Medonte, north of the City of Barrie, west of the City of Orillia, in the County of Simcoe.

A review of potential haul routes was completed based on the following criteria:

- The shortest and most direct route;
- The least impact to the environment;
- The least impact to the settlement areas and/or urban centres;
- The least cost to use the route;
- Use of provincial highways or regional roads whenever possible;
- Use of paved roads instead of gravel roads to minimize the potential cost of road upgrades; and
- Use of existing roads instead of building new roads.

A total of four haul routes including three sub-route alternatives have been identified as potential candidates (refer to Figure 2). A brief description and preliminary evaluation of each haul route is presented in Section 4.

2.0 Truck Traffic on CR 22

Traffic counts were conducted at the intersections of County Road 22 with 3rd Line, County Road 22 with 4th Line and County Road 22 with the Horseshoe Valley Resort Entrance on Saturday, June 8, 2013 and Wednesday, June 12, 2013 from 6:00 to 9:00, 11:00 to 13:00 and 15:00 to 18:00, Saturday January 11, 2014 from 10:00 to 18:00 and Tuesday January 14, 2014 from 7:00 to 10:00, 11:00 to 13:00 and 15:00 to 18:00 (the count data is included in Appendix A).

The following traffic data was provided by the County of Simcoe for the sections of County Road 22 from 7th Line to Horseshoe Valley Resort Entrance and from Horseshoe Valley Resort Entrance to County Road 93:

- AADT for the years of 2002, 2005, 2008 and 2011
- Spring, summer and fall weekday hourly volumes in each direction for 2011 and
- 2011 spring weekday hourly volumes in each direction with vehicle classification.

Derived from the latest January 2014 and June 2013 traffic count data (representing winter and spring conditions), weekday and weekend 8 hour two-way truck volumes on the section of CR 22, 3rd Line, Horseshoe Resort Entrance and 4th Line are listed in Table 1. Truck distribution percentages were calculated based on the number of trucks turn onto/from CR 22 and the total number of trucks using CR 22.

Trucks include single unit trucks and buses with 2 or 3 axles, exclude pick-up trucks, mini vans and sport utilities with 2 axles. Heavy trucks include all multiple unit trucks with 4 or more axles.

TABLE 1 – 8 HOUR TRUCK VOLUMES & DISTRIBUTION ON CR 22, 3RD LINE, HORSESHOE RESORT ENTRANCE & 4TH LINE

ROAD SECTION	JANUARY 2014				JUNE 2013			
	WEEKDAY		WEEKEND		WEEKDAY		WEEKEND	
	TRUCK (HEAVY)	% (%)	TRUCK (HEAVY)	% (%)	TRUCK (HEAVY)	% (%)	TRUCK (HEAVY)	% (%)
CR 22 at 3 rd Line	101(58)		30 (4)		173		39	
3 rd Line at CR 22	14(8)	14(14)	4 (0)	13(0)	26	15.0	13	33.3
CR 22 at Horseshoe Resort	106(56)		22(3)		173		40	
Horseshoe Resort entrance	19(10)	18(18)	0 (0)	0(0)	40	23.1	13	32.5
Opposite of Horseshoe Resort entrance	12(9)	11(16)	0 (0)	0(0)	8	4.6	0	
CR 22 at 4 th Line	133(91)		27(3)		106		20	
4 th Line	38(33)	29(36)	6 (0)	22(0)	35	27.3	3	15.0
Cathedral Pine Road	21(17)	16(19)	2(0)	7(0)	11	8.6	1	5.0
Total		88(100)		42(0)		78.6		85.8

As indicated in Table 1, the majority (78.6% to 88%) of the truck traffic on CR 22 on a weekday during the busiest 8 hours are coming from or going to either 3rd Line or Horseshoe Resort Entrance or 4th Line or Cathedral Pine Road. On a weekend day, a similar percentage of trucks (85.8%) on CR 22 are actually delivering services and products to/from the noted above side roads during the early morning, midday and late afternoon hours. This percentage is reduced by half during the busiest 8 hour of a weekend day. For heavy truck traffic, all of the heavy trucks travelling on CR 22 during the busiest 8 hours on a week day are actually delivering services and products to/from the side roads. On the other hand, on a weekend day during the busiest 8 hours, no heavy trucks are travelling to/from the side roads, and only a minimal number (3 or 4) of heavy trucks are on CR 22.

It is noted that some of the above truck volumes cannot be diverted to other roads as CR 22 is the only access road, such as trucks travelling to/from Horseshoe Resort entrance and Cathedral Pine Road. For trucks travelling to/from 3rd Line and 4th Line, CR 22 is the most direct route.

Truck percentages during the busiest 8 hours on a weekday and on a weekend day on CR 22 in January 2014 and June 2013 are summarized in Table 2. Daily and 8 hour truck percentages on CR 22 on a weekday in May 2011 are also presented in Table 2.

TABLE 2 – TRUCK AND HEAVY TRUCK PERCENTAGES ON CR 22

ROAD SECTION	JANUARY 2014		JUNE 2013		MAY 2011	
	8 HOUR (%)		8 HOUR (%)		WEEKDAY	
	WEEKDAY	WEEKEND	WEEKDAY	WEEKEND	8 HOUR	DAILY
CR 22 at 3 rd Line	3.5 (2.0)	0.9 (0.1)	4.6	1.1		
CR 22 at Horseshoe Resort Ent.	3.6 (1.9)	1.1 (0.1)	4.7	1.3		
CR 22 at 4 th Line	4.6 (2.9)	1.0 (0.1)	3.5	0.8		
CR 22 from 7 th Line to Horseshoe Resort Ent.					10.2	9.4
CR 22 from Horseshoe Resort Ent. To CR 93					9.9	9.2

As indicated in Table 2, 8 hour truck percentages have declined since 2011. Truck percentages are higher on a weekday than on a weekend (approximately 200% higher). The current weekday 8 hour truck percentages are in the order of 3.5% to 4.6%. 8 hour truck percentages are slightly higher than the daily percentages in 2011. 2011 Daily truck percentages are in the order of 9.2% to 9.4%.

3.0 Truck By-Pass Route Warrant Consideration

Given that a fairly significant number of local residents who have commented on the environmental assessment prefer a truck bypass route, the need and justification for a truck by-pass route was reviewed and compared with alternate routes through other communities. The results are summarized in Table 3.

TABLE 3 – BYPASS ROUTE WARRANT COMPARISON

CITY/TOWN	Oro-Medonte	Collingwood	Paris	Shelburne
Road/Highway	CR 22	First Street ¹ (Highway 26)	Grand River Street ²	Main Street ³ (Highway 10)
Current AADT	4,300 – 5,500 (2011)	30,000 (2005)	unknown	Over 17,800 (2006)
Future AADT	6,600 – 8,700	40,000 – 44,000	unknown	unknown

CITY/TOWN	Oro-Medonte	Collingwood	Paris	Shelburne
	(2033)	(2015)		
% Total Bypass Volumes	unknown	Over 30 %	unknown	44 – 54 %
% Truck Bypass Volumes	17%	unknown	53%	64%
Right-of-Way Width	36 m (future)	30 m	30 m	unknown
Existing Number of Lanes	2 (one lane in each direction)	4 (two lanes in each direction)	3 (two northbound lanes, one southbound lane)	4 (two lanes in each direction)
Future Number of Lanes	To be determined	5 (two lanes in each direction and a two-way left turn lane)	unknown	unknown
Will Active Transportation be accommodated?	Yes	Yes, 3 m multi use trail on the north side and 1.5 m sidewalk on the south side	unknown	unknown
Is a bypass Warranted?	Need not identified	Yes (by MTO and the County of Simcoe)	Yes (by the County of Brant)	Yes (by MTO)
When will the bypass be implemented?	Need not identified	Implemented 2012/2013	2011 to 2021	unknown

1. Data derived from “Environmental Study Report, First Street and Huron Street (Highway 26), Reconstruction and Infrastructure Improvements, Town of Collingwood” R. J. Burnside August 2006

2. Data derived from “County of Brant, Truck Route Study” TSH June 2004 and “County of Brant, Transportation Master Plan” IBI December 2008

3. Data derived from “Highway 10 Bypass Finally in the Works” Orangeville Citizen August 7, 2008

As indicated in Table 3, future 2033 AADT on CR 22 are in the order of 6600 to 8700, whereas, future AADT are in the order of 40,000 to 44,000 on First Street in Collingwood. Truck bypass volumes on CR 22 are also considered low (17%) as compared to those on Grand River Street (53%) and Main Street (64%).

In light of the above, an additional truck by-pass route is not justified. Despite of the low bypass truck volumes, alternate haul routes were considered below.

4.0 Haul Route Alternatives

Potential haul routes between the City of Orillia and Highway 26/Stayner/Collingwood were developed based on the following criteria:

- The shortest and most direct route;

- The least impact to the environment;
- The least impact to the settlement areas and/or urban centres;
- The least cost to use the route;
- Use of provincial highways or regional roads whenever possible;
- Use of paved roads instead of gravel roads to minimize the potential cost of road upgrades; and
- Use of existing roads instead of building new roads.

A total of four haul routes including three sub-route alternatives have been identified as potential candidates (refer to Figure 2).

4.1 Alternative #1

Alternative #1 haul route utilizes the following roads:

- Highway 12 from Highway 11 to CR22
- CR 22 from Highway 12 to Highway 26

The driving distance of this route is approximately 38.4 km. Driving time is approximately 31 minutes based on Google Maps. The advantages of this route are that it involves the use of Provincial highway and County Road which were designed to carry commercial trucks, and there is no impact to the City of Barrie, the community of Midhurst. The disadvantage of this route is that it goes through the community of Horseshoe Valley.

To mitigate impacts to the community of Horseshoe Valley, an alternate route (Alternative #1-2) was developed as follows:

- Highway 12 from Highway 11 to CR22
- CR22 from Highway 12 to 5th Line North
- 5th Line North from CR22 to Bass Lake Side Road West
- Bass Lake Side Road West from 5th Line North to Line 2 North
- Line 2 North from Bass Lake Side Road West to CR 22
- CR 22 from Line 2 North to Highway 26

The advantage of this route is that it has no impact to the community of Horseshoe Valley. The disadvantages of this route are that the section of 5th Line North and Line 2 between CR22 and Bidwell Road are un-opened roads with no road maintenance and the section of Bass Lake Side Road and Line 2 between Bass Lake Side Road and Bidwell Road are Township roads. As such, they have not been designed to accommodate heavy truck traffic. Building new roads on the section of 5th Line north and Line 2 between CR22 and Bidwell Road (approximately $3.1 + 2.1 = 5.2$ km) and road resurfacing on Bass Lake Side Road and Line 2 between Bass Lake Side Road and Bidwell Road (approximately 5.2 km) will be required. The costs of building new roads and resurfacing existing Township Roads are approximately \$7,488,000 (5.2×2 lanes \times \$600,000/km/lane + 5.2×2 lanes \times \$120,000/km/lane). The approximate costs can be much higher given the hilly terrain and the costs/km do not account for major grade revisions to address a County design standard. Thus, Alternative #1-2 is not a recommended route.

4.2 Alternative #2

To use provincial Highway 400 instead of County Road 22, an alternate haul route (Alternative #2) was developed as follows:

- Highway 12 from Highway 11 to CR19
- CR 19 from Highway 12 to Highway 400
- Highway 400 from CR 19 to CR 22
- CR 22 from Highway 400 to Highway 26

The driving distance of this route is 49.6 km. Driving time is approximately 36 minutes. The advantages of this route are that it involves use of Provincial highways and County roads including 400 series highways, which are designed to carry commercial trucks and that there is no impact to the community of Horseshoe Valley. Note that County Road 19 does include some areas of very restricted horizontal alignment which would require correction to bring the alignment to current County standards. There is also at least one vertical grade correction necessary closer to the intersection of Highway 12. The cost of the alignment correction is approximately \$3,240,000 (2.7 x 2 lanes x \$600,000/km/lane). Another disadvantage of this route is that it has a longer driving distance (11.2 km longer) and a longer driving time (5 minutes longer one-way) than Alternative #1. Thus, this route (Alternative #2) is not recommended.

4.3 Alternative #3

Alternative #3 haul route was developed as follows:

- Highway 11 from Highway 12 to CR 11
- CR 11 from Highway 11 to Highway 400
- Highway 400 from CR 11 to CR22
- CR 22 from Highway 400 to Highway 26

The driving distance of this route is 45.2 km. Driving time is approximately 35 minutes based on Google Maps. The advantages of this route are that it uses all provincial highways and County roads including 400 series highways and that there is not impact to the community of Horseshoe Valley. The disadvantages of this route are that it has a longer driving distance (4.8 km longer) and a longer driving time (4 minutes longer) and that W.R Best Memorial Public School is fronting on the section of CR 11. Additional trucks sent onto this route are not recommended.

In the event of a Highway 400 closure (i.e. accidents, emergency detour route), an alternate route (Alternative #3-2) was developed as follows:

- Highway 11 from Highway 12 to CR11
- CR 11 from Highway 11 to Highway 400/Forbes Road
- Forbes Road/Russell Road from Highway 400 to Doran Road
- Doran Road from Russell Road to Highway 27
- Highway 27 from Doran Road to Highway 26
- Highway 26 from Highway 27 to CR22

The driving distance of this route is 45.3 km. Driving time is approximately 38 minutes based on Google Maps. This route goes through the community of Midhurst. Currently, a 5 tonne limit is posted on the section of Forbes Road, Russell Road and Doran Road. Thus, this route is not recommended.

4.4 Alternative #4

Alternative #4 haul route was developed as follows:

- Highway 11 from Highway 12 to CR 93
- CR 93 from Highway 11 to CR 11
- CR 11 from CR 93 to Highway 400
- Highway 400 from CR 11 to CR 22
- CR 22 from Highway 400 to Highway 26

The driving distance of this route is 53.5 km. Driving time is approximately 37 minutes. The advantages of this route are that it uses all provincial highways and County roads and that there is no impact to the community of Horseshoe Valley. The disadvantage of this route is that it has a longer driving distance (15.1 km longer) and a longer driving time (6 minutes longer one-way). Thus, it is not recommended.

Should CR 93 not be used, an alternate route (Alternative #4-2) was developed as follows:

- Highway 11 from Highway 12 to Highway 400
- Highway 400 from Highway 11 to Highway 26/Bayfield Street
- Highway 26 from Highway 400 to Highway 26/CR22

The driving distance of this route is 51.4 km. Driving time is approximately 37 minutes. The advantage of this route is that it uses all Provincial Highways. The disadvantage of this route is that it goes through Bayfield Street in the City of Barrie. Bayfield Street is a busy street. Thus, Alternative #4-2 is not recommended.

5.0 Traffic Volumes on Haul Routes

Existing and projected 2014 traffic volumes on the haul routes discussed in the above section were reviewed. Existing traffic volumes on Provincial highways were obtained from MTO, whereas, existing traffic volumes on County roads were provided by the Simcoe County. Available traffic volumes are listed in Table 4.

Historic traffic volumes on Provincial highways are available for the years from 1988 to 2010. To estimate the 2014 traffic volumes, annual growth rates were calculated based on the average growth rates from 2006 to 2010. Design Hour Volume percentages for Provincial highways were derived from MTO 2010 Seasonal Variation Graphs. It is assumed that Provincial highways have a capacity of 1000 vehicles per hour per lane for non- freeways, 1800 vehicles per hour per lane for Highway 11 and 1900 vehicles per hour per lane for Highway 400.

For Simcoe County roads, annual growth rates were calculated based on the average growth rates from 2008 to 2011 or from 2009 to 2012. The following assumptions have been made:

- Design hour volumes are 10% of the AADTs; and
- A capacity of 800 vehicles per hour per lane.

Table 4 indicates that volumes are near capacity on the section of Highway 400 from Highway 26 to Duckworth Street. Traffic volume is not an issue on all other sections of haul routes. Truck percentages and are lower on CR22 than those on CR 11 and CR 93, although truck volumes are similar on all three County Roads.

TABLE 4 - TRAFFIC VOLUMES ON HAUL ROUTES

Highway/Road	Section	AADT							# of Lanes	Design Hr Vol. %	Design Hr Vol./Lane	Capacity/Lane	v/c ratio	% Truck	Truck Vol.	
		2006	2008	2009	2010	2011	2012	Growth rate								2014
Highway 11	Highway 400 to Oro-Medonte Line 4	40800			40600			-0.10%	40600	4	12.00%	1218	1800	0.68		
	Oro-Medonte Line 4 to CR 20	37900			41100			1.63%	43853	4	12.00%	1316	1800	0.73		
	CR 20 to Memorial Ave	37800			39000			0.63%	39987	4	10%	1000	1800	0.56		
	Memorial Ave to CR 11	33000			34900			1.13%	36498	4	12%	1095	1800	0.61		
	CR 11 to Highway 12/Coldwater Rd	38600			33900			-2.56%	33900	4	12%	1017	1800	0.57		
Highway 12	Highway 11/Coldwater Rd to Line 15 N	16000			16100			0.12%	16180	2	10.00%	809	1000	0.81		
	Line 15 N to CR 22	12600			13400			1.24%	14076	2	10.10%	711	1000	0.71		
	CR 22 to CR 19	9500			9000			-1.08%	9000	2	9.80%	441	1000	0.44		
Highway 26	Barrie N limits to CR 27	20300			21200			0.87%	21949	4	10.10%	554	1000	0.55		
	CR 27 to CR 22	7300			7250			-0.14%	7250	2	10%	363	1000	0.36		
Highway 400	Highway 26 to Duckworth St	82800			88200			1.27%	92772	6	12.00%	1855	1900	0.98		
	Duckworth St to Highway 11	61500			57800			-1.23%	57800	6	10.60%	1021	1900	0.54		
	Highway 11 to Forbes Rd/CR 11	21600			26900			4.49%	32062	4	12.70%	1018	1900	0.54		
	CR 11 to CR 22	21700			23400			1.52%	24855	4	20.90%	1299	1900	0.68		
	CR 22 to CR 93	19800			20800			0.99%	21636	4	12.00%	649	1900	0.34		
	CR 93 to Mt St Louis Rd	16500			18600			2.42%	20471	4	12.00%	614	1900	0.32		
CR 11	Mt St Louis Rd to CR 19	16900			18100			1.38%	19121	4	20.90%	999	1900	0.53		
	Highway 11 to 12th Conc		3300			3400		1.00%	3503	2	10%	175	800	0.22	14.3	501
	12th Conc to 3rd Line		2200			2100		-1.54%	2100	2	10%	105	800	0.13	18	378
	3rd Line to CR 93		2700			2600		-1.25%	2600	2	10%	130	800	0.16	18.3	476
CR 19	CR 93 to Highway 400		3000			3300		3.23%	3630	2	10.00%	182	800	0.23	21.2	770
	Highway 12 to Highway 400		900			1200		10.06%	1600	2	10.00%	80	800	0.1		
CR 22	Highway 12 to Highway 400		900			1200		10.06%	1600	2	10.00%	80	800	0.1		
	Highway 12 to 7th Line		4600			4300		-2.22%	4300	2	10.00%	215	800	0.27		
	7th Line to Horseshoe Resort entrance		6200			5500		-3.91%	5500	2	10.00%	275	800	0.34	9.4	517
	Horseshoe Resort entrance to CR 93		6200			5800		-2.20%	5800	2	10%	290	800	0.36	9.2	534
CR 93	CR 93 to Highway 400		5300			5600		1.85%	5917	2	10%	296	800	0.37		
	Highway 11 to CR 11			3600			4000	3.57%	4444	2	10%	222	800	0.28	14	622

6.0 Truck Climbing Lane Requirement

The need for truck climbing lanes on the section of CR 22 in the study area was reviewed. Based on MTO geometric design standards for two-lane highways, the existing traffic volumes and truck volumes, truck climbing lanes are warranted. All three of the following criteria are satisfied:

- A 15 km/h or greater speed reduction is expected for a typical heavy truck (see performance curves in Appendix B).
- Upgrade traffic flow exceeds 200 vehicles per hour (AADT = 5500 to 5800, minimum design hour volume = $5500 \times 10\% \times 48\%$ minimum directional split = 264 vehicles per hour).
- Upgrade truck flow exceeds 20 vehicles per hour (minimum design hour volume 264 x minimum truck percentage 9.2% = 24 vehicles per hour).

The County is planning on carrying out ATR counts on the section of CR 22 this year. Traffic volumes and truck volumes can be reviewed once the new data is available.

MTO *Geometric Design Standards for Ontario Highways* states “Slow moving vehicles, in particular heavy trucks and recreational vehicles, can impede traffic flow and pose a safety hazard on significant upgrades. In these cases, the recommended safety improvement is a climbing lane. This is an extra lane dedicated specifically to slow moving vehicles. Slow moving vehicles are directed to travel in the right lane, allowing other drivers to pass on the left in the through lane.

Given that truck climbing lanes are warranted, it is recommended to increase traffic safety and improve traffic flow.

7.0 Literature Review on Relative Fault in Car-Truck Crashes

American Trucking Associations’ report “Relative Contribution/Fault in Car-Truck Crashes” has addressed the question of relative fault in crashes involving large trucks and light passenger vehicles, including cars, vans, SUVs, and pickup trucks through literature search on 17 references. The report concludes the following:

- Almost all crashes are triggered by a particular driver error or other failure occurring in one of the involved vehicles.
- The majority of fatal and serious injury crashes involving a truck also involve at least one car.
- The preponderance of evidence suggests that car drivers are principally at-fault in about three-quarters (70-75%) of fatal car-truck crashes.
- The factors and driver errors resulting in car-truck crashes include traffic density, speeding, other unsafe operating behaviors like following too closely, alcohol use, and driver fitness.
- The benefits of traffic safety education, strong enforcement of traffic laws, and improved roads extend to all crash types, including car-truck crashes.

8.0 Collisions Review

Accident records for the period from January 1, 2001 to December 31, 2011 on CR 22 from Highway 26 to Highway 12 were reviewed. A total of 398 collisions have recorded. The highest number of

collisions (43) occurred on the section of CR 22 between the Horseshoe Resort entrance and 3rd Line within the study area. This number is about twice as much as the second to the fourth highest number of collisions on the other sections of CR 22 (see Location Ranking by Number of Collisions provided in Appendix C).

The 398 collisions were grouped by at-fault driver's vehicle type and illustrated in Figure 3. As shown in Figure 3, only 11 out of 398 collisions (2.8%) involved in an at-fault truck driver. This percentage is lower than the truck volume percentages (9.2% to 9.4%) on the road.

The 398 collisions were also grouped by initial impact type and illustrated in Figure 4. As shown in Figure 4, the most frequent collisions were single motor vehicle collisions excluding those involving an animal or pedestrian or fixed object or unattended vehicle. Whereas, potentially passing related head on collisions were the fourth most frequent collisions at 7.8% just behind single motor vehicle collisions, rear end collisions and single motor vehicle collisions with fixed object or unattended vehicle.

Six collisions involving a truck were occurred within the study area during the 11 year period. Two of them were intersection related collisions due to following too close. Another two of them were single vehicle collisions. One of the six collisions was a rear end collision which occurred when both vehicles were going downhill. One of the collisions was a passing related collision which may be avoided if a truck climbing lane was in place. It was a non-fatal injury head on Collision. The collision occurred on January 30, 2004 on the section of CR 22 between Horseshoe Resort entrance and 3rd Line. A pick-up truck driver going west was passing an unidentified potentially slow vehicle and hit an approaching dump truck.

9.0 Conclusion

Truck traffic on CR 22 was reviewed. The available traffic count data indicates the following:

- 78.6% to 88% of the truck traffic on CR 22 are coming from or going to either 3rd Line or Horseshoe Resort entrance or 4th Line or Cathedral Pine Road on a weekday.
- Truck percentages on CR 22 have declined since 2011.
- Truck percentages are approximately 200% higher on a weekday than on a weekend day.
- The current weekday 8 hour truck percentages are in the order of 3.5% to 4.6%, whereas, daily truck percentages are in the range of 9.2% to 9.4%.

The need and justification for a truck by-pass route was reviewed and compared with other communities. Given the low truck bypass volumes (17% of the total truck volumes) on CR 22 as compared to 53% - 64% on roads in other communities, a truck bypass route is not warranted.

Despite the above, potential haul routes were assessed between the City of Orillia and Highway 26/Stayner/Collingwood.

Haul routes were recommended based on our site review, information in Google Maps and the following criteria:

- The shortest and most direct route
- The least impact to the environment
- The least impact to the settlement areas and/or urban centres

- The least cost to use the route
- Use of provincial highways or regional roads whenever possible
- Use of paved roads instead of gravel roads to minimize the potential cost of road upgrades
- Use of existing roads instead of building new roads

It was determined that CR 22 is the recommended haul route.

Existing and future 2014 traffic volumes on the haul routes were also reviewed. Reserve capacity exists on most of the haul routes except the section of Highway 400 between Highway 26 and Duckworth Street where volumes are near capacity. Truck percentages are lower on CR22 than those on CR 11 and CR 93, although truck volumes are similar on all three County Roads.

The need for a truck climbing lane was reviewed. Truck climbing lanes are warranted on CR 22, thus, they are recommended to increase traffic safety and improve traffic flow.

A literature review indicates that car drivers are principally at-fault in about three-quarters (70-75%) of fatal car-truck crashes.

Collisions review indicates that the highest number of collisions occurred on the section of CR 22 between the Horseshoe Resort entrance and 3rd Line within the study area. Only 2.8% collisions involved in an at-fault truck driver. Potentially passing related head on collisions were the fourth most frequent collisions at 7.8% just behind single motor vehicle collisions, rear end collisions and single motor vehicle collisions with fixed object or unattended vehicle.

Intersection improvement needs on the section of CR 22 are being assessed in a separated report – CR 22 Traffic Impact Study.

We trust that the above meets with your purpose. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED

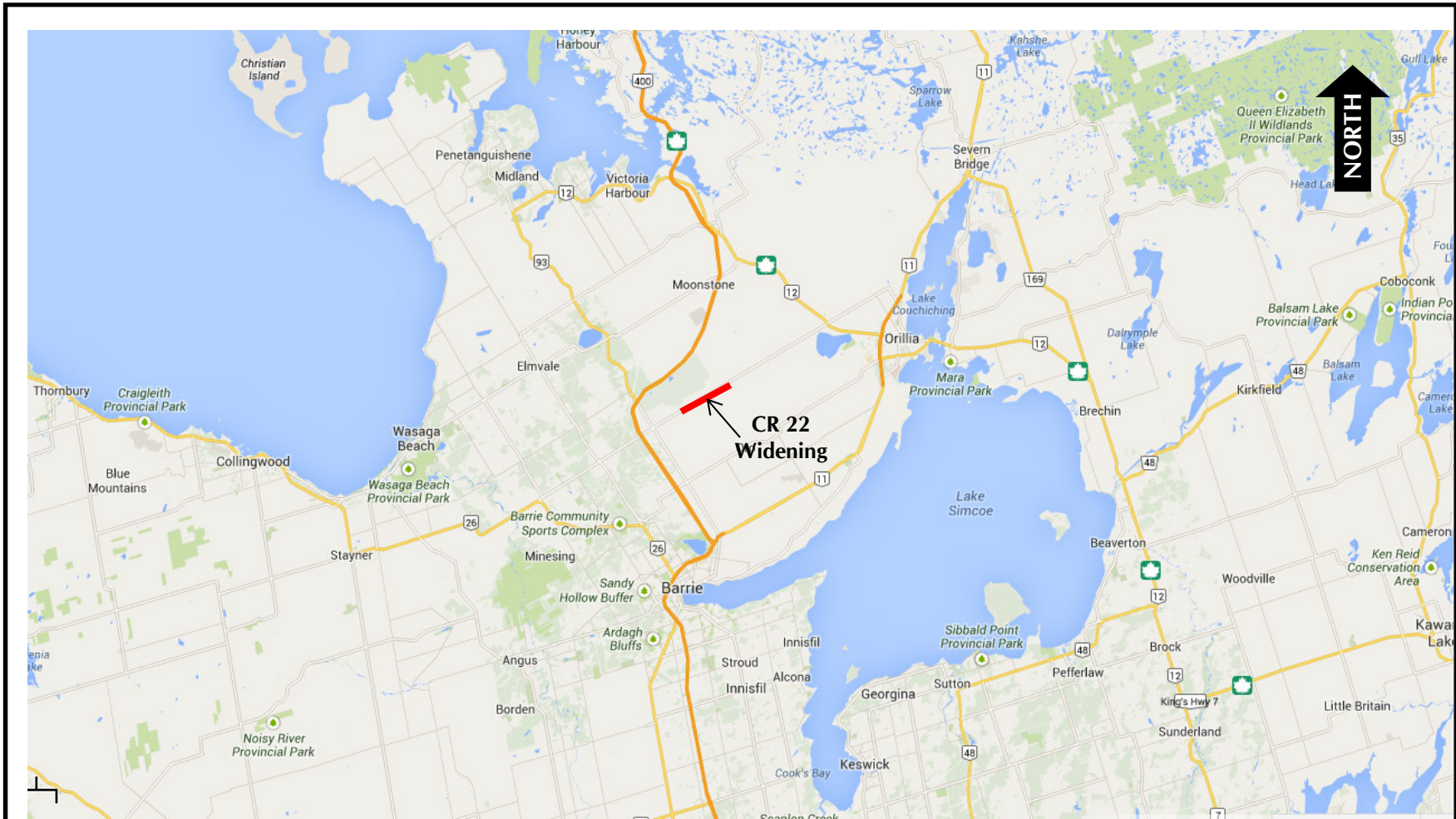
Reported by:
draft

Reviewed by:
draft

Lilly Chen, P. Eng.
Senior Transportation Engineer

Mike Neumann, P. Eng.
Vice-President, Transportation Engineering

T:\112166\Haul Routes\Draft CR22 Haul Routes2.doc



Source: Google Maps

Figure 1 – Site Location

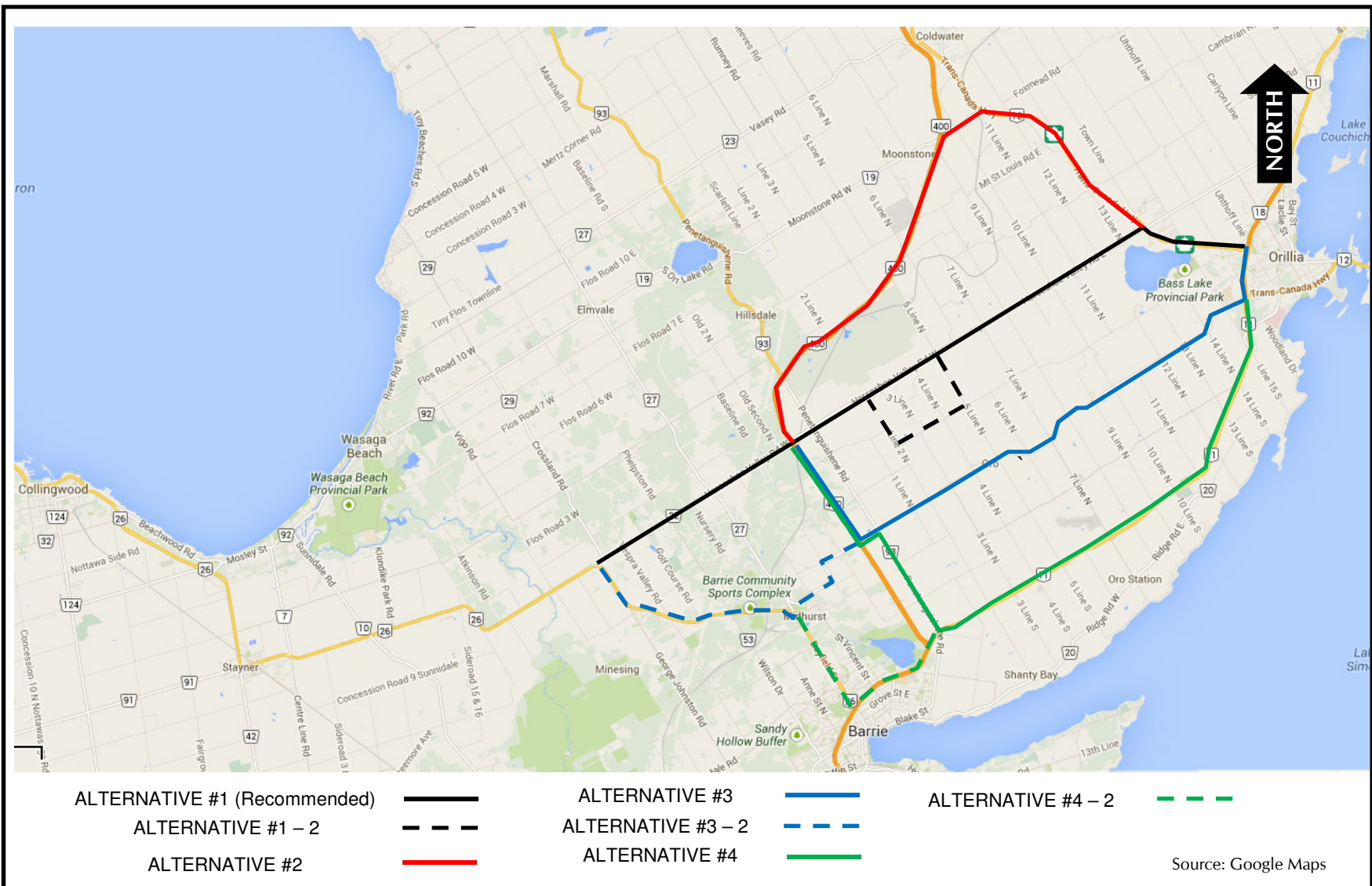


Figure 2 – Haul Routes



FIGURE 3 - GROUP COLLISIONS BY VEHICLE 1 TYPE

Vehicle Type

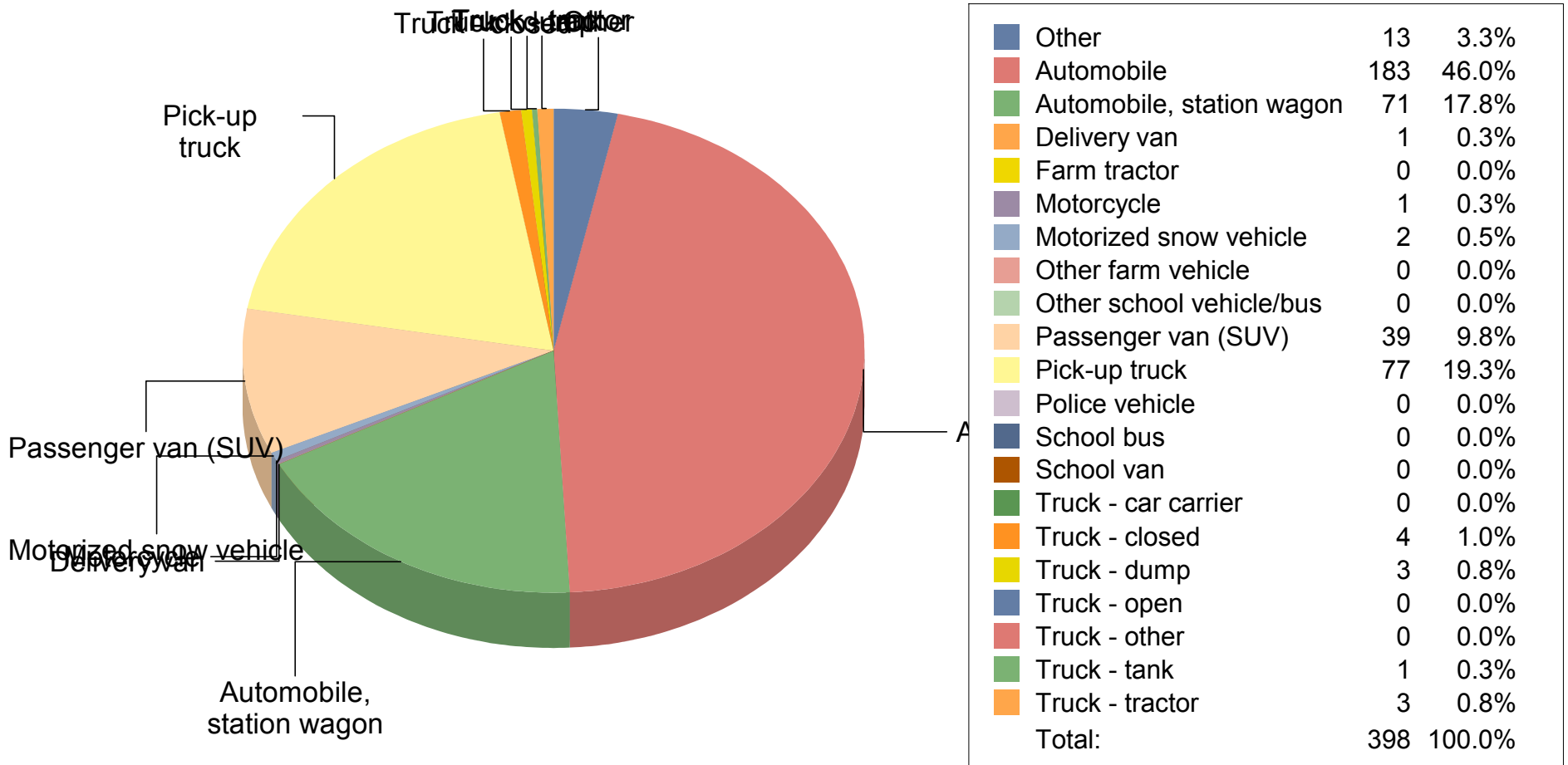
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)



TOTAL COLLISIONS: 398



FIGURE 4 - GROUP COLLISIONS BY INITIAL IMPACT TYPE

Collisions by Impact Type

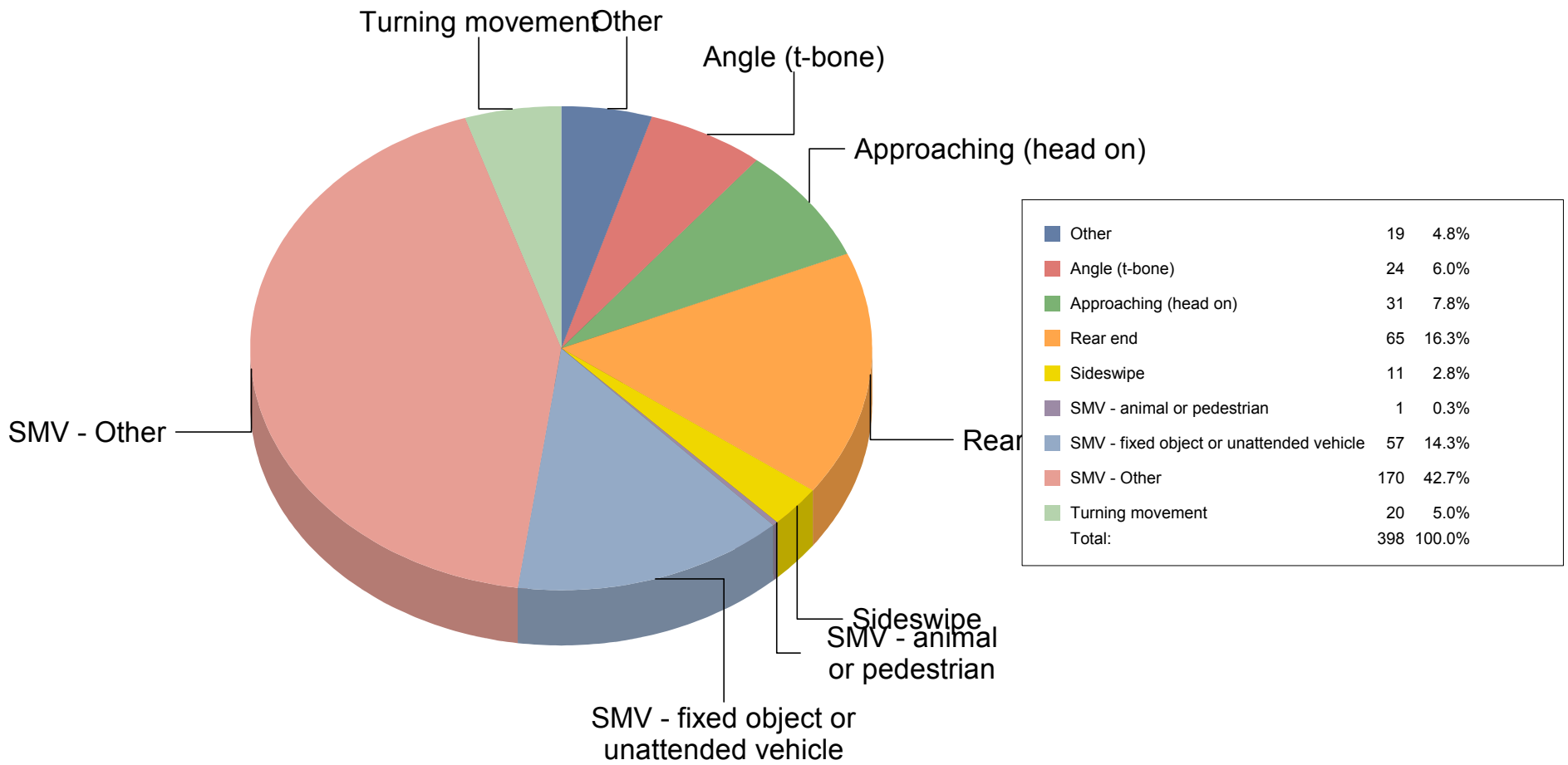
FROM: January 01, 2001

TO: December 31, 2011

GROUP ID: CR 22

MUNICIPALITY: N/A

DESCRIPTION: County Road 22 (32.7 Km)



TOTAL COLLISIONS: 398

APPENDIX A
Traffic Count Data

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs N-S

North Leg Total: 34
 North Entering: 20
 North Peds: 0
 Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	7	4	9	20
Totals	7	4	9	



Heavys	0
Trucks	0
Cars	14
Totals	14

East Leg Total: 269
 East Entering: 144
 East Peds: 1
 Peds Cross: 0

Heavys	0
Trucks	4
Cars	134
Totals	138

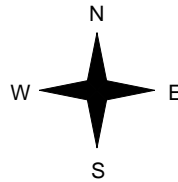


Horseshoe Valley Resort Entrance

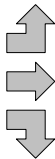
Cars	8	0	0	8
Trucks	110	2	0	112
Heavys	24	0	0	24
Totals	142	2	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	5
Totals	5
Heavys	0
Trucks	2
Cars	102
Totals	104
Heavys	0
Trucks	3
Cars	53
Totals	56
Heavys	0
Trucks	5
Cars	160
Totals	160



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	123	2	0	125
Trucks				
Heavys				
Totals	123	2	0	125

Peds Cross: 0
 West Peds: 0
 West Entering: 165
 West Leg Total: 303

Cars	81	17	1	12	30
Trucks	3	2	0	0	2
Heavys	0	0	0	0	0
Totals	84	19	1	12	



Peds Cross: 0
 South Peds: 0
 South Entering: 32
 South Leg Total: 116

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:30:00
To: 12:30:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 34
North Entering: 18
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	6	8	4	18
Totals	6	8	4	



Heavys	0
Trucks	0
Cars	16
Totals	16

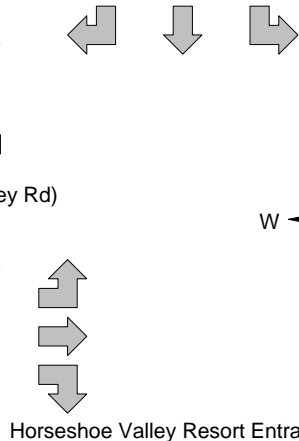
East Leg Total: 407
East Entering: 207
East Peds: 0
Peds Cross: \times

Heavys	0	Trucks	2	Cars	222	Totals	224
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CR 22 (Horseshoe Valley Rd)

Heavys	0	Trucks	0	Cars	7	Totals	7
	0		0		178		178
	0		1		62		63
	0		1		247		



Horseshoe Valley Resort Entrance

Cars	4	Trucks	0	Heavys	0	Totals	4
	174		2		0		176
	27		0		0		27
	205		2		0		

CR 22 (Horseshoe Valley Rd)

Cars	200	Trucks	0	Heavys	0	Totals	200
------	-----	--------	---	--------	---	--------	-----

Peds Cross: \times
West Peds: 0
West Entering: 248
West Leg Total: 472

Cars	97	Trucks	1	Heavys	0	Totals	98
Cars	42	Trucks	0	Heavys	0	Totals	42
	5		0		0		5
	18		0		0		18
	65		0		0		

Peds Cross: \times
South Peds: 0
South Entering: 65
South Leg Total: 163

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:15:00
To: 16:15:00

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 33
North Entering: 14
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	5	4	5	14
Totals	5	4	5	



Heavys	0
Trucks	0
Cars	19
Totals	19

East Leg Total: 427
East Entering: 197
East Peds: 0
Peds Cross: \times

Heavys	0
Trucks	2
Cars	242
Totals	244

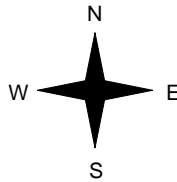


Horseshoe Valley Resort Entrance

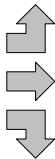
Cars	8	0	0	8
Trucks	160	1	0	161
Heavys	28	0	0	28
Totals	196	1	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	8
Totals	8
Heavys	0
Trucks	0
Cars	175
Totals	175
Heavys	0
Trucks	0
Cars	74
Totals	74
Heavys	0
Trucks	0
Cars	257
Totals	257



CR 22 (Horseshoe Valley Rd)



Cars	229	1	0	230
Trucks				
Heavys				
Totals				

Peds Cross: \times
West Peds: 0
West Entering: 257
West Leg Total: 501

Cars	106	77	3	49	129
Trucks	0	1	0	1	2
Heavys	0	0	0	0	0
Totals	106	78	3	50	



Peds Cross: \times
South Peds: 0
South Entering: 131
South Leg Total: 237

Comments

Ontario Traffic Inc.

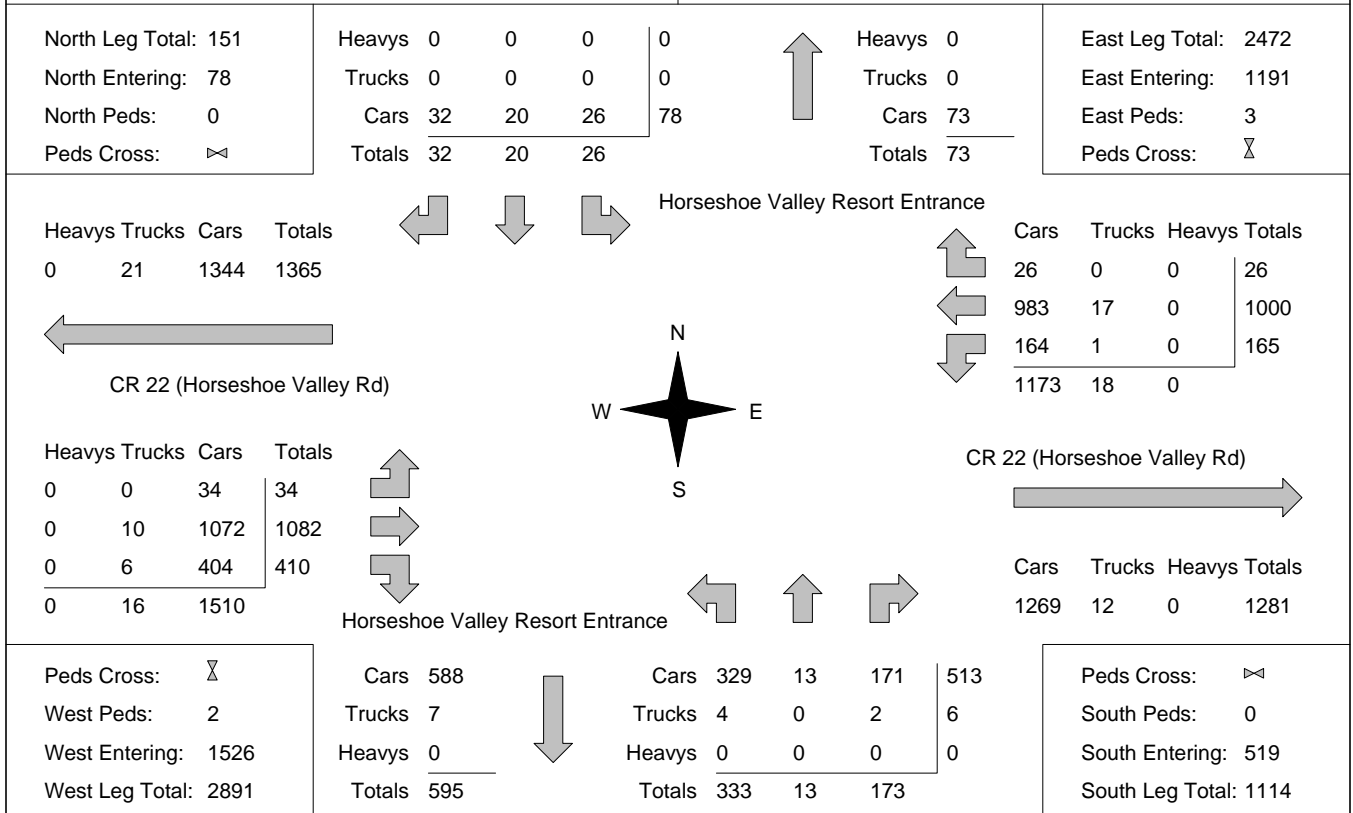
Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500006
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 14
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs N-S



Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & Hwy 101 Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	8	7:00:00	4	0	4	8	0
8:00:00	0	0	1	1	0	41	8:00:00	17	0	23	40	0
9:00:00	9	4	7	20	0	52	9:00:00	19	1	12	32	0
11:00:00	0	0	1	1	0	1	11:00:00	0	0	0	0	0
12:00:00	3	6	4	13	0	80	12:00:00	41	2	24	67	0
13:00:00	3	5	6	14	0	82	13:00:00	44	5	19	68	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	5	4	5	14	0	123	16:00:00	64	3	42	109	0
17:00:00	2	0	4	6	0	125	17:00:00	86	0	33	119	0
18:00:00	4	1	4	9	0	85	18:00:00	58	2	16	76	0
Totals:	26	20	32	78	0	597		333	13	173	519	0
East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	17	44	0	61	0	127	7:00:00	0	23	43	66	0
8:00:00	10	64	0	74	0	174	8:00:00	0	72	28	100	0
9:00:00	24	112	8	144	1	309	9:00:00	5	104	56	165	0
11:00:00	1	4	0	5	0	9	11:00:00	0	4	0	4	0
12:00:00	28	195	3	226	1	455	12:00:00	5	170	54	229	0
13:00:00	22	150	4	176	0	431	13:00:00	5	181	69	255	0
15:00:00	2	0	0	2	0	17	15:00:00	0	12	3	15	0
16:00:00	28	166	4	198	0	469	16:00:00	8	178	85	271	2
17:00:00	14	161	6	181	1	402	17:00:00	3	177	41	221	0
18:00:00	19	104	1	124	0	322	18:00:00	8	161	29	198	0
Totals:	165	1000	26	1191	3	2715		34	1082	408	1524	2
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00		13:00	16:00	17:00	18:00			
Crossing Values:	4	17	33	51		52	75	89	64			

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00
To: 9:00:00

One Hour Peak

From: 8:00:00
To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 24
North Entering: 19
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	9	4	5	18
Totals	10	4	5	



Heavys	0
Trucks	0
Cars	5
Totals	5

East Leg Total: 267
East Entering: 132
East Peds: 1
Peds Cross: \times

Heavys	0
Trucks	3
Cars	141
Totals	144

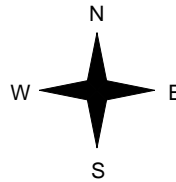


4th Line

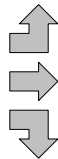
Cars	0	0	0	0
Trucks	114	2	0	116
Heavys	16	0	0	16
Totals	130	2	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	3
Totals	3
Heavys	0
Trucks	1
Cars	111
Totals	112
Heavys	0
Trucks	0
Cars	13
Totals	13
Heavys	0
Trucks	1
Cars	127
Totals	127



CR 22 (Horseshoe Valley Rd)



Cars	134
Trucks	1
Heavys	0
Totals	135



4th Line

Peds Cross: \times
West Peds: 2
West Entering: 128
West Leg Total: 272

Cars	33	18	2	18	38
Trucks	0	0	0	0	0
Heavys	0	0	0	0	0
Totals	33	18	2	18	



Peds Cross: \times
South Peds: 0
South Entering: 38
South Leg Total: 71

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 11:00:00
To: 12:00:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 39
North Entering: 17
North Peds: 1
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	12	4	1	17
Totals	12	4	1	



Heavys	0
Trucks	0
Cars	22
Totals	22

East Leg Total: 404
East Entering: 216
East Peds: 7
Peds Cross: \times

Heavys	0	Trucks	1	Cars	225	Totals	226
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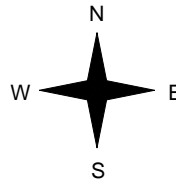


4th Line

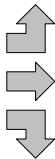
Cars	9	Trucks	0	Heavys	0	Totals	9
Cars	188	Trucks	1	Heavys	0	Totals	189
Cars	18	Trucks	0	Heavys	0	Totals	18
Totals	215	1	0				



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	0	Cars	5	Totals	5
Heavys	0	Trucks	2	Cars	157	Totals	159
Heavys	0	Trucks	0	Cars	32	Totals	32
Totals	0	2	194				



CR 22 (Horseshoe Valley Rd)



Cars	186	Trucks	2	Heavys	0	Totals	188
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4th Line



Peds Cross: \times
West Peds: 4
West Entering: 196
West Leg Total: 422

Cars	54	Trucks	0	Heavys	0	Totals	54
Cars	25	Trucks	0	Heavys	0	Totals	25
Cars	8	Trucks	0	Heavys	0	Totals	8
Cars	28	Trucks	0	Heavys	0	Totals	28
Totals	61	0	0	0			



Peds Cross: \times
South Peds: 0
South Entering: 61
South Leg Total: 115

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:15:00
To: 16:15:00

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 35
North Entering: 19
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	10	4	5	19
Totals	10	4	5	



Heavys	0
Trucks	0
Cars	16
Totals	16

East Leg Total: 413
East Entering: 193
East Peds: 1
Peds Cross: \times

Heavys	0
Trucks	0
Cars	193
Totals	193

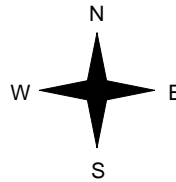


4th Line

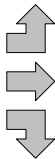
Cars	5	0	0	5
Trucks	160	0	0	160
Heavys	28	0	0	28
Totals	193	0	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	9
Totals	9
Heavys	0
Trucks	0
Cars	185
Totals	185
Heavys	0
Trucks	0
Cars	33
Totals	33
Heavys	0
Trucks	0
Cars	227
Totals	227



CR 22 (Horseshoe Valley Rd)



Cars	219	1	0	220
Trucks				
Heavys				
Totals				

Peds Cross: \times
West Peds: 5
West Entering: 227
West Leg Total: 420

Cars	65	23	2	29	54
Trucks	0	0	0	1	1
Heavys	0	0	0	0	0
Totals	65	23	2	30	



Peds Cross: \times
South Peds: 1
South Entering: 55
South Leg Total: 120

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500005
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 4
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 216
 North Entering: 108
 North Peds: 9
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	50	25	32	107
Totals	51	25	32	



Heavys	0
Trucks	0
Cars	108
Totals	108

East Leg Total: 2410
 East Entering: 1174
 East Peds: 13
 Peds Cross: \times

Heavys	0
Trucks	12
Cars	1184
Totals	1196

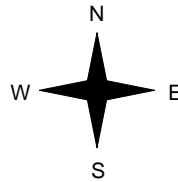


4th Line

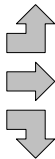
Cars	26	0	0	26
Trucks	1006	10	0	1016
Heavys	132	0	0	132
Totals	1164	10	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	50
Totals	50
Heavys	0
Trucks	6
Cars	1044
Totals	1050
Heavys	0
Trucks	1
Cars	187
Totals	188
Heavys	0
Trucks	7
Cars	1281
Totals	



CR 22 (Horseshoe Valley Rd)



Cars	1229	7	0	1236
Trucks				
Heavys				
Totals				



4th Line

Peds Cross: \times
 West Peds: 12
 West Entering: 1288
 West Leg Total: 2484

Cars	344
Trucks	1
Heavys	0
Totals	345



Cars	128	32	153	313
Trucks	1	0	1	2
Heavys	0	0	0	0
Totals	129	32	154	

Peds Cross: \times
 South Peds: 5
 South Entering: 315
 South Leg Total: 660

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 4th Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	4	4	0	12	7:00:00	1	0	7	8	0
8:00:00	5	0	3	8	4	32	8:00:00	5	1	18	24	2
9:00:00	5	4	10	19	0	57	9:00:00	18	2	18	38	0
11:00:00	0	0	0	0	0	3	11:00:00	1	0	2	3	0
12:00:00	1	4	12	17	1	78	12:00:00	25	8	28	61	0
13:00:00	8	4	5	17	3	66	13:00:00	18	8	23	49	2
15:00:00	0	0	0	0	0	1	15:00:00	1	0	0	1	0
16:00:00	5	3	11	19	0	68	16:00:00	21	2	26	49	1
17:00:00	3	6	1	10	1	61	17:00:00	22	8	21	51	0
18:00:00	5	4	5	14	0	41	18:00:00	15	3	9	27	0
Totals:	32	25	51	108	9	419		127	32	152	311	5

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	2	59	0	61	0	93	7:00:00	1	22	9	32	0
8:00:00	5	67	1	73	1	174	8:00:00	0	76	25	101	0
9:00:00	16	116	0	132	1	260	9:00:00	3	112	13	128	2
11:00:00	0	5	0	5	0	7	11:00:00	0	0	2	2	0
12:00:00	18	189	9	216	7	412	12:00:00	5	159	32	196	4
13:00:00	21	147	6	174	1	376	13:00:00	11	167	24	202	1
15:00:00	1	4	0	5	0	11	15:00:00	0	5	1	6	0
16:00:00	27	164	5	196	1	420	16:00:00	11	185	28	224	5
17:00:00	24	159	3	186	0	397	17:00:00	10	173	28	211	0
18:00:00	18	106	2	126	2	310	18:00:00	9	149	26	184	0
Totals:	132	1016	26	1174	13	2460		50	1048	188	1286	12

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	1	12	30	45	36	35	33	26

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

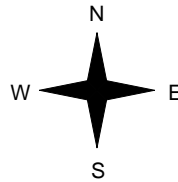
East Leg Total: 307
 East Entering: 142
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	4	132	136



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	3	144	147
0	1	31	32
0	4	175	



3rd Line

Cars	Trucks	Heavys	Totals
118	3	0	121
20	1	0	21
138	4	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
161	4	0	165



Peds Cross: X
 West Peds: 0
 West Entering: 179
 West Leg Total: 315

Cars	51
Trucks	2
Heavys	0
Totals	53



Cars	14	17	31
Trucks	1	1	2
Heavys	0	0	0
Totals	15	18	

Peds Cross: X
 South Peds: 0
 South Entering: 33
 South Leg Total: 86

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 13:00:00

One Hour Peak

From: 11:00:00

To: 12:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

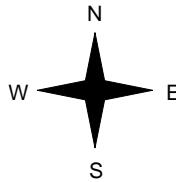
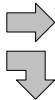
East Leg Total: 472
 East Entering: 241
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	3	271	274



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	2	211	213
0	1	44	45
0	3	255	



3rd Line

Cars	Trucks	Heavys	Totals
224	2	0	226
15	0	0	15
239	2	0	



CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
229	2	0	231

Peds Cross: ∞
 West Peds: 0
 West Entering: 258
 West Leg Total: 532

Cars	59
Trucks	1
Heavys	0
Totals	60



Cars	47	18	65
Trucks	1	0	1
Heavys	0	0	0
Totals	48	18	

Peds Cross: ∞
 South Peds: 0
 South Entering: 66
 South Leg Total: 126

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:00:00

To: 16:00:00

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

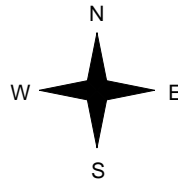
East Leg Total: 501
 East Entering: 231
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	1	250	251



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	240	240
0	0	68	68
0	0	308	



3rd Line



Cars	Trucks	Heavys	Totals
92	0	0	92
43	1	0	44
30	0	0	30
73	1	0	

Cars	Trucks	Heavys	Totals
207	0	0	207
24	0	0	24
231	0	0	



CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
270	0	0	270

Peds Cross: ∞
 West Peds: 0
 West Entering: 308
 West Leg Total: 559

Peds Cross: ∞
 South Peds: 0
 South Entering: 74
 South Leg Total: 166

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500004
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 27
Count date: 8-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

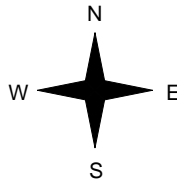
East Leg Total: 2871
 East Entering: 1351
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	19	1502	1521



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	11	1351	1362
0	5	350	355
0	16	1701	



3rd Line



Cars	Trucks	Heavys	Totals
1203	15	0	1218
132	1	0	133
1335	16	0	

CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
1506	14	0	1520

Peds Cross: X
 West Peds: 0
 West Entering: 1717
 West Leg Total: 3238

Cars	482
Trucks	6
Heavys	0
Totals	488



Cars	299	155	454
Trucks	4	3	7
Heavys	0	0	0
Totals	303	158	

Peds Cross: X
 South Peds: 0
 South Entering: 461
 South Leg Total: 949

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Count Date: 8-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	20	7:00:00	12	0	8	20	0
8:00:00	0	0	0	0	0	36	8:00:00	23	0	13	36	0
9:00:00	0	0	0	0	0	33	9:00:00	15	0	18	33	0
11:00:00	0	0	0	0	0	1	11:00:00	1	0	0	1	0
12:00:00	0	0	0	0	0	66	12:00:00	48	0	18	66	0
13:00:00	0	0	0	0	0	70	13:00:00	43	0	27	70	0
15:00:00	0	0	0	0	0	1	15:00:00	1	0	0	1	0
16:00:00	0	0	0	0	0	74	16:00:00	44	0	30	74	0
17:00:00	0	0	0	0	0	75	17:00:00	57	0	18	75	0
18:00:00	0	0	0	0	0	81	18:00:00	55	0	26	81	0
Totals:	0	0	0	0	0	457		299	0	158	457	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	46	0	47	0	117	7:00:00	0	63	7	70	0
8:00:00	12	70	0	82	0	192	8:00:00	0	89	21	110	0
9:00:00	21	121	0	142	0	321	9:00:00	0	147	32	179	0
11:00:00	0	0	0	0	0	1	11:00:00	0	1	0	1	0
12:00:00	15	226	0	241	0	499	12:00:00	0	213	45	258	0
13:00:00	12	190	0	202	0	477	13:00:00	0	230	45	275	0
15:00:00	0	0	0	0	0	2	15:00:00	0	2	0	2	0
16:00:00	24	207	0	231	0	539	16:00:00	0	240	68	308	0
17:00:00	32	214	0	246	0	530	17:00:00	0	204	80	284	0
18:00:00	16	144	0	160	0	388	18:00:00	0	173	55	228	0
Totals:	133	1218	0	1351	0	3066		0	1362	353	1715	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	12	23	15	48	43	44	57	55

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 17
 North Entering: 10
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	7	1	2	10
Totals	7	1	2	



Heavys	0
Trucks	0
Cars	7
Totals	7

East Leg Total: 338
 East Entering: 208
 East Peds: 0
 Peds Cross: \times

Heavys	0
Trucks	14
Cars	186
Totals	200

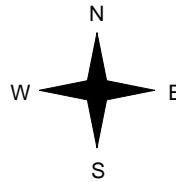


Horseshoe Valley Resort Entrance

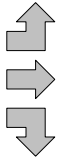
Cars	1	0	0	1
Trucks	163	12	0	175
Heavys	30	2	0	32
Totals	194	14	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	6
Totals	6
Heavys	0
Trucks	10
Cars	111
Totals	121
Heavys	0
Trucks	1
Cars	40
Totals	41
Heavys	0
Trucks	11
Cars	157
Totals	



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	119	11	0	130
Trucks				
Heavys				
Totals				

Peds Cross: \times
 West Peds: 0
 West Entering: 168
 West Leg Total: 368

Cars	71	16	0	6	22
Trucks	3	2	0	1	3
Heavys	0	0	0	0	0
Totals	74	18	0	7	



Peds Cross: \times
 South Peds: 0
 South Entering: 25
 South Leg Total: 99

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 15
North Entering: 10
North Peds: 0
Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	8	0	1	9
Totals	8	0	2	



Heavys	0
Trucks	0
Cars	5
Totals	5

East Leg Total: 342
East Entering: 153
East Peds: 0
Peds Cross: 0

Heavys	0	Trucks	13	Cars	155	Totals	168
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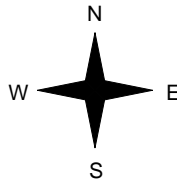


Horseshoe Valley Resort Entrance

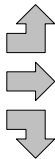
Cars	1	Trucks	0	Heavys	0	Totals	1
Cars	126	Trucks	9	Heavys	0	Totals	135
Cars	16	Trucks	1	Heavys	0	Totals	17
Cars	143	Trucks	10	Heavys	0	Totals	



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	0	Cars	4	Totals	4
Heavys	0	Trucks	8	Cars	170	Totals	178
Heavys	0	Trucks	4	Cars	41	Totals	45
Heavys	0	Trucks	12	Cars	215	Totals	



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	179	Trucks	10	Heavys	0	Totals	189
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Peds Cross: 0
West Peds: 0
West Entering: 227
West Leg Total: 395

Cars	57	Trucks	5	Heavys	0	Totals	62
Cars	21	Trucks	4	Heavys	0	Totals	25
Cars	0	Trucks	0	Heavys	0	Totals	0
Cars	21	Trucks	0	Heavys	0	Totals	29
Cars	0	Trucks	1	Heavys	0	Totals	5
Cars	0	Trucks	0	Heavys	0	Totals	0
Cars	25	Trucks	0	Heavys	0	Totals	9



Peds Cross: 0
South Peds: 0
South Entering: 34
South Leg Total: 96

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 31
 North Entering: 12
 North Peds: 0
 Peds Cross: 0

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	4	4	3	11
Totals	4	4	4	11



Heavys	0
Trucks	1
Cars	18
Totals	19

East Leg Total: 578
 East Entering: 220
 East Peds: 1
 Peds Cross: 0

Heavys	0
Trucks	12
Cars	239
Totals	251

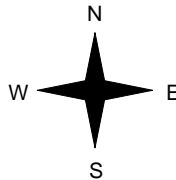


Horseshoe Valley Resort Entrance

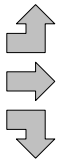
Cars	4	Trucks	1	Heavys	0	Totals	5
	179		11		0		190
	25		0		0		25
Totals	208	12	0				



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	0	Cars	11	Totals	11
	0		9		304		313
	0		0		56		56
Totals	0	9	0	371			



Horseshoe Valley Resort Entrance

CR 22 (Horseshoe Valley Rd)



Cars	347	Trucks	11	Heavys	0	Totals	358
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Peds Cross: 0
 West Peds: 0
 West Entering: 380
 West Leg Total: 631

Cars	85	Cars	56	3	40	99
Trucks	0	Trucks	1	0	1	2
Heavys	0	Heavys	0	0	0	0
Totals	85	Totals	57	3	41	



Peds Cross: 0
 South Peds: 0
 South Entering: 101
 South Leg Total: 186

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500003
Intersection: CR 22 (Horseshoe Valley Rd) & Horseshoe Valley Resort Entrance
TFR File #: 11
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs N-S

North Leg Total: 149 North Entering: 78 North Peds: 0 Peds Cross: ⚡	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>3</td><td>4</td></tr> <tr><td>Cars</td><td>48</td><td>9</td><td>17</td><td>74</td></tr> <tr><td>Totals</td><td>49</td><td>9</td><td>20</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	1	0	3	4	Cars	48	9	17	74	Totals	49	9	20			<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td></td><td></td></tr> <tr><td>Trucks</td><td>4</td><td></td><td></td></tr> <tr><td>Cars</td><td>67</td><td></td><td></td></tr> <tr><td>Totals</td><td>71</td><td></td><td></td></tr> </table>	Heavys	0			Trucks	4			Cars	67			Totals	71			East Leg Total: 2982 East Entering: 1381 East Peds: 4 Peds Cross: ⚡
Heavys	0	0	0	0																																				
Trucks	1	0	3	4																																				
Cars	48	9	17	74																																				
Totals	49	9	20																																					
Heavys	0																																							
Trucks	4																																							
Cars	67																																							
Totals	71																																							
<div style="display: flex; justify-content: space-between; align-items: center;"> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Heavys</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>0</td><td>82</td><td>1411</td><td>1493</td></tr> </table> <div style="text-align: center;"> <p>CR 22 (Horseshoe Valley Rd)</p> </div> <div style="text-align: center;"> <p>N S W E</p> </div> <div style="text-align: center;"> <p>Horseshoe Valley Resort Entrance</p> <p>CR 22 (Horseshoe Valley Rd)</p> </div> <table style="width: 20%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Heavys</th><th>Totals</th></tr> <tr><td>15</td><td>2</td><td>0</td><td>17</td></tr> <tr><td>1157</td><td>66</td><td>0</td><td>1223</td></tr> <tr><td>134</td><td>7</td><td>0</td><td>141</td></tr> <tr><td>1306</td><td>75</td><td>0</td><td></td></tr> </table> </div>					Heavys	Trucks	Cars	Totals	0	82	1411	1493	Cars	Trucks	Heavys	Totals	15	2	0	17	1157	66	0	1223	134	7	0	141	1306	75	0									
Heavys	Trucks	Cars	Totals																																					
0	82	1411	1493																																					
Cars	Trucks	Heavys	Totals																																					
15	2	0	17																																					
1157	66	0	1223																																					
134	7	0	141																																					
1306	75	0																																						
Heavys Trucks Cars Totals 0 1 45 46 0 59 1399 1458 0 13 292 305 0 73 1736	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>435</td></tr> <tr><td>Trucks</td><td>20</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>455</td></tr> </table>	Cars	435	Trucks	20	Heavys	0	Totals	455		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>206</td><td>7</td><td>119</td><td>332</td></tr> <tr><td>Trucks</td><td>15</td><td>1</td><td>4</td><td>20</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>221</td><td>8</td><td>123</td><td></td></tr> </table>	Cars	206	7	119	332	Trucks	15	1	4	20	Heavys	0	0	0	0	Totals	221	8	123		Peds Cross: ⚡ South Peds: 0 South Entering: 352 South Leg Total: 807								
Cars	435																																							
Trucks	20																																							
Heavys	0																																							
Totals	455																																							
Cars	206	7	119	332																																				
Trucks	15	1	4	20																																				
Heavys	0	0	0	0																																				
Totals	221	8	123																																					

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & Hwy 101 Count Date: 12-Jun-13 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	0	5	6	0	11	7:00:00	4	1	0	5	0
8:00:00	2	2	7	11	0	25	8:00:00	6	1	7	14	0
9:00:00	2	0	9	11	0	37	9:00:00	19	0	7	26	0
11:00:00	0	0	0	0	0	1	11:00:00	1	0	0	1	0
12:00:00	1	0	3	4	0	49	12:00:00	27	0	18	45	0
13:00:00	2	0	8	10	0	44	13:00:00	25	0	9	34	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	4	3	5	12	0	73	16:00:00	41	2	18	61	0
17:00:00	5	3	5	13	0	107	17:00:00	56	3	35	94	0
18:00:00	3	1	7	11	0	83	18:00:00	42	1	29	72	0
Totals:	20	9	49	78	0	430		221	8	123	352	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	5	99	0	104	0	177	7:00:00	2	64	7	73	0
8:00:00	16	156	1	173	0	307	8:00:00	3	107	24	134	0
9:00:00	34	166	1	201	0	364	9:00:00	5	116	42	163	0
11:00:00	0	0	0	0	0	5	11:00:00	0	5	0	5	0
12:00:00	11	128	2	141	1	325	12:00:00	6	148	30	184	0
13:00:00	17	135	1	153	0	380	13:00:00	4	178	45	227	0
15:00:00	1	3	0	4	0	16	15:00:00	1	8	3	12	0
16:00:00	23	154	4	181	0	481	16:00:00	7	223	70	300	0
17:00:00	23	192	4	219	1	586	17:00:00	10	305	52	367	0
18:00:00	11	190	4	205	2	546	18:00:00	8	301	32	341	6
Totals:	141	1223	17	1381	4	3187		46	1455	305	1806	6
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00				13:00	16:00	17:00	18:00	
Crossing Values:	6	10	21	29				27	48	65	54	

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 54
 North Entering: 41
 North Peds: 0
 Peds Cross: \bowtie

Heavys	0	0	0	0
Trucks	0	1	0	1
Cars	21	14	5	40
Totals	21	15	5	



Heavys	0
Trucks	1
Cars	12
Totals	13

East Leg Total: 338
 East Entering: 195
 East Peds: 2
 Peds Cross: \bowtie

Heavys	0
Trucks	12
Cars	184
Totals	196

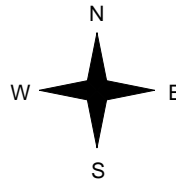


4th Line

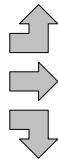
Cars	2	0	0	2
Trucks	148	9	0	157
Heavys	30	6	0	36
Totals	180	15	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	1
Cars	6
Totals	7
Heavys	0
Trucks	3
Cars	104
Totals	107
Heavys	0
Trucks	0
Cars	15
Totals	15
Heavys	0
Trucks	4
Cars	125
Totals	129



CR 22 (Horseshoe Valley Rd)



Cars	137	6	0	143
Trucks				
Heavys				
Totals				

Peds Cross: \bowtie
 West Peds: 1
 West Entering: 129
 West Leg Total: 325

Cars	59
Trucks	7
Heavys	0
Totals	66



Cars	15	4	28	47
Trucks	3	0	3	6
Heavys	0	0	0	0
Totals	18	4	31	

Peds Cross: \bowtie
 South Peds: 0
 South Entering: 53
 South Leg Total: 119

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 36
North Entering: 15
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	8	4	3	15
Totals	8	4	3	



Heavys	0
Trucks	0
Cars	21
Totals	21

East Leg Total: 335
East Entering: 149
East Peds: 1
Peds Cross: \times

Heavys	0
Trucks	6
Cars	146
Totals	152

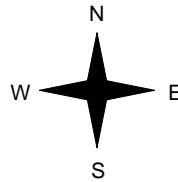


4th Line

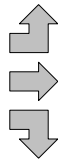
Cars	5	0	0	5
Trucks	118	6	0	124
Heavys	19	1	0	20
Totals	142	7	0	



CR 22 (Horseshoe Valley Rd)



Heavys	0
Trucks	0
Cars	7
Totals	7
Heavys	0
Trucks	7
Cars	156
Totals	163
Heavys	0
Trucks	0
Cars	17
Totals	17
Heavys	0
Trucks	7
Cars	180
Totals	



CR 22 (Horseshoe Valley Rd)



Cars	178	8	0	186
Trucks				
Heavys				
Totals				

4th Line



Peds Cross: \times
West Peds: 0
West Entering: 187
West Leg Total: 339

Cars	40
Trucks	1
Heavys	0
Totals	41



Cars	20	9	19	48
Trucks	0	0	1	1
Heavys	0	0	0	0
Totals	20	9	20	

Peds Cross: \times
South Peds: 0
South Entering: 49
South Leg Total: 90

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:45:00
To: 16:45:00

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 74
North Entering: 27
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	1	2
Cars	11	8	6	25
Totals	12	8	7	



Heavys	0
Trucks	3
Cars	44
Totals	47

East Leg Total: 566
East Entering: 225
East Peds: 2
Peds Cross: \times

Heavys	0	Trucks	9	Cars	208	Totals	217
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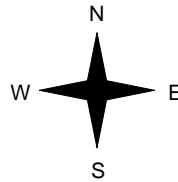


4th Line

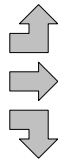
Cars	8	Trucks	1	Heavys	0	Totals	9
Cars	172	Trucks	7	Heavys	0	Totals	179
Cars	34	Trucks	3	Heavys	0	Totals	37
Totals	214	11	0				



CR 22 (Horseshoe Valley Rd)



Heavys	0	Trucks	1	Cars	24	Totals	25
Heavys	0	Trucks	6	Cars	299	Totals	305
Heavys	0	Trucks	1	Cars	26	Totals	27
Totals	0	8	349				



CR 22 (Horseshoe Valley Rd)



Cars	333	Trucks	8	Heavys	0	Totals	341
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Peds Cross: \times
West Peds: 4
West Entering: 357
West Leg Total: 574

Cars	68	Cars	25	12	28	Totals	65
Trucks	4	Trucks	1	1	1	Totals	3
Heavys	0	Heavys	0	0	0	Totals	0
Totals	72	Totals	26	13	29		



4th Line

Peds Cross: \times
South Peds: 0
South Entering: 68
South Leg Total: 140

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley Rd
Site #: 1309500002
Intersection: CR 22 (Horseshoe Valley Rd) & 4th
TFR File #: 1
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 307
 North Entering: 160
 North Peds: 1
 Peds Cross: \bowtie

Heavys	0	0	0	0
Trucks	2	2	1	5
Cars	84	38	33	155
Totals	86	40	34	



Heavys	0
Trucks	6
Cars	141
Totals	147

East Leg Total: 3011
 East Entering: 1396
 East Peds: 10
 Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
0	49	1330	1379

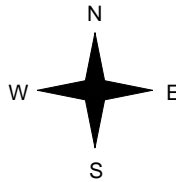


4th Line

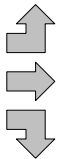
Cars	Trucks	Heavys	Totals
34	1	0	35
1122	41	0	1163
186	12	0	198
1342	54	0	



CR 22 (Horseshoe Valley Rd)



Heavys	Trucks	Cars	Totals
0	3	64	67
0	41	1357	1398
0	5	123	128
0	49	1544	



4th Line

CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
1565	50	0	1615

Peds Cross: \bowtie
 West Peds: 9
 West Entering: 1593
 West Leg Total: 2972

Cars	347
Trucks	19
Heavys	0
Totals	366



Cars	124	43	175	342
Trucks	6	2	8	16
Heavys	0	0	0	0
Totals	130	45	183	

Peds Cross: \bowtie
 South Peds: 0
 South Entering: 358
 South Leg Total: 724

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 4th Count Date: 12-Jun-13 Municipality: Horseshoe Valley Rd

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	1	1	7	9	0	16	7:00:00	3	0	4	7	0
8:00:00	3	6	13	22	0	65	8:00:00	19	4	20	43	0
9:00:00	5	15	21	41	0	94	9:00:00	18	4	31	53	0
11:00:00	0	0	1	1	0	3	11:00:00	2	0	0	2	0
12:00:00	1	1	13	15	0	42	12:00:00	5	2	20	27	0
13:00:00	3	4	8	15	0	64	13:00:00	20	9	20	49	0
15:00:00	2	0	0	2	0	2	15:00:00	0	0	0	0	0
16:00:00	6	2	11	19	0	73	16:00:00	20	8	26	54	0
17:00:00	9	8	9	26	1	96	17:00:00	26	10	34	70	0
18:00:00	4	3	3	10	0	63	18:00:00	17	8	28	53	0
Totals:	34	40	86	160	1	518		130	45	183	358	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	2	0	2	0	2	6:00:00	0	0	0	0	0
7:00:00	2	92	2	96	1	166	7:00:00	0	65	5	70	1
8:00:00	27	134	1	162	0	274	8:00:00	0	101	11	112	0
9:00:00	36	157	2	195	2	324	9:00:00	7	107	15	129	1
11:00:00	0	2	0	2	0	3	11:00:00	0	0	1	1	0
12:00:00	14	121	2	137	0	303	12:00:00	4	148	14	166	0
13:00:00	20	124	5	149	1	336	13:00:00	7	163	17	187	0
15:00:00	3	5	0	8	0	22	15:00:00	0	13	1	14	0
16:00:00	32	151	5	188	0	430	16:00:00	12	203	27	242	1
17:00:00	36	182	14	232	4	574	17:00:00	21	302	19	342	5
18:00:00	28	187	4	219	2	541	18:00:00	16	290	16	322	1
Totals:	198	1157	35	1390	10	2975		67	1392	126	1585	9

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	7	28	41	8	33	35	54	32

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 6:00:00
To: 9:00:00

One Hour Peak

From: 7:45:00
To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

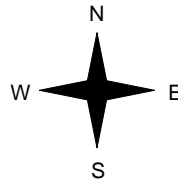
East Leg Total: 376
East Entering: 203
East Peds: 0
Peds Cross: X

Heavys	Trucks	Cars	Totals
0	14	200	214



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	10	151	161
0	3	29	32
0	13	180	



3rd Line



Cars	Trucks	Heavys	Totals
173	13	0	186
15	2	0	17
188	15	0	



CR 22 (Horseshoe Valley Rd)



Cars	Trucks	Heavys	Totals
162	11	0	173

Peds Cross: X
West Peds: 0
West Entering: 193
West Leg Total: 407

Cars	44
Trucks	5
Heavys	0
Totals	49



Cars	27	11	38
Trucks	1	1	2
Heavys	0	0	0
Totals	28	12	

Peds Cross: X
South Peds: 0
South Entering: 40
South Leg Total: 89

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 13:00:00

One Hour Peak

From: 12:00:00

To: 13:00:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

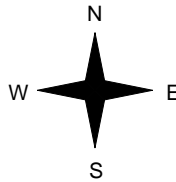
East Leg Total: 392
 East Entering: 169
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	17	187	204



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	9	198	207
0	0	43	43
0	9	241	



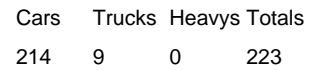
3rd Line

Cars	Trucks	Heavys	Totals
148	13	0	161
8	0	0	8
156	13	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
214	9	0	223



Peds Cross: X
 West Peds: 0
 West Entering: 250
 West Leg Total: 454

Cars	51
Trucks	0
Heavys	0
Totals	51



Cars	39	16	55
Trucks	4	0	4
Heavys	0	0	0
Totals	43	16	

Peds Cross: X
 South Peds: 0
 South Entering: 59
 South Leg Total: 110

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

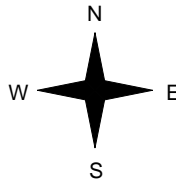
East Leg Total: 625
 East Entering: 248
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
0	12	281	293



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	10	341	351
0	1	70	71
0	11	411	



3rd Line

Cars	Trucks	Heavys	Totals
------	--------	--------	--------

222	12	0	234
14	0	0	14
236	12	0	



CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
367	10	0	377



Peds Cross: ∞
 West Peds: 0
 West Entering: 422
 West Leg Total: 715

Cars	84
Trucks	1
Heavys	0
Totals	85



Cars	59	26	85
Trucks	0	0	0
Heavys	0	0	0
Totals	59	26	

Peds Cross: ∞
 South Peds: 0
 South Entering: 85
 South Leg Total: 170

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1309500001
Intersection: CR 22 (Horseshoe Valley Rd) & 3rd
TFR File #: 24
Count date: 12-Jun-13

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

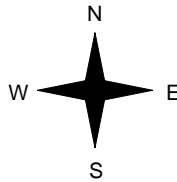
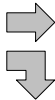
East Leg Total: 3292
 East Entering: 1491
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	84	1636	1720



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	73	1622	1695
0	10	314	324
0	83	1936	



3rd Line

Cars	Trucks	Heavys	Totals
1337	74	0	1411
76	4	0	80
1413	78	0	



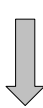
CR 22 (Horseshoe Valley Rd)

Cars	Trucks	Heavys	Totals
1726	75	0	1801

Peds Cross: X
 South Peds: 0
 South Entering: 415
 South Leg Total: 819

Peds Cross: X
 West Peds: 0
 West Entering: 2019
 West Leg Total: 3739

Cars	390
Trucks	14
Heavys	0
Totals	404



Cars	299	104	403
Trucks	10	2	12
Heavys	0	0	0
Totals	309	106	

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Count Date: 12-Jun-13 Municipality: Horseshoe Valley


North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	17	7:00:00	14	0	3	17	0
8:00:00	0	0	0	0	0	28	8:00:00	25	0	3	28	0
9:00:00	0	0	0	0	0	42	9:00:00	30	0	12	42	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	52	12:00:00	40	0	12	52	0
13:00:00	0	0	0	0	0	59	13:00:00	43	0	16	59	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	83	16:00:00	55	0	28	83	0
17:00:00	0	0	0	0	0	75	17:00:00	58	0	17	75	0
18:00:00	0	0	0	0	0	57	18:00:00	42	0	15	57	0
Totals:	0	0	0	0	0	413		307	0	106	413	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	2	106	0	108	0	193	7:00:00	0	73	12	85	0
8:00:00	5	166	0	171	0	327	8:00:00	0	135	21	156	0
9:00:00	18	178	0	196	0	385	9:00:00	0	154	35	189	0
11:00:00	0	1	0	1	0	1	11:00:00	0	0	0	0	0
12:00:00	9	148	0	157	0	370	12:00:00	0	177	36	213	0
13:00:00	8	161	0	169	0	419	13:00:00	0	207	43	250	0
15:00:00	0	1	0	1	0	1	15:00:00	0	0	0	0	0
16:00:00	9	187	0	196	0	518	16:00:00	0	273	49	322	0
17:00:00	13	240	0	253	0	668	17:00:00	0	344	71	415	0
18:00:00	16	223	0	239	0	620	18:00:00	0	328	53	381	0
Totals:	80	1411	0	1491	0	3502		0	1691	320	2011	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	12:00		13:00	16:00	17:00	18:00			
Crossing Values:	14	25	30	40		43	55	58	42			

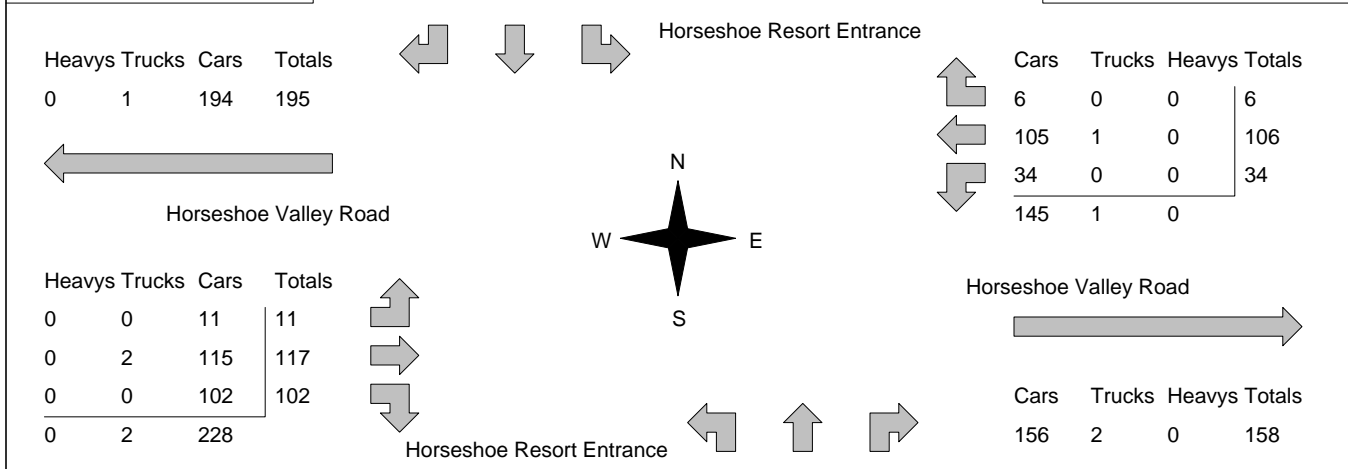
Accu-Traffic Inc.


Mid-day Peak Diagram	Specified Period From: 10:00:00 To: 14:00:00	One Hour Peak From: 11:45:00 To: 12:45:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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North Leg Total: 73 North Entering: 44 North Peds: 1 Peds Cross: \bowtie	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>24</td><td>9</td><td>11</td><td>44</td></tr> <tr><td>Totals</td><td>24</td><td>9</td><td>11</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	24	9	11	44	Totals	24	9	11			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>29</td></tr> <tr><td>Totals</td><td>29</td></tr> </table>	Heavys	0	Trucks	0	Cars	29	Totals	29	East Leg Total: 304 East Entering: 146 East Peds: 1 Peds Cross: \bowtie
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	24	9	11	44																												
Totals	24	9	11																													
Heavys	0																															
Trucks	0																															
Cars	29																															
Totals	29																															



Peds Cross: \bowtie West Peds: 0 West Entering: 230 West Leg Total: 425	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>145</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>145</td></tr> </table>	Cars	145	Trucks	0	Heavys	0	Totals	145		<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>65</td></tr> <tr><td>Trucks</td><td>12</td></tr> <tr><td>Heavys</td><td>30</td></tr> <tr><td>Totals</td><td>107</td></tr> </table>	Cars	65	Trucks	12	Heavys	30	Totals	107	Peds Cross: \bowtie South Peds: 0 South Entering: 107 South Leg Total: 252
Cars	145																			
Trucks	0																			
Heavys	0																			
Totals	145																			
Cars	65																			
Trucks	12																			
Heavys	30																			
Totals	107																			


Comments

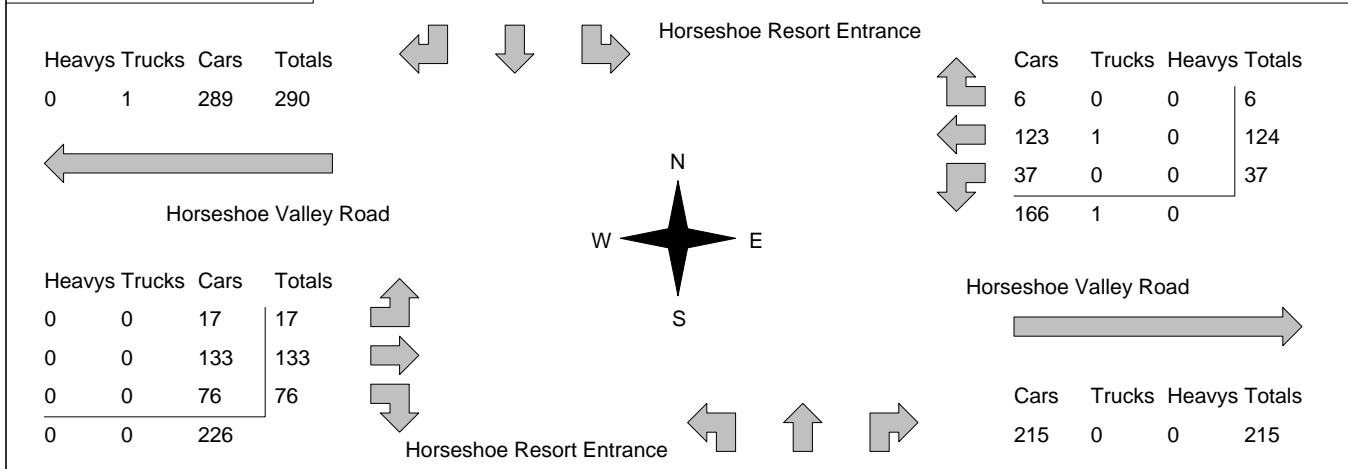
Accu-Traffic Inc.


Afternoon Peak Diagram	Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 16:00:00 To: 17:00:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

North Leg Total: 98 North Entering: 68 North Peds: 0 Peds Cross: \times	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>42</td><td>9</td><td>17</td><td>68</td></tr> <tr><td>Totals</td><td>42</td><td>9</td><td>17</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	42	9	17	68	Totals	42	9	17			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>30</td></tr> <tr><td>Totals</td><td>30</td></tr> </table>	Heavys	0	Trucks	0	Cars	30	Totals	30	East Leg Total: 382 East Entering: 167 East Peds: 2 Peds Cross: \times
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	42	9	17	68																												
Totals	42	9	17																													
Heavys	0																															
Trucks	0																															
Cars	30																															
Totals	30																															



Peds Cross: \times West Peds: 0 West Entering: 226 West Leg Total: 516	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>122</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>122</td></tr> </table>	Cars	122	Trucks	0	Heavys	0	Totals	122		<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>124</td><td>7</td><td>65</td><td>196</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>124</td><td>7</td><td>65</td><td></td></tr> </table>	Cars	124	7	65	196	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	124	7	65		Peds Cross: \times South Peds: 0 South Entering: 196 South Leg Total: 318
Cars	122																															
Trucks	0																															
Heavys	0																															
Totals	122																															
Cars	124	7	65	196																												
Trucks	0	0	0	0																												
Heavys	0	0	0	0																												
Totals	124	7	65																													

Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 622
 North Entering: 383
 North Peds: 1
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	231	66	86	383
Totals	231	66	86	



Heavys	0
Trucks	0
Cars	239
Totals	239

East Leg Total: 2374
 East Entering: 1123
 East Peds: 7
 Peds Cross: \times

Heavys	0
Trucks	9
Cars	1642
Totals	1651

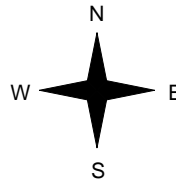


Horseshoe Resort Entrance

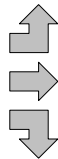
Cars	62	0	0	62
Trucks	821	9	0	830
Heavys	231	0	0	231
Totals	1114	9	0	



Horseshoe Valley Road



Heavys	0
Trucks	3
Cars	112
Totals	112
Heavys	0
Trucks	13
Cars	845
Totals	861
Heavys	0
Trucks	0
Cars	546
Totals	546
Heavys	3
Trucks	13
Cars	1503
Totals	



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1235	13	3	1251
Trucks				
Heavys				
Totals				

Peds Cross: \times
 West Peds: 1
 West Entering: 1519
 West Leg Total: 3170

Cars	843	590	65	304	959
Trucks	0	0	0	0	0
Heavys	0	0	0	0	0
Totals	843	590	65	304	



Peds Cross: \times
 South Peds: 1
 South Entering: 959
 South Leg Total: 1802

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 622
 North Entering: 383
 North Peds: 1
 Peds Cross: ∇

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	231	66	86	383
Totals	231	66	86	



Heavys	0
Trucks	0
Cars	239
Totals	239

East Leg Total: 2374
 East Entering: 1123
 East Peds: 7
 Peds Cross: ∇

Heavys	0	Trucks	9	Cars	1642	Totals	1651
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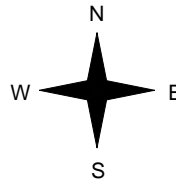


Horseshoe Resort Entrance

Cars	62	Trucks	0	Heavys	0	Totals	62
Cars	821	Trucks	9	Heavys	0	Totals	830
Cars	231	Trucks	0	Heavys	0	Totals	231
Cars	1114	Trucks	9	Heavys	0	Totals	



Horseshoe Valley Road



Heavys	0	Trucks	0	Cars	112	Totals	112
Heavys	3	Trucks	13	Cars	845	Totals	861
Heavys	0	Trucks	0	Cars	546	Totals	546
Heavys	3	Trucks	13	Cars	1503	Totals	



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1235	Trucks	13	Heavys	3	Totals	1251
------	------	--------	----	--------	---	--------	------

Peds Cross: ∇
 West Peds: 1
 West Entering: 1519
 West Leg Total: 3170

Cars	843	Cars	590	65	304	959
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	843	Totals	590	65	304	



Peds Cross: ∇
 South Peds: 1
 South Entering: 959
 South Leg Total: 1802

Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection		Horseshoe Valley Road & Horsesh					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	9	4	15	28	0	80	11:00:00	22	7	23	52	1								
12:00:00	7	10	18	35	1	104	12:00:00	32	14	23	69	0								
13:00:00	13	7	27	47	0	152	13:00:00	65	8	32	105	0								
14:00:00	6	4	21	31	0	114	14:00:00	46	10	27	83	0								
15:00:00	15	13	34	62	0	202	15:00:00	91	8	41	140	0								
16:00:00	12	14	45	71	0	281	16:00:00	149	8	53	210	0								
17:00:00	17	9	42	68	0	264	17:00:00	124	7	65	196	0								
18:00:00	7	5	29	41	0	145	18:00:00	61	3	40	104	0								
Totals:	86	66	231	383	1	1342		590	65	304	959	1								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	22	108	8	138	4	296	11:00:00	24	76	58	158	0								
12:00:00	31	116	11	158	1	345	12:00:00	16	92	79	187	1								
13:00:00	36	98	9	143	0	371	13:00:00	9	124	95	228	0								
14:00:00	27	88	7	122	0	312	14:00:00	14	103	73	190	0								
15:00:00	26	108	9	143	0	341	15:00:00	12	118	68	198	0								
16:00:00	18	102	9	129	0	301	16:00:00	8	106	58	172	0								
17:00:00	37	124	6	167	2	393	17:00:00	17	133	76	226	0								
18:00:00	34	86	3	123	0	283	18:00:00	12	109	39	160	0								
Totals:	231	830	62	1123	7	2642		112	861	546	1519	1								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	42	55	86	62		119	175	152	73											

Accu-Traffic Inc.

Count Date: 11-Jan-14 Site #: 1400100001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	8	8	11	11	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	11	3	31	20	23	12	0	0	0	0	0	0	0	0	1	1	0	0	0	0
10:45:00	16	5	50	19	36	13	0	0	1	1	0	0	0	0	1	0	0	0	0	0
11:00:00	24	8	74	24	58	22	0	0	1	0	0	0	0	0	1	0	0	0	0	0
11:15:00	27	3	97	23	77	19	0	0	2	1	0	0	0	0	1	0	0	0	0	0
11:30:00	30	3	121	24	99	22	0	0	3	1	0	0	0	0	1	0	0	0	0	1
11:45:00	36	6	142	21	114	15	0	0	3	0	0	0	0	0	1	0	0	0	0	1
12:00:00	40	4	163	21	137	23	0	0	4	1	0	0	0	0	1	0	0	0	0	1
12:15:00	41	1	201	38	157	20	0	0	4	0	0	0	0	0	1	0	0	0	0	1
12:30:00	45	4	232	31	189	32	0	0	5	1	0	0	0	0	1	0	0	0	0	1
12:45:00	47	2	257	25	216	27	0	0	5	0	0	0	0	0	1	0	0	0	0	1
13:00:00	49	2	285	28	232	16	0	0	6	1	0	0	0	0	1	0	0	0	0	1
13:15:00	55	6	306	21	245	13	0	0	6	0	0	0	0	0	1	0	0	0	0	1
13:30:00	56	1	335	29	259	14	0	0	7	1	0	0	0	0	1	0	0	0	0	1
13:45:00	59	3	364	29	288	29	0	0	7	0	0	0	0	0	1	0	0	0	0	1
14:00:00	63	4	385	21	305	17	0	0	9	2	0	0	0	0	1	0	0	0	0	1
14:15:00	65	2	411	26	333	28	0	0	9	0	0	0	0	0	1	0	0	0	0	1
14:30:00	65	0	436	25	346	13	0	0	9	0	0	0	0	0	2	1	0	0	0	1
14:45:00	70	5	476	40	360	14	0	0	9	0	0	0	0	0	2	0	0	0	0	1
15:00:00	75	5	501	25	373	13	0	0	10	1	0	0	0	0	2	0	0	0	0	1
15:15:00	78	3	520	19	390	17	0	0	11	1	0	0	0	0	2	0	0	0	0	1
15:30:00	79	1	545	25	400	10	0	0	11	0	0	0	0	0	2	0	0	0	0	1
15:45:00	82	3	575	30	413	13	0	0	11	0	0	0	0	0	3	1	0	0	0	1
16:00:00	83	1	605	30	431	18	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:15:00	86	3	640	35	455	24	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:30:00	94	8	680	40	478	23	0	0	11	0	0	0	0	0	3	0	0	0	0	1
16:45:00	97	3	705	25	491	13	0	0	11	0	0	0	0	0	3	0	0	0	0	1
17:00:00	100	3	738	33	507	16	0	0	11	0	0	0	0	0	3	0	0	0	0	1
17:15:00	104	4	773	35	519	12	0	0	12	1	0	0	0	0	3	0	0	0	0	1
17:30:00	109	5	794	21	526	7	0	0	12	0	0	0	0	0	3	0	0	0	0	1
17:45:00	110	1	820	26	536	10	0	0	13	1	0	0	0	0	3	0	0	0	0	1
18:00:00	112	2	845	25	546	10	0	0	13	0	0	0	0	0	3	0	0	0	0	1
18:15:00	112	0	845	0	546	0	0	0	13	0	0	0	0	0	3	0	0	0	0	1
18:15:15	112	0	845	0	546	0	0	0	13	0	0	0	0	0	3	0	0	0	0	1

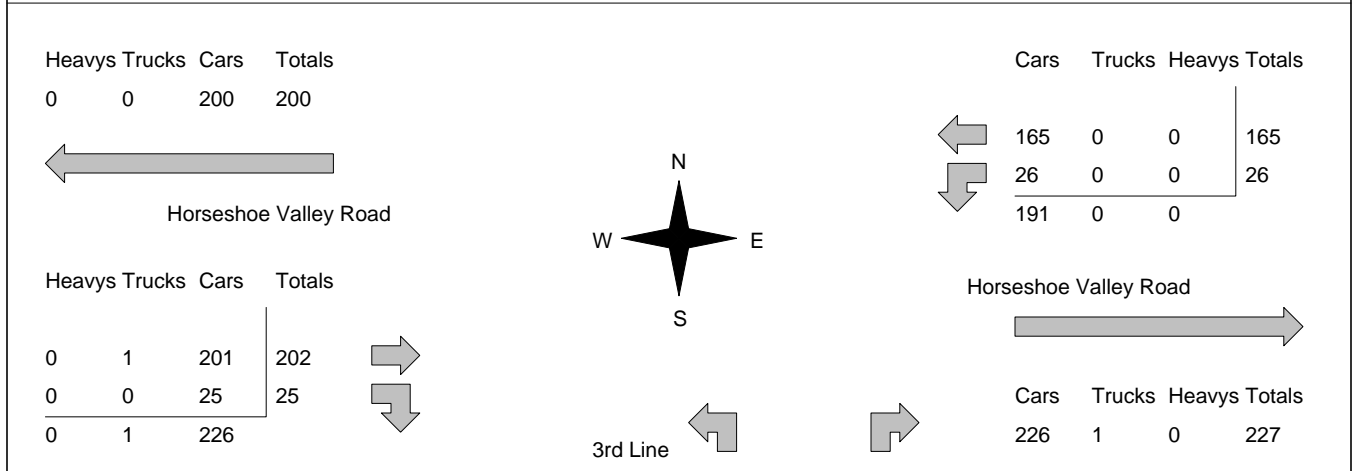
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 10:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 418 East Entering: 191 East Peds: 0 Peds Cross: ∞
--	--



Peds Cross: ∞ West Peds: 0 West Entering: 227 West Leg Total: 427	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>51</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>51</td></tr> </table>	Cars	51	Trucks	0	Heavys	0	Totals	51	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>35</td><td>25</td><td>60</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>35</td><td>25</td><td></td></tr> </table>	Cars	35	25	60	Trucks	0	0	0	Heavys	0	0	0	Totals	35	25		Peds Cross: ∞ South Peds: 0 South Entering: 60 South Leg Total: 111
Cars	51																										
Trucks	0																										
Heavys	0																										
Totals	51																										
Cars	35	25	60																								
Trucks	0	0	0																								
Heavys	0	0	0																								
Totals	35	25																									

Comments

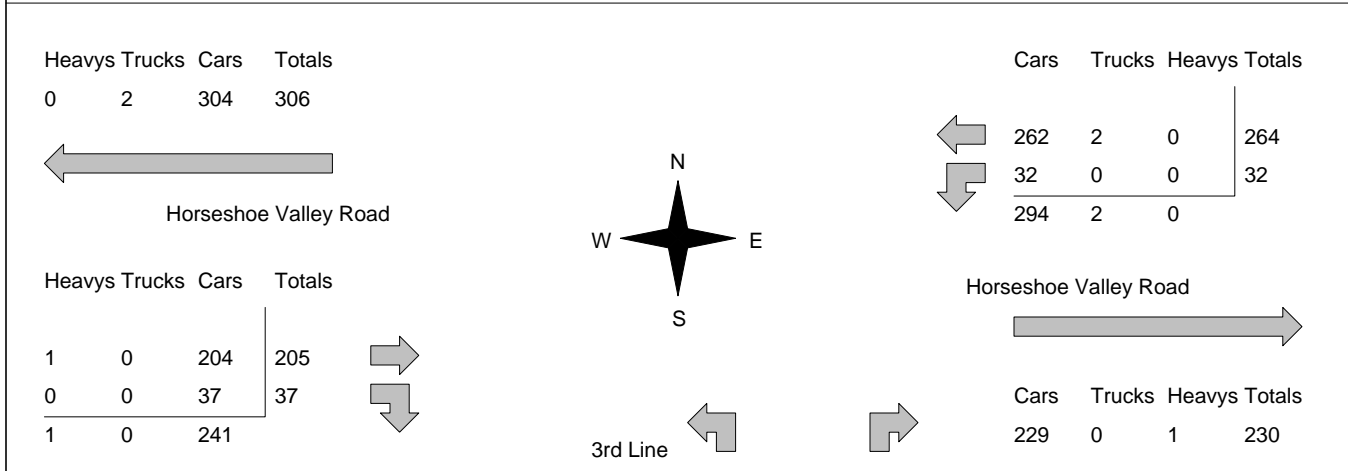
Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 11-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 526 East Entering: 296 East Peds: 0 Peds Cross: ∞
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Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

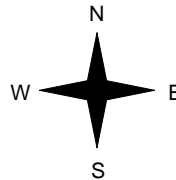
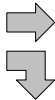
East Leg Total: 3191
 East Entering: 1664
 East Peds: 0
 Peds Cross: ∅

Heavys	Trucks	Cars	Totals
1	10	1682	1693



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
3	13	1302	1318
0	3	267	270
3	16	1569	



3rd Line

Cars	Trucks	Heavys	Totals
1420	9	1	1430
234	0	0	234
1654	9	1	



Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1511	13	3	1527

Peds Cross: ∅
 South Peds: 0
 South Entering: 472
 South Leg Total: 976

Peds Cross: ∅
 West Peds: 0
 West Entering: 1588
 West Leg Total: 3281

Cars	501	Cars	262	209	471
Trucks	3	Trucks	1	0	1
Heavys	0	Heavys	0	0	0
Totals	504	Totals	263	209	

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

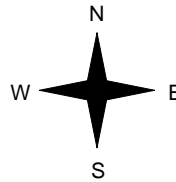
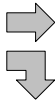
East Leg Total: 3191
 East Entering: 1664
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
1	10	1682	1693



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
3	13	1302	1318
0	3	267	270
3	16	1569	



3rd Line

Cars	Trucks	Heavys	Totals
1420	9	1	1430
234	0	0	234
1654	9	1	



Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1511	13	3	1527

Peds Cross: ∞
 South Peds: 0
 South Entering: 472
 South Leg Total: 976

Peds Cross: ∞
 West Peds: 0
 West Entering: 1588
 West Leg Total: 3281

Cars	501
Trucks	3
Heavys	0
Totals	504



Cars	262	209	471
Trucks	1	0	1
Heavys	0	0	0
Totals	263	209	

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & 3rd Line					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	0	0	0	0	0	55	11:00:00	34	0	21	55	0								
12:00:00	0	0	0	0	0	45	12:00:00	20	0	25	45	0								
13:00:00	0	0	0	0	0	60	13:00:00	35	0	25	60	0								
14:00:00	0	0	0	0	0	59	14:00:00	34	0	25	59	0								
15:00:00	0	0	0	0	0	72	15:00:00	21	0	51	72	0								
16:00:00	0	0	0	0	0	56	16:00:00	34	0	22	56	0								
17:00:00	0	0	0	0	0	66	17:00:00	42	0	24	66	0								
18:00:00	0	0	0	0	0	59	18:00:00	43	0	16	59	0								
Totals:	0	0	0	0	0	472		263	0	209	472	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	25	121	0	146	0	311	11:00:00	0	138	27	165	0								
12:00:00	27	141	0	168	0	351	12:00:00	0	162	21	183	0								
13:00:00	26	165	0	191	0	418	13:00:00	0	202	25	227	0								
14:00:00	25	132	0	157	0	361	14:00:00	0	167	37	204	0								
15:00:00	48	186	0	234	0	423	15:00:00	0	148	41	189	0								
16:00:00	31	270	0	301	0	492	16:00:00	0	152	39	191	0								
17:00:00	31	259	0	290	0	536	17:00:00	0	204	42	246	0								
18:00:00	21	156	0	177	0	360	18:00:00	0	145	38	183	0								
Totals:	234	1430	0	1664	0	3252		0	1318	270	1588	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	34	20	35	34		21	34	42	43											

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 56
North Entering: 28
North Peds: 0
Peds Cross: ∇

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	14	6	7	27
Totals	15	6	7	



Heavys 0
Trucks 1
Cars 27
Totals 28

East Leg Total: 272
East Entering: 129
East Peds: 0
Peds Cross: ∇

Heavys	0	Trucks	1	Cars	132	Totals	133
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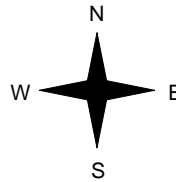


4th Line

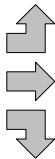
Cars	4	Trucks	0	Heavys	0	Totals	4
Cars	101	Trucks	0	Heavys	0	Totals	101
Cars	24	Trucks	0	Heavys	0	Totals	24
Cars	129	Trucks	0	Heavys	0	Totals	



Horseshoe Valley Road



Heavys	0	Trucks	1	Cars	20	Totals	21
Heavys	0	Trucks	1	Cars	114	Totals	115
Heavys	0	Trucks	0	Cars	26	Totals	26
Heavys	0	Trucks	2	Cars	160	Totals	



4th Line

Horseshoe Valley Road



Cars	142	Trucks	1	Heavys	0	Totals	143
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Peds Cross: ∇
West Peds: 0
West Entering: 162
West Leg Total: 295

Cars	56
Trucks	0
Heavys	0
Totals	56



Cars	17	3	21	41
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	17	3	21	

Peds Cross: ∇
South Peds: 0
South Entering: 41
South Leg Total: 97

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 14:00:00

To: 18:00:00

One Hour Peak

From: 15:30:00

To: 16:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 45

North Entering: 18

North Peds: 0

Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	10	3	5	18
Totals	10	3	5	



Heavys 0

Trucks 0

Cars 27

Totals 27

East Leg Total: 354

East Entering: 160

East Peds: 0

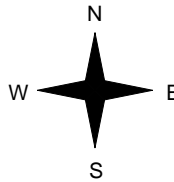
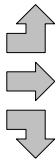
Peds Cross: \times

Heavys	0	Trucks	2	Cars	157	Totals	159
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Horseshoe Valley Road

Heavys	0	Trucks	0	Cars	18	Totals	18
	1		0		166		167
	0		0		29		29
	1		0		213		



4th Line

Cars	4	Trucks	0	Heavys	0	Totals	4
	124		2		0		126
	30		0		0		30
	158		2		0		

Horseshoe Valley Road



Cars	193	Trucks	0	Heavys	1	Totals	194
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Peds Cross: \times

West Peds: 0

West Entering: 214

West Leg Total: 373

Cars	62	Cars	23	5	22	50
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	62	Totals	23	5	22	



Peds Cross: \times

South Peds: 0

South Entering: 50

South Leg Total: 112

Comments

Accu-Traffic Inc.

Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00

To: 18:00:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283
North Entering: 135
North Peds: 0
Peds Cross: \times

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	92	18	24	134
Totals	93	18	24	



Heavys	0
Trucks	1
Cars	147
Totals	148

East Leg Total: 2140
East Entering: 1029
East Peds: 0
Peds Cross: \times

Heavys	Trucks	Cars	Totals
0	9	1084	1093

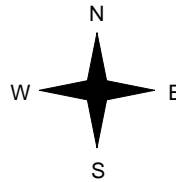


4th Line

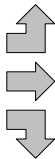
Cars	Trucks	Heavys	Totals
24	0	0	24
837	7	0	844
161	0	0	161
1022	7	0	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	



4th Line

Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
1096	12	3	1111

Peds Cross: \times
West Peds: 0
West Entering: 1219
West Leg Total: 2312

Cars	378	Cars	155	24	166	345
Trucks	2	Trucks	1	0	3	4
Heavys	0	Heavys	0	0	0	0
Totals	380	Totals	156	24	169	



Peds Cross: \times
South Peds: 0
South Entering: 349
South Leg Total: 729

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 1
Count date: 11-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283
 North Entering: 135
 North Peds: 0
 Peds Cross: ∇

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	92	18	24	134
Totals	93	18	24	



Heavys	0
Trucks	1
Cars	147
Totals	148

East Leg Total: 2140
 East Entering: 1029
 East Peds: 0
 Peds Cross: ∇

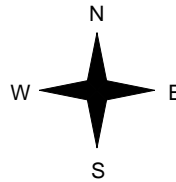
Heavys	0
Trucks	9
Cars	1084
Totals	1093



4th Line



Horseshoe Valley Road



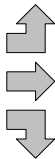
Cars	24	0	0	24
Trucks	837	7	0	844
Heavys	161	0	0	161
Totals	1022	7	0	



Horseshoe Valley Road



Heavys	0
Trucks	3
Cars	99
Totals	100
Heavys	3
Trucks	9
Cars	906
Totals	918
Heavys	0
Trucks	2
Cars	199
Totals	201
Heavys	3
Trucks	12
Cars	1204
Totals	



4th Line

Cars	1096	12	3	1111
Trucks				
Heavys				
Totals				

Peds Cross: ∇
 West Peds: 0
 West Entering: 1219
 West Leg Total: 2312

Cars	378	155	24	166	345
Trucks	2	1	0	3	4
Heavys	0	0	0	0	0
Totals	380	156	24	169	



Peds Cross: ∇
 South Peds: 0
 South Entering: 349
 South Leg Total: 729

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & 4th Line					Count Date		11-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	3	0	17	20	0	54	11:00:00	15	4	15	34	0								
12:00:00	3	2	12	17	0	64	12:00:00	26	2	19	47	0								
13:00:00	7	6	15	28	0	69	13:00:00	17	3	21	41	0								
14:00:00	2	3	9	14	0	48	14:00:00	17	2	15	34	0								
15:00:00	1	2	6	9	0	62	15:00:00	26	4	23	53	0								
16:00:00	4	3	10	17	0	75	16:00:00	16	4	38	58	0								
17:00:00	4	2	11	17	0	60	17:00:00	20	2	21	43	0								
18:00:00	0	0	13	13	0	52	18:00:00	19	3	17	39	0								
Totals:	24	18	93	135	0	484		156	24	169	349	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
11:00:00	19	99	2	120	0	228	11:00:00	4	85	19	108	0								
12:00:00	20	115	4	139	0	257	12:00:00	10	90	18	118	0								
13:00:00	24	101	4	129	0	291	13:00:00	21	115	26	162	0								
14:00:00	14	94	1	109	0	243	14:00:00	8	101	25	134	0								
15:00:00	19	108	4	131	0	294	15:00:00	9	122	32	163	0								
16:00:00	27	104	6	137	0	307	16:00:00	15	129	26	170	0								
17:00:00	21	134	1	156	0	366	17:00:00	19	155	36	210	0								
18:00:00	17	89	2	108	0	262	18:00:00	14	121	19	154	0								
Totals:	161	844	24	1029	0	2248		100	918	201	1219	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	11:00	12:00	13:00	14:00		15:00	16:00	17:00	18:00											
Crossing Values:	22	31	30	22		31	24	26	22											

Accu-Traffic Inc.

Count Date: 11-Jan-14 Site #: 1400100003


Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	2	2	15	15	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	2	0	37	22	11	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0
10:45:00	3	1	54	17	14	3	0	0	1	1	0	0	0	0	1	0	0	0	0	0
11:00:00	4	1	83	29	19	5	0	0	1	0	0	0	0	0	1	0	0	0	0	0
11:15:00	7	3	108	25	20	1	0	0	1	0	1	1	0	0	1	0	0	0	0	0
11:30:00	8	1	135	27	27	7	0	0	2	1	1	0	0	0	1	0	0	0	0	0
11:45:00	11	3	151	16	34	7	0	0	2	0	1	0	0	0	1	0	0	0	0	0
12:00:00	14	3	171	20	36	2	0	0	3	1	1	0	0	0	1	0	0	0	0	0
12:15:00	20	6	206	35	47	11	0	0	3	0	1	0	0	0	1	0	0	0	0	0
12:30:00	26	6	230	24	54	7	1	1	3	0	1	0	0	0	1	0	0	0	0	0
12:45:00	32	6	257	27	57	3	1	0	3	0	1	0	0	0	1	0	0	0	0	0
13:00:00	34	2	285	28	62	5	1	0	4	1	1	0	0	0	1	0	0	0	0	0
13:15:00	38	4	302	17	72	10	1	0	4	0	1	0	0	0	1	0	0	0	0	0
13:30:00	40	2	332	30	77	5	1	0	4	0	2	1	0	0	1	0	0	0	0	0
13:45:00	41	1	362	30	82	5	1	0	4	0	2	0	0	0	1	0	0	0	0	0
14:00:00	42	1	385	23	86	4	1	0	5	1	2	0	0	0	1	0	0	0	0	0
14:15:00	43	1	405	20	91	5	1	0	5	0	2	0	0	0	1	0	0	0	0	0
14:30:00	43	0	436	31	96	5	1	0	5	0	2	0	0	0	2	1	0	0	0	0
14:45:00	48	5	483	47	111	15	1	0	5	0	2	0	0	0	2	0	0	0	0	0
15:00:00	51	3	505	22	118	7	1	0	6	1	2	0	0	0	2	0	0	0	0	0
15:15:00	55	4	523	18	123	5	1	0	7	1	2	0	0	0	2	0	0	0	0	0
15:30:00	59	4	552	29	132	9	1	0	7	0	2	0	0	0	2	0	0	0	0	0
15:45:00	62	3	597	45	139	7	1	0	7	0	2	0	0	0	3	1	0	0	0	0
16:00:00	66	4	632	35	144	5	1	0	7	0	2	0	0	0	3	0	0	0	0	0
16:15:00	71	5	671	39	150	6	1	0	7	0	2	0	0	0	3	0	0	0	0	0
16:30:00	77	6	718	47	161	11	1	0	7	0	2	0	0	0	3	0	0	0	0	0
16:45:00	80	3	751	33	172	11	1	0	7	0	2	0	0	0	3	0	0	0	0	0
17:00:00	85	5	787	36	180	8	1	0	7	0	2	0	0	0	3	0	0	0	0	0
17:15:00	91	6	818	31	185	5	1	0	8	1	2	0	0	0	3	0	0	0	0	0
17:30:00	97	6	853	35	189	4	1	0	8	0	2	0	0	0	3	0	0	0	0	0
17:45:00	99	2	880	27	196	7	1	0	9	1	2	0	0	0	3	0	0	0	0	0
18:00:00	99	0	906	26	199	3	1	0	9	0	2	0	0	0	3	0	0	0	0	0
18:15:00	99	0	906	0	199	0	1	0	9	0	2	0	0	0	3	0	0	0	0	0
18:15:15	99	0	906	0	199	0	1	0	9	0	2	0	0	0	3	0	0	0	0	0

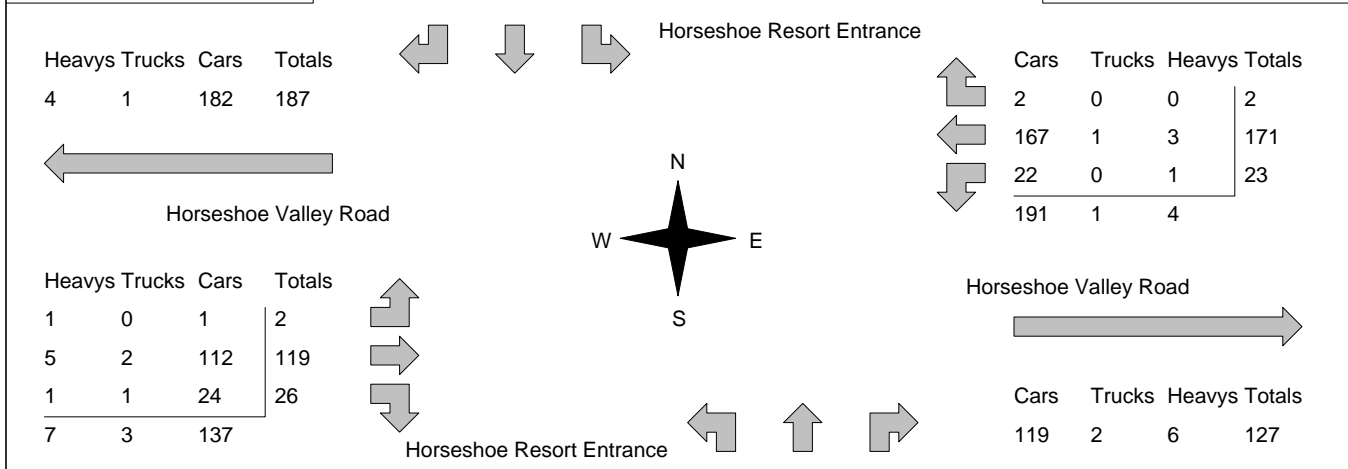
Accu-Traffic Inc.


Morning Peak Diagram	Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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North Leg Total: 22 North Entering: 16 North Peds: 0 Peds Cross: 0	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>8</td><td>2</td><td>5</td><td>15</td></tr> <tr><td>Totals</td><td>8</td><td>2</td><td>6</td><td></td></tr> </table>	Heavys	0	0	1	1	Trucks	0	0	0	0	Cars	8	2	5	15	Totals	8	2	6			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>5</td></tr> <tr><td>Totals</td><td>6</td></tr> </table>	Heavys	1	Trucks	0	Cars	5	Totals	6	East Leg Total: 323 East Entering: 196 East Peds: 0 Peds Cross: 0
Heavys	0	0	1	1																												
Trucks	0	0	0	0																												
Cars	8	2	5	15																												
Totals	8	2	6																													
Heavys	1																															
Trucks	0																															
Cars	5																															
Totals	6																															



Peds Cross: 0 West Peds: 0 West Entering: 147 West Leg Total: 334	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>48</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Totals</td><td>51</td></tr> </table>	Cars	48	Trucks	1	Heavys	2	Totals	51		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>7</td><td>2</td><td>2</td><td>11</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>8</td><td>2</td><td>2</td><td></td></tr> </table>	Cars	7	2	2	11	Trucks	0	0	0	0	Heavys	1	0	0	1	Totals	8	2	2		Peds Cross: 0 South Peds: 0 South Entering: 12 South Leg Total: 63
Cars	48																															
Trucks	1																															
Heavys	2																															
Totals	51																															
Cars	7	2	2	11																												
Trucks	0	0	0	0																												
Heavys	1	0	0	1																												
Totals	8	2	2																													


Comments

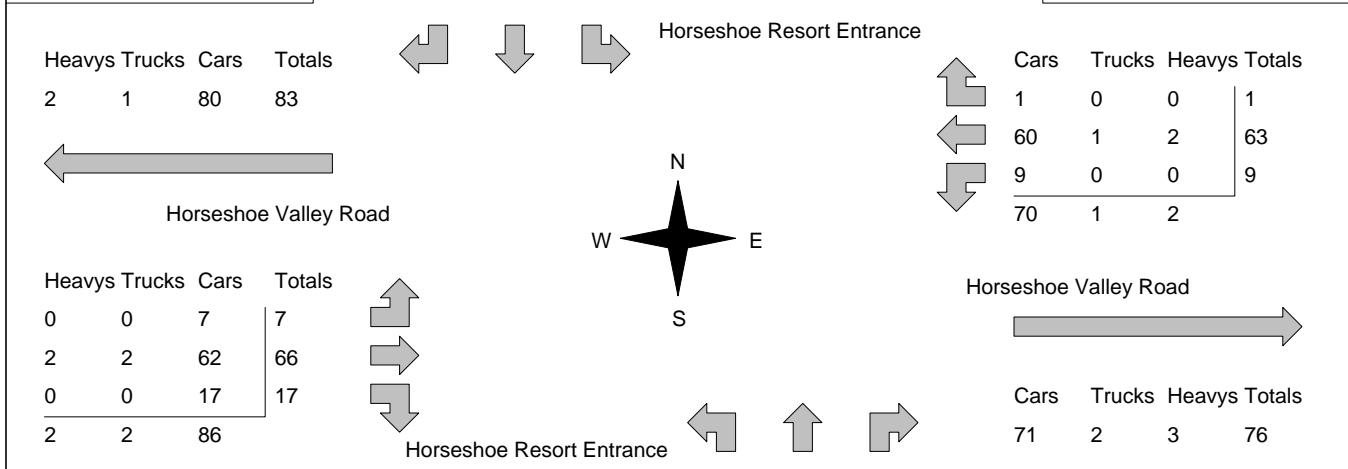
Accu-Traffic Inc.


Mid-day Peak Diagram	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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North Leg Total: 23 North Entering: 12 North Peds: 2 Peds Cross: 2	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>5</td><td>3</td><td>3</td><td>11</td></tr> <tr><td>Totals</td><td>5</td><td>3</td><td>4</td><td></td></tr> </table>	Heavys	0	0	1	1	Trucks	0	0	0	0	Cars	5	3	3	11	Totals	5	3	4			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>11</td></tr> <tr><td>Totals</td><td>11</td></tr> </table>	Heavys	0	Trucks	0	Cars	11	Totals	11	East Leg Total: 149 East Entering: 73 East Peds: 2 Peds Cross: 2
Heavys	0	0	1	1																												
Trucks	0	0	0	0																												
Cars	5	3	3	11																												
Totals	5	3	4																													
Heavys	0																															
Trucks	0																															
Cars	11																															
Totals	11																															



Peds Cross: 2 West Peds: 0 West Entering: 90 West Leg Total: 173	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>29</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>29</td></tr> </table>	Cars	29	Trucks	0	Heavys	0	Totals	29		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>15</td><td>3</td><td>6</td><td>24</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>15</td><td>3</td><td>6</td><td></td></tr> </table>	Cars	15	3	6	24	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	15	3	6		Peds Cross: 2 South Peds: 0 South Entering: 24 South Leg Total: 53
Cars	29																															
Trucks	0																															
Heavys	0																															
Totals	29																															
Cars	15	3	6	24																												
Trucks	0	0	0	0																												
Heavys	0	0	0	0																												
Totals	15	3	6																													


Comments

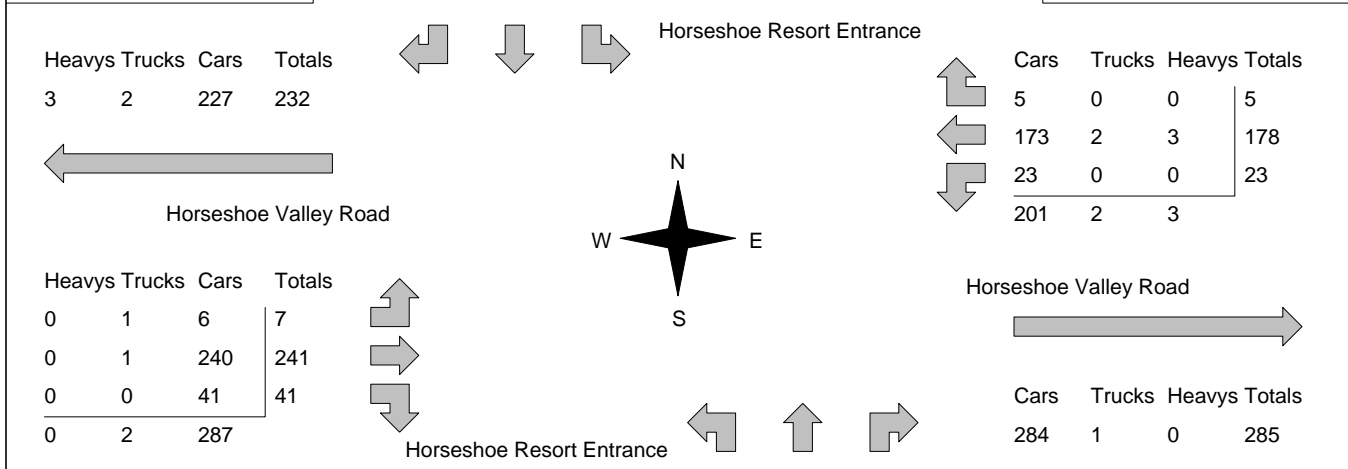
Accu-Traffic Inc.


Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00
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Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horseshoe Valley Road TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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North Leg Total: 25 North Entering: 12 North Peds: 0 Peds Cross: 0	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>7</td><td>1</td><td>4</td><td>12</td></tr> <tr><td>Totals</td><td>7</td><td>1</td><td>4</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	7	1	4	12	Totals	7	1	4			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>12</td></tr> <tr><td>Totals</td><td>13</td></tr> </table>	Heavys	0	Trucks	1	Cars	12	Totals	13	East Leg Total: 491 East Entering: 206 East Peds: 0 Peds Cross: 0
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	7	1	4	12																												
Totals	7	1	4																													
Heavys	0																															
Trucks	1																															
Cars	12																															
Totals	13																															



Peds Cross: 0 West Peds: 1 West Entering: 289 West Leg Total: 521	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>65</td><td>47</td><td>1</td><td>40</td><td>88</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>65</td><td>47</td><td>1</td><td>40</td><td></td></tr> </table>	Cars	65	47	1	40	88	Trucks	0	0	0	0	0	Heavys	0	0	0	0	0	Totals	65	47	1	40			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>47</td><td>1</td><td>40</td><td>88</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>47</td><td>1</td><td>40</td><td></td></tr> </table>	Cars	47	1	40	88	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	47	1	40		Peds Cross: 0 South Peds: 0 South Entering: 88 South Leg Total: 153
Cars	65	47	1	40	88																																											
Trucks	0	0	0	0	0																																											
Heavys	0	0	0	0	0																																											
Totals	65	47	1	40																																												
Cars	47	1	40	88																																												
Trucks	0	0	0	0																																												
Heavys	0	0	0	0																																												
Totals	47	1	40																																													

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100001
Intersection: Horseshoe Valley Road & Horseshoe Valley Road
TFR File #: 1
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 194
 North Entering: 106
 North Peds: 2
 Peds Cross: 2

Heavys	1	0	3	4
Trucks	0	1	0	1
Cars	54	20	27	101
Totals	55	21	30	



Heavys	5
Trucks	2
Cars	81
Totals	88

East Leg Total: 2469
 East Entering: 1231
 East Peds: 7
 Peds Cross: 7

Heavys	25
Trucks	23
Cars	1209
Totals	1257

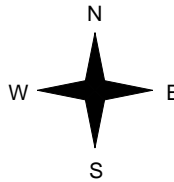


Horseshoe Resort Entrance

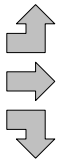
Cars	24	Trucks	0	Heavys	4	Totals	28
Cars	981	Trucks	22	Heavys	19	Totals	1022
Cars	179	Trucks	1	Heavys	1	Totals	181
Cars	1184	Trucks	23	Heavys	24	Totals	



Horseshoe Valley Road



Heavys	1
Trucks	1
Cars	38
Totals	40
Heavys	18
Trucks	16
Cars	1039
Totals	1073
Heavys	3
Trucks	2
Cars	242
Totals	247
Heavys	22
Trucks	19
Cars	1319
Totals	



Horseshoe Resort Entrance

Horseshoe Valley Road



Cars	1197	Trucks	19	Heavys	22	Totals	1238
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Peds Cross: 7
 West Peds: 1
 West Entering: 1360
 West Leg Total: 2617

Cars	441	Cars	174	19	131	324
Trucks	4	Trucks	1	1	3	5
Heavys	4	Heavys	5	0	1	6
Totals	449	Totals	180	20	135	



Peds Cross: 7
 South Peds: 2
 South Entering: 335
 South Leg Total: 784

Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection		Horseshoe Valley Road & Horsesh					Count Date		14-Jan-14		Municipality				Horseshoe Valley	
North Approach Totals							South Approach Totals									
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds				
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total					
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0				
8:00:00	2	1	6	9	0	19	8:00:00	4	3	3	10	0				
9:00:00	5	2	7	14	0	31	9:00:00	11	2	4	17	0				
10:00:00	3	3	9	15	0	37	10:00:00	8	4	10	22	0				
12:00:00	2	5	4	11	0	45	12:00:00	19	3	12	34	0				
13:00:00	5	5	6	16	2	50	13:00:00	19	4	11	34	0				
16:00:00	4	3	9	16	0	90	16:00:00	42	0	32	74	0				
17:00:00	7	1	11	19	0	100	17:00:00	35	3	43	81	2				
18:00:00	2	1	3	6	0	69	18:00:00	42	1	20	63	0				
Totals:	30	21	55	106	2	441		180	20	135	335	2				
East Approach Totals							West Approach Totals									
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds				
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total					
7:00:00	0	1	0	1	0	1	7:00:00	0	0	0	0	0				
8:00:00	13	169	2	184	0	320	8:00:00	0	123	13	136	0				
9:00:00	26	150	2	178	0	322	9:00:00	2	115	27	144	0				
10:00:00	30	103	7	140	1	263	10:00:00	6	77	40	123	0				
12:00:00	13	74	3	90	0	202	12:00:00	3	84	25	112	0				
13:00:00	13	85	1	99	2	227	13:00:00	8	91	29	128	0				
16:00:00	28	111	5	144	0	327	16:00:00	8	140	35	183	0				
17:00:00	31	178	6	215	4	483	17:00:00	8	217	43	268	1				
18:00:00	27	151	2	180	0	446	18:00:00	5	226	35	266	0				
Totals:	181	1022	28	1231	7	2591		40	1073	247	1360	1				
Calculated Values for Traffic Crossing Major Street																
Hours Ending:	8:00	9:00	10:00	12:00			13:00	16:00	17:00	18:00						
Crossing Values:	9	18	16	26			31	49	50	45						

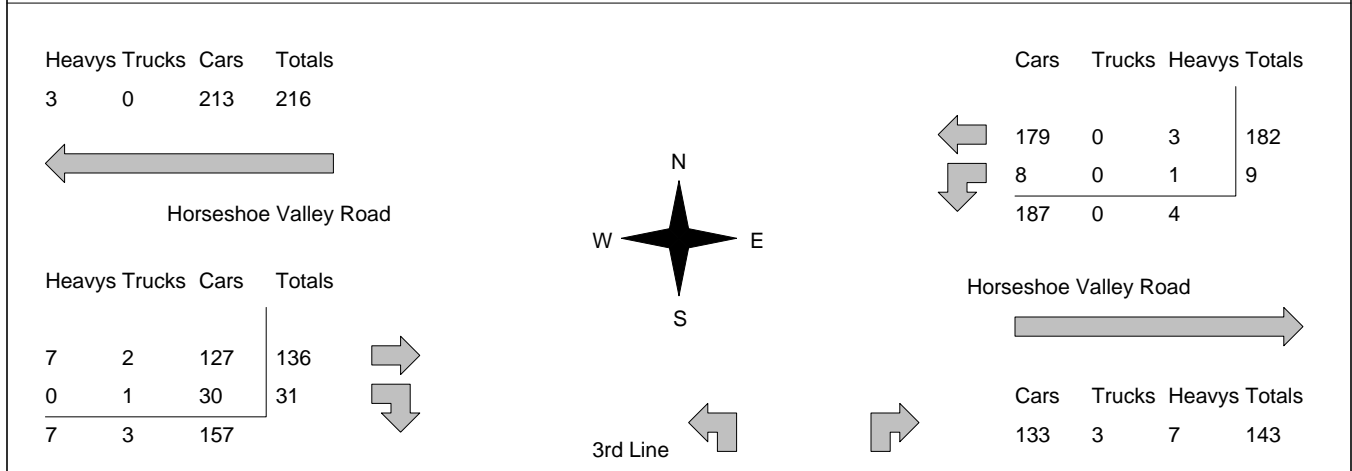
Accu-Traffic Inc.

Morning Peak Diagram	Specified Period From: 7:00:00 To: 10:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
--	---

	East Leg Total: 334 East Entering: 191 East Peds: 0 Peds Cross: ∞
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Peds Cross: ∞ West Peds: 0 West Entering: 167 West Leg Total: 383	<table style="margin: auto;"> <tr><td>Cars</td><td>38</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td colspan="2" style="border-top: 1px solid black;"></td></tr> <tr><td>Totals</td><td>40</td></tr> </table>	Cars	38	Trucks	1	Heavys	1			Totals	40	<table style="margin: auto;"> <tr><td>Cars</td><td>34</td><td>6</td><td>40</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td colspan="3" style="border-top: 1px solid black;"></td><td>34</td></tr> <tr><td colspan="3"></td><td>7</td></tr> </table>	Cars	34	6	40	Trucks	0	1	1	Heavys	0	0	0				34				7	Peds Cross: ∞ South Peds: 0 South Entering: 41 South Leg Total: 81
Cars	38																																
Trucks	1																																
Heavys	1																																
Totals	40																																
Cars	34	6	40																														
Trucks	0	1	1																														
Heavys	0	0	0																														
			34																														
			7																														

Comments

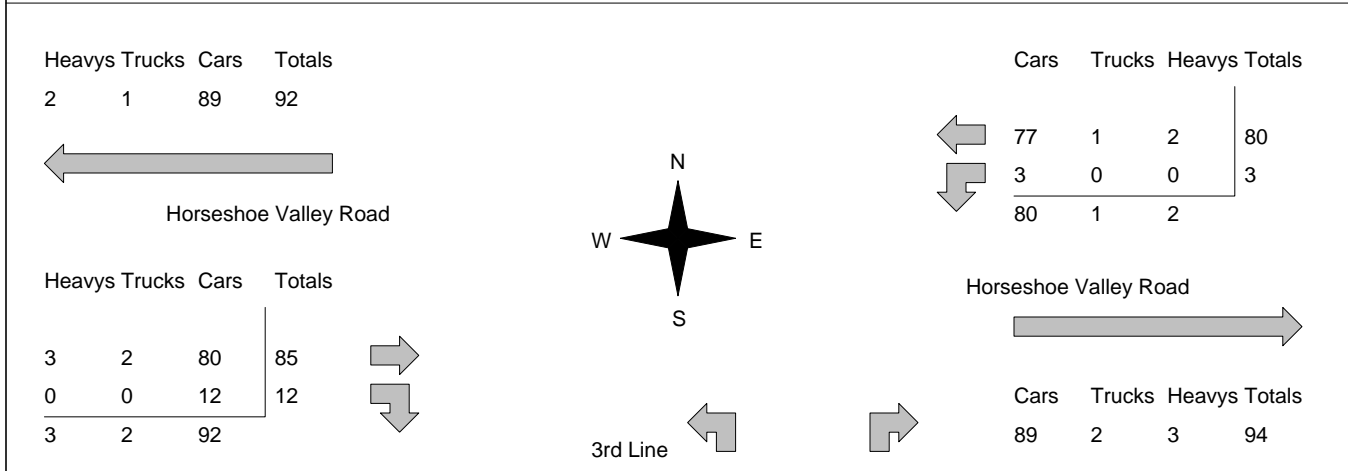
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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	East Leg Total: 177 East Entering: 83 East Peds: 0 Peds Cross: ∞
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Peds Cross: ∞ West Peds: 0 West Entering: 97 West Leg Total: 189	<table style="margin-left: auto; margin-right: auto;"> <tr><td>Cars</td><td>15</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>15</td></tr> </table>	Cars	15	Trucks	0	Heavys	0	Totals	15	<table style="margin-left: auto; margin-right: auto;"> <tr><td>Cars</td><td>12</td><td>9</td><td>21</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>12</td><td>9</td><td></td></tr> </table>	Cars	12	9	21	Trucks	0	0	0	Heavys	0	0	0	Totals	12	9		Peds Cross: ∞ South Peds: 0 South Entering: 21 South Leg Total: 36
Cars	15																										
Trucks	0																										
Heavys	0																										
Totals	15																										
Cars	12	9	21																								
Trucks	0	0	0																								
Heavys	0	0	0																								
Totals	12	9																									

Comments

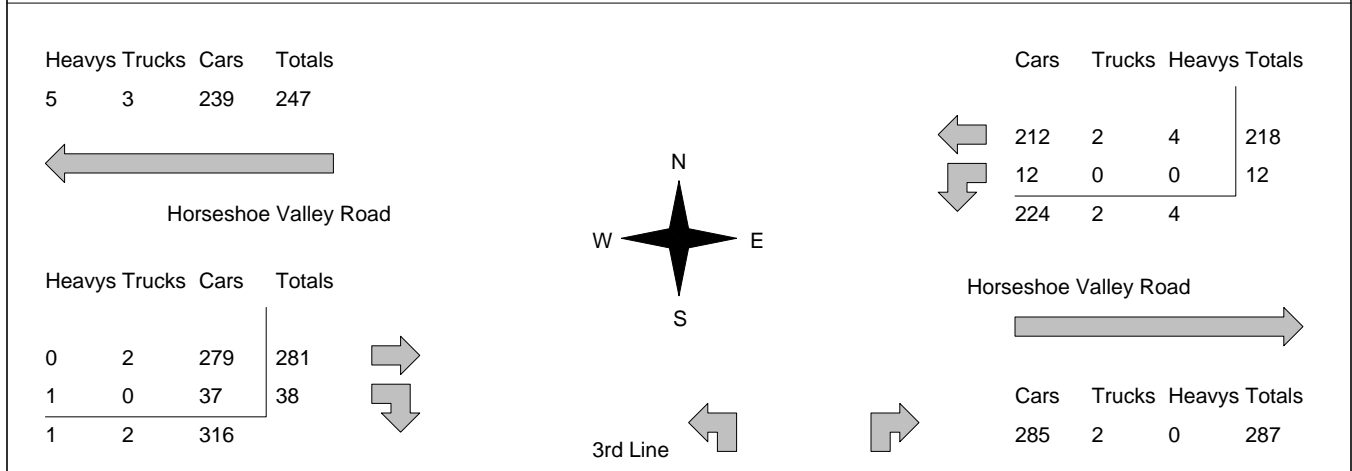
Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00
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Municipality: Horseshoe Valley Site #: 1400100002 Intersection: Horseshoe Valley Road & 3rd Line TFR File #: 1 Count date: 14-Jan-14	Weather conditions: Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Horseshoe Valley Road runs W/E
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	East Leg Total: 517 East Entering: 230 East Peds: 0 Peds Cross: ∅
--	--



Peds Cross: ∅ West Peds: 0 West Entering: 319 West Leg Total: 566	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>49</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td style="border-top: 1px solid black;">Totals</td><td style="border-top: 1px solid black;">50</td></tr> </table>	Cars	49	Trucks	0	Heavys	1	Totals	50	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>27</td><td>6</td><td>33</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>1</td></tr> <tr><td style="border-top: 1px solid black;">Totals</td><td style="border-top: 1px solid black;">29</td><td style="border-top: 1px solid black;">6</td><td></td></tr> </table>	Cars	27	6	33	Trucks	1	0	1	Heavys	1	0	1	Totals	29	6		Peds Cross: ∅ South Peds: 0 South Entering: 35 South Leg Total: 85
Cars	49																										
Trucks	0																										
Heavys	1																										
Totals	50																										
Cars	27	6	33																								
Trucks	1	0	1																								
Heavys	1	0	1																								
Totals	29	6																									

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100002
Intersection: Horseshoe Valley Road & 3rd Line
TFR File #: 1
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

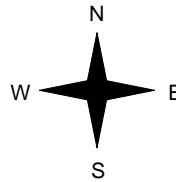
East Leg Total: 2607
 East Entering: 1251
 East Peds: 0
 Peds Cross: ∞

Heavys	Trucks	Cars	Totals
30	22	1326	1378



Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
24	18	1241	1283
3	1	205	209
27	19	1446	



3rd Line

Cars	Trucks	Heavys	Totals
1142	19	26	1187
62	1	1	64
1204	20	27	



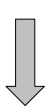
Horseshoe Valley Road

Cars	Trucks	Heavys	Totals
1313	19	24	1356

Peds Cross: ∞
 South Peds: 0
 South Entering: 264
 South Leg Total: 537

Peds Cross: ∞
 West Peds: 0
 West Entering: 1492
 West Leg Total: 2870

Cars	267
Trucks	2
Heavys	4
Totals	273



Cars	184	72	256
Trucks	3	1	4
Heavys	4	0	4
Totals	191	73	

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection		Horseshoe Valley Road & 3rd Line					Count Date		14-Jan-14					Municipality		Horseshoe Valley				
North Approach Totals							South Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	0	0	0	0	1	7:00:00	0	0	1	1	0								
8:00:00	0	0	0	0	0	26	8:00:00	22	0	4	26	0								
9:00:00	0	0	0	0	0	38	9:00:00	33	0	5	38	0								
10:00:00	0	0	0	0	0	20	10:00:00	12	0	8	20	0								
12:00:00	0	0	0	0	0	32	12:00:00	22	0	10	32	0								
13:00:00	0	0	0	0	0	27	13:00:00	17	0	10	27	0								
16:00:00	0	0	0	0	0	48	16:00:00	34	0	14	48	0								
17:00:00	0	0	0	0	0	39	17:00:00	24	0	15	39	0								
18:00:00	0	0	0	0	0	33	18:00:00	27	0	6	33	0								
Totals:	0	0	0	0	0	264		191	0	73	264	0								
East Approach Totals							West Approach Totals													
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds								
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total									
7:00:00	0	4	0	4	0	9	7:00:00	0	5	0	5	0								
8:00:00	6	173	0	179	0	326	8:00:00	0	132	15	147	0								
9:00:00	10	162	0	172	0	339	9:00:00	0	133	34	167	0								
10:00:00	8	111	0	119	0	260	10:00:00	0	110	31	141	0								
12:00:00	5	91	0	96	0	210	12:00:00	0	103	11	114	0								
13:00:00	7	102	0	109	0	251	13:00:00	0	124	18	142	0								
16:00:00	11	148	0	159	0	357	16:00:00	0	170	28	198	0								
17:00:00	9	210	0	219	0	507	17:00:00	0	249	39	288	0								
18:00:00	8	186	0	194	0	484	18:00:00	0	257	33	290	0								
Totals:	64	1187	0	1251	0	2743		0	1283	209	1492	0								
Calculated Values for Traffic Crossing Major Street																				
Hours Ending:	8:00	9:00	10:00	12:00		13:00	16:00	17:00	18:00											
Crossing Values:	22	33	12	22		17	34	24	27											

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period

From: 7:00:00
To: 10:00:00

One Hour Peak

From: 7:45:00
To: 8:45:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 28
North Entering: 17
North Peds: 0
Peds Cross: \bowtie

Heavys	0	1	1	2
Trucks	0	0	0	0
Cars	7	6	2	15
Totals	7	7	3	



Heavys	1
Trucks	0
Cars	10
Totals	11

East Leg Total: 322
East Entering: 193
East Peds: 0
Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
4	1	185	190

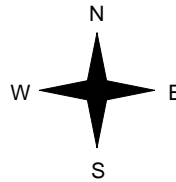


4th Line

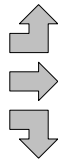
Cars	Trucks	Heavys	Totals
2	0	0	2
161	1	4	166
22	0	3	25
185	1	7	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	0	4	4
3	2	95	100
0	0	44	44
3	2	143	



Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
117	3	9	129

Peds Cross: \bowtie
West Peds: 0
West Entering: 148
West Leg Total: 338

Cars	72
Trucks	0
Heavys	4
Totals	76



Cars	17	4	20	41
Trucks	0	0	1	1
Heavys	0	1	5	6
Totals	17	5	26	

Peds Cross: \bowtie
South Peds: 0
South Entering: 48
South Leg Total: 124

Comments

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 13:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 22
 North Entering: 13
 North Peds: 0
 Peds Cross: \times

Heavys	0	1	1	2
Trucks	0	0	0	0
Cars	5	2	4	11
Totals	5	3	5	



Heavys	0
Trucks	0
Cars	9
Totals	9

East Leg Total: 217
 East Entering: 103
 East Peds: 1
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
2	4	99	105

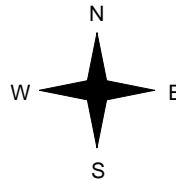


4th Line

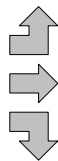
Cars	Trucks	Heavys	Totals
1	0	0	1
84	3	2	89
12	1	0	13
97	4	2	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
0	0	5	5
3	1	89	93
0	0	19	19
3	1	113	



4th Line



Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
108	1	5	114

Peds Cross: \times
 West Peds: 0
 West Entering: 117
 West Leg Total: 222

Cars	33
Trucks	1
Heavys	1
Totals	35



Cars	10	3	15	28
Trucks	1	0	0	1
Heavys	0	0	1	1
Totals	11	3	16	

Peds Cross: \times
 South Peds: 0
 South Entering: 30
 South Leg Total: 65

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:30:00
To: 17:30:00

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 59
North Entering: 16
North Peds: 0
Peds Cross: \times

Heavys	0	0	1	1
Trucks	0	0	0	0
Cars	8	5	2	15
Totals	8	5	3	



Heavys	1
Trucks	0
Cars	42
Totals	43

East Leg Total: 447
East Entering: 203
East Peds: 0
Peds Cross: \times

Heavys	5
Trucks	1
Cars	190
Totals	196

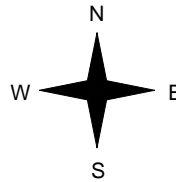


4th Line

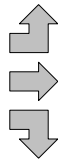
Cars	3	Trucks	0	Heavys	1	Totals	4
Cars	167	Trucks	1	Heavys	4	Totals	172
Cars	25	Trucks	0	Heavys	2	Totals	27
Cars	195	Trucks	1	Heavys	7	Totals	



Horseshoe Valley Road



Heavys	0
Trucks	0
Cars	31
Totals	31
Heavys	1
Trucks	1
Cars	209
Totals	211
Heavys	0
Trucks	0
Cars	20
Totals	20
Heavys	1
Trucks	1
Cars	260
Totals	260



Horseshoe Valley Road



4th Line



Cars	241	Trucks	1	Heavys	2	Totals	244
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Peds Cross: \times
West Peds: 0
West Entering: 262
West Leg Total: 458

Cars	50	Cars	15	8	30	53
Trucks	0	Trucks	0	0	0	0
Heavys	2	Heavys	1	0	0	1
Totals	52	Totals	16	8	30	



Peds Cross: \times
South Peds: 0
South Entering: 54
South Leg Total: 106

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Horseshoe Valley
Site #: 1400100003
Intersection: Horseshoe Valley Road & 4th Line
TFR File #: 0
Count date: 14-Jan-14

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 250
 North Entering: 102
 North Peds: 0
 Peds Cross: \bowtie

Heavys	0	5	4	9
Trucks	0	0	1	1
Cars	46	20	26	92
Totals	46	25	31	



Heavys	8
Trucks	3
Cars	137
Totals	148

East Leg Total: 2320
 East Entering: 1156
 East Peds: 2
 Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
24	19	1112	1155

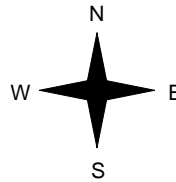


4th Line

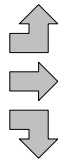
Cars	Trucks	Heavys	Totals
19	2	1	22
952	17	20	989
135	1	9	145
1106	20	30	



Horseshoe Valley Road



Heavys	Trucks	Cars	Totals
4	1	84	89
21	16	941	978
0	0	185	185
25	17	1210	



4th Line

Horseshoe Valley Road



Cars	Trucks	Heavys	Totals
1108	19	37	1164

Peds Cross: \bowtie
 West Peds: 0
 West Entering: 1252
 West Leg Total: 2407

Cars	340	Cars	114	34	141	289
Trucks	1	Trucks	2	0	2	4
Heavys	14	Heavys	4	3	12	19
Totals	355	Totals	120	37	155	



Peds Cross: \bowtie
 South Peds: 2
 South Entering: 312
 South Leg Total: 667

Comments

Accu-Traffic Inc. Traffic Count Summary

Intersection: Horseshoe Valley Road & 4th Line Count Date: 14-Jan-14 Municipality: Horseshoe Valley

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	5	4	5	14	0	41	8:00:00	9	1	17	27	1
9:00:00	3	6	6	15	0	67	9:00:00	19	5	28	52	0
10:00:00	5	3	5	13	0	53	10:00:00	21	4	15	40	0
12:00:00	3	1	3	7	0	40	12:00:00	11	3	19	33	0
13:00:00	5	2	5	12	0	33	13:00:00	8	2	11	21	0
16:00:00	3	1	3	7	0	36	16:00:00	10	4	15	29	0
17:00:00	5	7	11	23	0	81	17:00:00	23	10	25	58	1
18:00:00	2	1	8	11	0	63	18:00:00	19	8	25	52	0
Totals:	31	25	46	102	0	414		120	37	155	312	2
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	19	166	0	185	0	323	8:00:00	4	105	29	138	0
9:00:00	23	144	3	170	0	314	9:00:00	6	97	41	144	0
10:00:00	16	105	2	123	0	235	10:00:00	1	74	37	112	0
12:00:00	6	77	1	84	0	180	12:00:00	4	79	13	96	0
13:00:00	14	83	3	100	1	213	13:00:00	6	92	15	113	0
16:00:00	19	104	4	127	0	297	16:00:00	15	138	17	170	0
17:00:00	21	167	4	192	1	435	17:00:00	25	195	23	243	0
18:00:00	27	143	5	175	0	411	18:00:00	28	198	10	236	0
Totals:	145	989	22	1156	2	2408		89	978	185	1252	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	10:00	12:00				13:00	16:00	17:00	18:00	
Crossing Values:	18	28	30	17				16	17	39	29	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	114	38	0	14	2	0	9	2	2	0	0	0	8	192
13:00	4	160	57	3	13	4	0	2	1	0	0	0	0	6	250
14:00	1	111	29	1	9	3	0	3	1	5	0	0	1	11	175
15:00	4	139	37	1	21	5	0	0	0	3	0	0	0	6	216
16:00	3	170	50	2	14	1	0	2	0	2	0	0	0	6	250
17:00	5	182	53	0	31	2	0	5	0	2	0	0	0	10	290
18:00	6	198	53	0	28	0	0	1	1	1	0	0	0	3	291
19:00	5	181	44	0	19	2	0	1	0	0	0	0	0	7	259
20:00	7	119	33	0	12	0	0	0	0	1	0	0	0	2	174
21:00	2	127	26	0	7	1	0	2	0	0	0	0	0	1	166
22:00	0	98	25	0	6	2	0	0	0	0	0	0	0	2	133
23:00	0	45	11	0	4	1	0	0	0	0	0	0	0	0	61
Total	40	1644	456	7	178	23	0	25	5	16	0	0	1	62	2457
Percent	1.6%	66.9%	18.6%	0.3%	7.2%	0.9%	0.0%	1.0%	0.2%	0.7%	0.0%	0.0%	0.0%	2.5%	

AM Peak Vol.	20:00	18:00	13:00	13:00	17:00	15:00	12:00	12:00	14:00	14:00	14:00	18:00
PM Peak Vol.	7	198	57	3	31	5	9	2	5	1	11	291

County of Simcoe

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County Road 22 - Summer 2011
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Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	0	25	7	1	0	0	0	0	0	0	0	0	0	0	33
01:00	0	18	1	0	4	0	0	0	0	1	0	0	0	0	24
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	1	0	0	0	0	1	0	1	0	0	0	0	8
04:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
05:00	0	1	2	0	0	1	0	0	0	2	0	0	0	1	7
06:00	0	5	2	1	4	4	0	0	2	0	0	0	0	1	19
07:00	1	35	12	1	14	4	0	1	0	2	0	0	0	1	71
08:00	0	57	26	0	25	7	0	1	5	4	0	0	0	4	129
09:00	1	107	39	2	23	4	0	3	3	5	0	0	0	9	196
10:00	2	139	34	2	25	3	0	3	2	4	0	0	0	5	219
11:00	4	122	37	2	7	4	0	2	2	2	0	0	0	4	186
12 PM	2	133	32	1	19	1	0	4	1	1	0	0	0	4	198
13:00	2	149	44	0	18	5	0	0	0	1	0	0	0	9	228
14:00	1	140	49	2	18	3	0	1	2	2	0	1	0	5	224
15:00	2	127	29	0	16	3	0	1	1	1	1	0	0	8	189
16:00	0	132	53	1	19	0	0	3	0	0	0	0	0	6	214
17:00	0	185	57	0	19	1	0	2	2	0	0	0	0	3	269
18:00	4	267	72	1	28	1	0	5	0	1	0	0	0	8	387
19:00	3	160	55	0	17	0	0	1	1	0	0	0	0	4	241
20:00	4	121	32	1	15	1	0	2	0	0	0	0	0	2	178
21:00	3	109	39	1	4	4	0	0	0	0	0	0	0	0	160
22:00	4	104	20	0	12	0	0	2	0	0	0	0	0	1	143
23:00	1	62	6	0	4	0	0	0	0	0	0	0	0	0	73
Total	34	2213	652	16	291	46	0	33	21	27	1	1	0	75	3410
Percent	1.0%	64.9%	19.1%	0.5%	8.5%	1.3%	0.0%	1.0%	0.6%	0.8%	0.0%	0.0%	0.0%	2.2%	
AM Peak Vol.	11:00	10:00	09:00	09:00	08:00	08:00		09:00	08:00	09:00				09:00	10:00
PM Peak Vol.	18:00	18:00	18:00	14:00	18:00	13:00		18:00	14:00	14:00	15:00	14:00		13:00	18:00
	4	139	39	2	25	7		3	5	5				9	219
	4	267	72	2	28	5		5	2	2	1	1		9	387

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	1	26	9	1	0	0	0	1	1	0	0	0	0	1	40
01:00	0	13	2	0	3	0	0	1	0	1	0	0	0	1	21
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	1	13
03:00	0	8	1	0	1	0	0	0	0	1	0	0	0	2	13
04:00	0	6	1	0	1	0	0	0	0	1	0	0	0	2	11
05:00	0	4	1	0	0	1	0	0	0	2	0	0	0	1	9
06:00	0	12	3	1	6	3	0	0	3	8	0	0	1	0	37
07:00	2	21	11	0	15	4	0	0	2	2	0	0	0	3	60
08:00	3	73	32	2	13	7	0	0	1	2	0	0	0	4	137
09:00	1	141	31	1	30	3	0	3	3	2	0	0	0	2	217
10:00	0	150	39	1	19	5	0	1	2	4	0	0	0	5	226
11:00	2	126	42	2	11	1	0	2	3	2	0	0	0	8	199
12 PM	3	152	42	1	15	7	0	1	1	0	0	0	0	4	226
13:00	2	146	42	2	21	0	0	2	1	0	0	0	0	10	226
14:00	2	132	48	2	13	1	0	9	5	2	0	0	1	4	219
15:00	1	135	44	1	13	3	0	0	0	1	0	0	0	10	208
16:00	4	166	50	4	18	0	0	2	1	0	0	0	0	5	250
17:00	7	194	68	2	22	0	0	5	0	1	0	0	0	10	309
18:00	5	238	60	0	30	1	0	5	1	1	0	0	1	12	354
19:00	6	182	63	0	25	1	0	1	0	1	0	0	0	13	292
20:00	6	130	34	0	11	3	0	1	0	0	0	0	0	3	188
21:00	3	108	32	1	4	2	0	2	0	1	0	0	0	2	155
22:00	0	109	20	1	5	0	0	1	0	0	0	0	0	0	136
23:00	0	43	4	0	7	0	0	0	0	0	0	0	0	4	58
Total	48	2327	679	22	283	42	0	37	24	32	0	0	3	107	3604
Percent	1.3%	64.6%	18.8%	0.6%	7.9%	1.2%	0.0%	1.0%	0.7%	0.9%	0.0%	0.0%	0.1%	3.0%	
AM Peak	08:00	10:00	11:00	08:00	09:00	08:00		09:00	06:00	06:00			06:00	11:00	10:00
Vol.	3	150	42	2	30	7		3	3	8			1	8	226
PM Peak	17:00	18:00	17:00	16:00	18:00	12:00		14:00	14:00	14:00			14:00	19:00	18:00
Vol.	7	238	68	4	30	7		9	5	2			1	13	354

County of Simcoe

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County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	1	32	9	1	1	0	0	0	0	0	0	0	0	0	44
01:00	0	13	2	0	4	0	0	2	1	2	0	0	0	1	25
02:00	0	11	1	1	1	0	0	0	0	1	0	0	0	1	16
03:00	0	7	1	0	2	0	0	0	0	1	0	0	0	2	13
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	1	5
05:00	0	6	2	0	1	0	0	0	3	2	0	0	0	2	16
06:00	0	13	6	0	6	1	0	0	5	5	0	0	0	1	37
07:00	1	40	13	4	13	4	0	0	0	2	0	0	0	2	79
08:00	0	55	19	0	11	1	0	2	0	4	0	0	0	2	94
09:00	1	87	37	3	22	4	1	5	2	3	0	0	0	2	167
10:00	3	132	37	4	28	5	0	5	2	7	0	0	0	5	228
11:00	2	119	41	4	15	3	0	2	6	3	0	0	1	3	199
12 PM	1	131	50	1	20	4	0	7	0	2	0	0	0	10	226
13:00	2	133	53	4	20	2	0	8	1	1	0	0	0	9	233
14:00	1	135	33	2	10	2	0	3	2	3	0	0	0	5	196
15:00	2	156	61	3	19	1	0	4	1	3	0	0	0	6	256
16:00	5	191	56	0	19	2	0	0	2	3	0	0	0	8	286
17:00	4	200	65	2	28	2	0	1	0	1	0	0	0	13	316
18:00	5	235	59	4	23	0	0	1	0	1	0	0	0	10	338
19:00	2	190	44	2	39	0	0	2	1	0	0	0	0	3	283
20:00	4	150	46	0	13	3	0	0	0	1	0	0	0	2	219
21:00	4	115	30	1	11	2	0	1	0	0	0	0	0	3	167
22:00	1	121	26	0	13	1	0	1	0	0	0	0	0	1	164
23:00	0	66	14	1	5	0	0	0	0	0	0	0	0	0	86
Total	39	2341	705	37	325	37	1	44	26	45	0	0	1	92	3693
Percent	1.1%	63.4%	19.1%	1.0%	8.8%	1.0%	0.0%	1.2%	0.7%	1.2%	0.0%	0.0%	0.0%	2.5%	
AM Peak	10:00	10:00	11:00	07:00	10:00	10:00	09:00	09:00	11:00	10:00			11:00	10:00	10:00
Vol.	3	132	41	4	28	5	1	5	6	7			1	5	228
PM Peak	16:00	18:00	17:00	13:00	19:00	12:00		13:00	14:00	14:00				17:00	18:00
Vol.	5	235	65	4	39	4		8	2	3				13	338

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	33	9	1	5	0	0	0	0	0	0	0	0	0	48
01:00	0	25	5	0	0	0	0	2	0	1	0	0	0	0	33
02:00	0	17	3	0	0	0	0	0	0	0	0	0	0	2	22
03:00	0	5	0	0	0	0	0	0	0	1	0	0	0	0	6
04:00	0	5	0	0	1	1	0	0	2	1	0	0	0	0	10
05:00	0	2	3	0	1	1	0	0	0	1	0	0	0	0	8
06:00	0	7	2	2	3	2	0	1	2	7	0	0	0	1	27
07:00	1	39	10	5	12	7	0	1	3	2	0	0	0	2	82
08:00	1	64	27	0	13	3	0	2	1	1	0	0	0	3	115
09:00	1	131	37	7	25	5	0	3	4	0	0	0	0	1	214
10:00	2	155	48	3	23	5	0	5	0	3	0	0	0	6	250
11:00	4	143	49	4	17	4	0	2	1	5	0	0	0	11	240
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	626	193	22	100	28	0	16	13	22	0	0	0	26	1055
Percent	0.9%	59.3%	18.3%	2.1%	9.5%	2.7%	0.0%	1.5%	1.2%	2.1%	0.0%	0.0%	0.0%	2.5%	
AM Peak	11:00	10:00	11:00	09:00	09:00	07:00		10:00	09:00	06:00				11:00	10:00
Vol.	4	155	49	7	25	7		5	4	7				11	250
PM Peak															
Vol.															
Grand Total	170	9151	2685	104	1177	176	1	155	89	142	1	1	5	362	14219
Percent	1.2%	64.4%	18.9%	0.7%	8.3%	1.2%	0.0%	1.1%	0.6%	1.0%	0.0%	0.0%	0.0%	2.5%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	162	42	0	14	1	0	1	1	0	0	0	0	13	237
13:00	5	150	44	2	10	1	0	3	0	2	0	0	0	14	231
14:00	1	120	45	2	8	2	0	5	0	0	1	0	0	20	204
15:00	2	135	43	0	15	2	0	2	1	0	0	0	0	20	220
16:00	3	172	37	0	10	0	0	5	1	1	0	0	0	19	248
17:00	8	158	51	1	18	0	0	4	1	2	0	0	0	30	273
18:00	8	156	52	2	24	0	0	1	0	0	1	0	0	16	260
19:00	3	144	52	0	13	1	0	4	0	0	0	0	0	8	225
20:00	0	105	23	0	8	0	0	2	0	0	0	0	0	10	148
21:00	2	70	22	0	3	0	0	0	1	2	0	0	0	5	105
22:00	0	57	12	0	3	0	0	1	0	0	0	0	0	1	74
23:00	1	33	11	0	1	0	0	0	0	0	0	0	0	1	47
Total	36	1462	434	7	127	7	0	28	5	7	2	0	0	157	2272
Percent	1.6%	64.3%	19.1%	0.3%	5.6%	0.3%	0.0%	1.2%	0.2%	0.3%	0.1%	0.0%	0.0%	6.9%	

AM Peak Vol.	17:00	16:00	18:00	13:00	18:00	14:00	14:00	12:00	13:00	14:00	17:00	17:00
PM Peak Vol.	8	172	52	2	24	2	5	1	2	1	30	273

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
01:00	0	11	1	0	1	0	0	1	0	0	0	0	0	1	15
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	6	0	0	0	0	0	0	0	2	0	0	0	0	8
05:00	0	8	4	1	3	0	0	0	1	1	0	0	0	1	19
06:00	0	34	11	0	6	0	0	1	1	1	0	0	0	1	55
07:00	3	60	33	0	10	0	0	2	1	1	0	0	0	2	112
08:00	5	106	39	1	17	0	0	1	3	3	0	0	0	4	179
09:00	1	138	41	3	13	2	0	4	0	4	0	0	0	5	211
10:00	2	127	49	1	18	0	0	5	1	1	0	0	0	9	213
11:00	1	138	31	1	18	0	0	5	2	0	0	0	0	14	210
12 PM	3	154	61	1	7	1	0	3	0	0	0	0	0	5	235
13:00	1	147	40	1	16	1	0	3	0	0	0	0	0	18	227
14:00	2	132	30	1	13	0	0	2	0	0	0	0	0	8	188
15:00	3	107	37	3	9	2	0	2	0	0	0	0	0	16	179
16:00	4	153	45	1	13	1	0	4	0	0	0	0	0	27	248
17:00	2	143	48	4	19	0	0	3	1	0	0	0	0	35	255
18:00	6	156	56	1	15	0	0	3	0	0	0	0	0	11	248
19:00	1	128	38	1	17	1	0	1	0	0	0	0	0	10	197
20:00	2	102	37	1	7	0	0	3	0	0	0	0	0	8	160
21:00	0	87	28	1	5	0	0	1	0	0	0	0	0	4	126
22:00	2	86	28	1	5	0	0	0	0	0	0	0	0	2	124
23:00	1	33	10	0	2	0	0	0	0	0	0	1	0	1	48
Total	39	2075	676	23	215	8	0	44	10	13	0	1	0	183	3287
Percent	1.2%	63.1%	20.6%	0.7%	6.5%	0.2%	0.0%	1.3%	0.3%	0.4%	0.0%	0.0%	0.0%	5.6%	
AM Peak	08:00	09:00	10:00	09:00	10:00	09:00		10:00	08:00	09:00				11:00	10:00
Vol.	5	138	49	3	18	2		5	3	4				14	213
PM Peak	18:00	18:00	12:00	17:00	17:00	15:00		16:00	17:00			23:00		17:00	17:00
Vol.	6	156	61	4	19	2		4	1			1		35	255

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	0	14	5	0	2	0	0	0	1	0	0	0	0	3	25
01:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	5	1	0	1	0	0	0	1	2	0	0	0	0	10
03:00	0	8	2	0	1	0	0	0	2	1	0	0	0	1	15
04:00	0	7	1	1	0	1	0	1	2	1	0	0	0	1	15
05:00	0	10	0	0	2	1	0	0	1	3	0	0	0	1	18
06:00	1	33	19	0	6	0	0	1	0	2	0	0	0	0	62
07:00	2	56	24	0	9	0	0	2	1	3	0	0	0	5	102
08:00	1	116	45	0	7	3	0	1	2	0	0	0	0	5	180
09:00	3	134	37	3	13	3	1	3	0	0	0	0	0	8	205
10:00	0	132	49	1	12	2	0	6	1	2	0	0	1	6	212
11:00	3	168	48	3	16	0	0	2	4	0	0	0	0	5	249
12 PM	0	173	45	2	4	1	0	1	0	0	0	0	0	5	231
13:00	2	155	46	0	11	3	0	4	1	0	0	0	0	18	240
14:00	2	136	45	5	18	2	0	2	0	0	0	0	0	10	220
15:00	2	141	39	2	10	0	0	3	1	0	0	0	0	10	208
16:00	3	162	38	1	18	0	0	6	0	0	0	0	0	8	236
17:00	2	186	63	2	19	0	0	1	1	0	0	0	0	11	285
18:00	4	169	59	0	24	2	0	4	0	0	0	0	0	11	273
19:00	5	145	49	0	20	0	0	3	1	0	0	0	0	9	232
20:00	2	145	46	0	10	0	0	1	0	0	0	0	0	2	206
21:00	0	74	26	0	7	0	0	1	0	0	0	0	0	4	112
22:00	1	61	17	0	5	0	0	0	0	0	0	0	0	1	85
23:00	0	38	5	0	2	0	0	1	0	0	0	0	0	2	48
Total	33	2281	712	20	217	18	1	43	19	14	0	0	1	126	3485
Percent	0.9%	65.5%	20.4%	0.6%	6.2%	0.5%	0.0%	1.2%	0.5%	0.4%	0.0%	0.0%	0.0%	3.6%	
AM Peak	09:00	11:00	10:00	09:00	11:00	08:00	09:00	10:00	11:00	05:00			10:00	09:00	11:00
Vol.	3	168	49	3	16	3	1	6	4	3			1	8	249
PM Peak	19:00	17:00	17:00	14:00	18:00	13:00		16:00	13:00					13:00	17:00
Vol.	5	186	63	5	24	3		6	1					18	285

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	0	19	9	0	0	0	0	0	1	0	0	0	0	0	29
01:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
02:00	0	7	2	0	0	0	0	0	1	2	0	0	0	1	13
03:00	0	11	2	0	1	0	0	3	0	0	0	0	0	1	18
04:00	0	11	0	0	0	0	0	0	2	1	0	0	0	1	15
05:00	1	11	2	0	1	0	0	1	2	1	0	0	0	0	19
06:00	0	29	11	0	5	1	0	1	1	1	0	0	0	0	49
07:00	0	60	27	1	10	1	1	3	1	0	0	0	0	1	105
08:00	1	101	41	2	11	0	0	1	2	3	0	0	0	2	164
09:00	2	128	36	2	20	0	0	1	0	1	0	0	0	4	194
10:00	1	149	49	2	16	1	0	4	1	3	0	1	0	9	236
11:00	0	162	53	5	16	2	0	5	0	3	0	0	0	7	253
12 PM	2	154	54	1	16	2	0	7	0	1	0	0	0	11	248
13:00	2	120	51	2	17	1	0	2	0	0	0	0	0	22	217
14:00	4	144	41	3	19	2	0	4	2	0	0	0	0	17	236
15:00	4	146	38	4	18	2	0	3	0	0	0	0	0	21	236
16:00	3	119	49	3	18	1	0	1	0	0	0	0	0	30	224
17:00	5	187	64	2	25	2	0	4	2	2	0	0	0	31	324
18:00	1	177	59	3	23	1	0	3	0	0	0	0	0	23	290
19:00	1	147	35	1	16	0	0	3	0	0	0	0	0	15	218
20:00	1	121	34	0	11	0	0	0	0	0	0	0	0	5	172
21:00	1	86	22	0	8	0	0	0	0	0	0	0	0	6	123
22:00	3	70	24	1	9	0	0	0	0	0	0	0	0	0	107
23:00	0	39	15	0	3	0	0	1	0	0	0	0	1	1	60
Total	32	2206	722	32	264	16	1	47	15	18	0	1	1	208	3563
Percent	0.9%	61.9%	20.3%	0.9%	7.4%	0.4%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	5.8%	
AM Peak	09:00	11:00	11:00	11:00	09:00	11:00	07:00	11:00	04:00	08:00		10:00		10:00	11:00
Vol.	2	162	53	5	20	2	1	5	2	3		1		9	253
PM Peak	17:00	17:00	17:00	15:00	17:00	12:00		12:00	14:00	17:00			23:00	17:00	17:00
Vol.	5	187	64	4	25	2		7	2	2			1	31	324

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	29	6	1	1	0	0	0	1	0	0	0	0	0	38
01:00	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
02:00	0	4	0	0	0	0	0	0	1	2	0	0	0	0	7
03:00	0	7	1	1	1	0	0	2	2	3	0	0	0	2	19
04:00	0	7	0	0	2	0	0	0	0	2	0	0	0	0	11
05:00	0	10	4	0	2	0	0	1	2	2	0	0	0	1	22
06:00	1	30	8	0	3	0	0	0	0	2	0	0	0	0	44
07:00	2	52	24	1	10	0	0	1	0	0	0	0	0	2	92
08:00	2	80	33	1	14	0	1	1	0	0	0	0	0	1	133
09:00	2	125	37	2	15	1	0	2	0	0	0	0	0	3	187
10:00	0	153	45	3	20	3	0	3	2	0	0	0	0	7	236
11:00	1	165	37	1	9	0	0	1	0	5	0	0	1	12	232
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	8	672	199	10	78	4	1	11	8	16	0	0	1	28	1036
Percent	0.8%	64.9%	19.2%	1.0%	7.5%	0.4%	0.1%	1.1%	0.8%	1.5%	0.0%	0.0%	0.1%	2.7%	
AM Peak	07:00	11:00	10:00	10:00	10:00	10:00	08:00	10:00	03:00	11:00				11:00	10:00
Vol.	2	165	45	3	20	3	1	3	2	5				1	12
PM Peak															
Vol.															
Grand Total	148	8696	2743	92	901	53	3	173	57	68	2	2	3	702	13643
Percent	1.1%	63.7%	20.1%	0.7%	6.6%	0.4%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	5.1%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 15-Aug-11
Date End: 18-Aug-11

Start Time	15-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
12:00 AM	48	38	33	20	40	25	44	29	*	*	*	*	*	*	41	28		
01:00	33	15	24	15	21	16	25	13	*	*	*	*	*	*	26	15		
02:00	22	7	7	3	13	10	16	13	*	*	*	*	*	*	14	8		
03:00	6	19	8	7	13	15	13	18	*	*	*	*	*	*	10	15		
04:00	10	11	7	8	11	15	5	15	*	*	*	*	*	*	8	12		
05:00	8	22	7	19	9	18	16	19	*	*	*	*	*	*	10	20		
06:00	27	44	19	55	37	62	37	49	*	*	*	*	*	*	30	52		
07:00	82	92	71	112	60	102	79	105	*	*	*	*	*	*	73	103		
08:00	115	133	129	179	137	180	94	164	*	*	*	*	*	*	119	164		
09:00	214	187	196	211	217	205	167	194	*	*	*	*	*	*	198	199		
10:00	250	236	219	213	226	212	228	236	*	*	*	*	*	*	231	224		
11:00	240	232	186	210	199	249	199	253	*	*	*	*	*	*	206	236		
12:00 PM	192	237	198	235	226	231	226	248	*	*	*	*	*	*	210	238		
01:00	250	231	228	227	226	240	233	217	*	*	*	*	*	*	234	229		
02:00	175	204	224	188	219	220	196	236	*	*	*	*	*	*	204	212		
03:00	216	220	189	179	208	208	256	236	*	*	*	*	*	*	217	211		
04:00	250	248	214	248	250	236	286	224	*	*	*	*	*	*	250	239		
05:00	290	273	269	255	309	285	316	324	*	*	*	*	*	*	296	284		
06:00	291	260	387	248	354	273	338	290	*	*	*	*	*	*	342	268		
07:00	259	225	241	197	292	232	283	218	*	*	*	*	*	*	269	218		
08:00	174	148	178	160	188	206	219	172	*	*	*	*	*	*	190	172		
09:00	166	105	160	126	155	112	167	123	*	*	*	*	*	*	162	116		
10:00	133	74	143	124	136	85	164	107	*	*	*	*	*	*	144	98		
11:00	61	47	73	48	58	48	86	60	*	*	*	*	*	*	70	51		
Lane	3512	3308	3410	3287	3604	3485	3693	3563	0	0	0	0	0	0	3554	3412		
Day	6820		6697		7089		7256		0		0		0		6966			
AM Peak	10:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00									10:00	11:00
Vol.	250	236	219	213	226	249	228	253									231	236
PM Peak	18:00	17:00	18:00	17:00	18:00	17:00	18:00	17:00									18:00	17:00
Vol.	291	273	387	255	354	285	338	324									342	284

Comb. Total	6820	6697	7089	7256	0	0	0	6966
ADT	ADT 6,966		AADT 6,966					

County of Simcoe

Transportation and Engineering Department

Midhurst, Ontario

705-726-9300

Site Code: 022 03

County Road 22 - Spring 2011

Horseshoe Valley Resort Ent. to
CR 93

Date Start: 03-May-11

Date End: 05-May-11

Start Time	02-May-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	22	15	22	13	26	28	*	*	*	*	*	*	23	19
01:00	*	*	11	5	11	7	9	7	*	*	*	*	*	*	10	6
02:00	*	*	9	5	8	4	7	4	*	*	*	*	*	*	8	4
03:00	*	*	7	1	7	3	7	3	*	*	*	*	*	*	7	2
04:00	*	*	5	3	8	3	3	7	*	*	*	*	*	*	5	4
05:00	*	*	8	9	6	8	10	10	*	*	*	*	*	*	8	9
06:00	*	*	19	49	13	49	24	43	*	*	*	*	*	*	19	47
07:00	*	*	60	99	70	108	58	102	*	*	*	*	*	*	63	103
08:00	*	*	121	217	118	185	114	198	*	*	*	*	*	*	118	200
09:00	*	*	129	193	147	218	156	214	*	*	*	*	*	*	144	208
10:00	*	*	123	134	151	136	121	158	*	*	*	*	*	*	132	143
11:00	*	*	96	85	111	120	123	125	*	*	*	*	*	*	110	110
12:00 PM	*	*	120	118	106	115	129	150	*	*	*	*	*	*	118	128
01:00	*	*	131	127	126	120	131	130	*	*	*	*	*	*	129	126
02:00	*	*	144	116	137	128	129	122	*	*	*	*	*	*	137	122
03:00	*	*	107	134	150	114	159	153	*	*	*	*	*	*	139	134
04:00	*	*	148	148	164	143	180	165	*	*	*	*	*	*	164	152
05:00	*	*	226	164	240	196	231	197	*	*	*	*	*	*	232	186
06:00	*	*	246	166	282	177	242	169	*	*	*	*	*	*	257	171
07:00	*	*	184	119	205	126	241	137	*	*	*	*	*	*	210	127
08:00	*	*	108	77	120	105	162	110	*	*	*	*	*	*	130	97
09:00	*	*	72	47	125	72	123	56	*	*	*	*	*	*	107	58
10:00	*	*	76	20	94	56	102	39	*	*	*	*	*	*	91	38
11:00	*	*	32	23	61	31	57	45	*	*	*	*	*	*	50	33
Lane Day	0	0	2204	2074	2482	2237	2544	2372	0	0	0	0	0	0	2411	2227
AM Peak Vol.			4278		4719		4916		0		0		0		4638	
PM Peak Vol.																
Comb. Total	0		4278		4719		4916		0		0		0		4638	
ADT	Not Calculated															

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	62	26	1	18	0	0	0	0	1	0	0	0	5	113
13:00	0	76	33	0	12	0	0	0	1	0	0	0	0	5	127
14:00	0	80	37	1	11	0	0	3	0	0	0	0	0	5	137
15:00	0	63	33	1	10	0	0	1	0	0	0	0	0	3	111
16:00	0	106	28	1	14	0	0	1	0	1	0	0	0	3	154
17:00	2	141	41	1	20	0	0	2	2	0	0	0	0	3	212
18:00	4	170	48	0	25	1	0	0	1	1	0	0	1	9	260
19:00	1	109	42	0	13	0	0	0	1	0	0	0	0	6	172
20:00	2	86	19	1	6	0	0	0	0	0	0	0	0	2	116
21:00	0	60	10	0	8	0	0	1	0	0	0	0	0	3	82
22:00	6	64	13	0	7	0	0	1	0	0	0	0	0	2	93
23:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
Total	15	1036	335	6	145	1	0	9	5	3	0	0	1	46	1602
Percent	0.9%	64.7%	20.9%	0.4%	9.1%	0.1%	0.0%	0.6%	0.3%	0.2%	0.0%	0.0%	0.1%	2.9%	

AM Peak Vol.	22:00	18:00	18:00	12:00	18:00	18:00	14:00	17:00	12:00	18:00	18:00	18:00
PM Peak Vol.	6	170	48	1	25	1	3	2	1	1	9	260

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	16	3	1	1	0	0	0	0	0	0	0	0	1	22
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	5	1	0	1	1	0	0	0	0	0	0	0	0	8
06:00	0	7	7	1	2	2	0	0	1	0	0	0	0	0	20
07:00	0	26	16	2	11	1	0	0	1	0	0	0	0	2	59
08:00	1	70	28	0	16	1	0	2	0	0	0	0	0	3	121
09:00	3	59	30	4	17	4	1	1	1	1	0	0	0	9	130
10:00	1	68	28	2	8	4	0	3	1	1	0	0	0	7	123
11:00	0	58	21	1	5	3	0	4	0	1	0	0	0	4	97
12 PM	2	62	33	1	13	2	0	0	0	1	0	0	1	5	120
13:00	1	80	31	0	10	1	0	2	0	0	0	0	0	4	129
14:00	0	84	29	4	18	0	0	1	0	0	0	0	0	8	144
15:00	0	68	24	1	10	0	0	3	0	0	0	0	0	2	108
16:00	1	84	35	5	14	0	0	4	0	0	0	0	0	6	149
17:00	0	148	55	5	10	0	0	0	0	1	0	0	1	6	226
18:00	0	173	53	0	6	0	0	1	0	1	0	0	0	10	244
19:00	0	136	35	0	11	0	0	0	0	0	0	0	0	2	184
20:00	0	80	25	0	2	0	0	1	0	0	0	0	0	0	108
21:00	0	48	18	0	4	0	0	0	1	1	0	0	0	0	72
22:00	0	62	12	0	3	0	0	0	0	0	0	0	0	0	77
23:00	0	23	5	0	3	0	0	1	0	0	0	0	0	0	32
Total	9	1383	492	27	168	19	1	23	5	7	0	0	2	69	2205
Percent	0.4%	62.7%	22.3%	1.2%	7.6%	0.9%	0.0%	1.0%	0.2%	0.3%	0.0%	0.0%	0.1%	3.1%	
AM Peak	09:00	08:00	09:00	09:00	09:00	09:00	09:00	11:00	06:00	09:00				09:00	09:00
Vol.	3	70	30	4	17	4	1	4	1	1				9	130
PM Peak	12:00	18:00	17:00	16:00	14:00	12:00		16:00	21:00	12:00			12:00	18:00	18:00
Vol.	2	173	55	5	18	2		4	1	1			1	10	244

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	18	1	1	0	0	0	0	0	1	0	0	0	0	21
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	6	4	0	1	0	0	0	0	0	0	0	0	2	13
07:00	0	30	24	3	6	2	0	0	2	0	0	0	1	2	70
08:00	0	66	38	1	9	2	0	0	0	0	0	0	0	5	121
09:00	0	79	44	4	8	0	0	2	1	0	0	0	0	6	144
10:00	1	88	31	1	13	6	0	1	1	2	0	0	0	7	151
11:00	1	63	32	1	7	4	0	1	0	0	0	0	0	2	111
12 PM	0	69	25	1	5	0	0	2	2	1	0	0	0	2	107
13:00	1	82	27	0	10	1	0	1	0	0	0	0	0	3	125
14:00	2	89	35	2	7	1	0	1	0	0	0	0	0	1	138
15:00	6	98	35	2	5	1	0	3	1	0	0	0	0	1	152
16:00	2	102	40	1	10	0	0	4	0	0	0	0	0	3	162
17:00	2	164	54	1	12	1	0	4	0	0	0	0	0	5	243
18:00	2	184	65	4	9	2	0	4	0	0	0	0	0	12	282
19:00	0	136	46	1	10	1	0	4	0	0	0	0	0	5	203
20:00	0	88	24	0	3	1	0	1	1	0	0	0	0	0	118
21:00	1	87	28	0	6	0	0	2	0	0	0	0	0	1	125
22:00	0	73	16	1	2	0	0	2	0	0	0	0	0	1	95
23:00	2	42	16	0	1	0	0	0	0	0	0	0	0	0	61
Total	20	1596	593	24	124	22	0	32	8	4	0	0	1	58	2482
Percent	0.8%	64.3%	23.9%	1.0%	5.0%	0.9%	0.0%	1.3%	0.3%	0.2%	0.0%	0.0%	0.0%	2.3%	
AM Peak Vol.	10:00	10:00	09:00	09:00	10:00	10:00		09:00	07:00	10:00			07:00	10:00	10:00
PM Peak Vol.	15:00	18:00	18:00	18:00	17:00	18:00		16:00	12:00	12:00				18:00	18:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	20	3	1	0	0	0	0	0	0	0	0	0	1	25
01:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
05:00	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
06:00	0	9	8	0	0	0	0	0	4	1	0	0	0	2	24
07:00	0	26	16	2	8	3	0	0	0	2	0	0	0	3	60
08:00	1	56	39	2	6	0	0	2	1	2	0	0	1	6	116
09:00	2	89	33	4	8	4	0	3	2	0	0	0	0	8	153
10:00	0	78	31	0	4	1	0	1	1	2	0	0	0	4	122
11:00	2	69	26	7	11	2	1	2	0	0	0	0	0	1	121
12 PM	2	59	39	1	11	4	0	4	2	0	0	0	0	7	129
13:00	1	74	34	1	6	5	1	4	1	0	0	0	0	4	131
14:00	6	79	27	4	9	3	0	1	1	0	0	0	0	1	131
15:00	2	92	43	2	5	5	0	5	0	1	0	0	0	2	157
16:00	3	107	43	1	8	3	0	5	0	1	0	0	0	10	181
17:00	6	153	51	1	10	1	0	1	1	0	0	0	0	6	230
18:00	7	178	44	1	12	2	0	2	1	0	0	0	0	4	251
19:00	4	151	57	0	9	0	0	2	0	0	0	0	0	10	233
20:00	2	112	33	0	6	2	0	0	0	0	0	0	0	8	163
21:00	1	87	25	0	8	0	0	0	0	0	0	0	0	0	121
22:00	1	74	21	0	3	1	0	0	0	0	0	0	0	2	102
23:00	0	40	12	0	2	0	0	1	0	0	0	0	0	2	57
Total	40	1578	592	27	127	36	2	33	17	9	0	0	1	81	2543
Percent	1.6%	62.1%	23.3%	1.1%	5.0%	1.4%	0.1%	1.3%	0.7%	0.4%	0.0%	0.0%	0.0%	3.2%	
AM Peak	09:00	09:00	08:00	11:00	11:00	09:00	11:00	09:00	06:00	07:00			08:00	09:00	09:00
Vol.	2	89	39	7	11	4	1	3	4	2			1	8	153
PM Peak	18:00	18:00	19:00	14:00	18:00	13:00	13:00	15:00	12:00	15:00				16:00	18:00
Vol.	7	178	57	4	12	5	1	5	2	1				10	251

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11
Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	21	5	1	1	0	0	0	0	0	0	0	0	0	28
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
04:00	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
06:00	0	7	2	0	1	3	0	0	0	1	0	0	0	0	14
07:00	0	33	16	3	6	4	0	3	0	2	0	0	0	3	70
08:00	1	64	32	3	4	3	0	2	0	0	0	0	0	6	115
09:00	2	79	40	2	2	3	1	1	2	0	0	0	0	3	135
10:00	1	80	33	1	6	4	0	3	0	1	0	0	0	2	131
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	317	134	11	22	17	1	9	2	4	0	0	0	14	535
Percent	0.7%	59.3%	25.0%	2.1%	4.1%	3.2%	0.2%	1.7%	0.4%	0.7%	0.0%	0.0%	0.0%	2.6%	
AM Peak Vol.	09:00	10:00	09:00	07:00	07:00	07:00	09:00	07:00	09:00	07:00				08:00	09:00
PM Peak Vol.	2	80	40	3	6	4	1	3	2	2				6	135
Grand Total	88	5910	2146	95	586	95	4	106	37	27	0	0	5	268	9367
Percent	0.9%	63.1%	22.9%	1.0%	6.3%	1.0%	0.0%	1.1%	0.4%	0.3%	0.0%	0.0%	0.1%	2.9%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11
Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	69	30	0	7	0	0	2	1	0	0	0	0	3	112
13:00	0	78	33	2	7	1	0	3	1	0	0	0	0	1	126
14:00	0	61	34	1	8	1	0	2	2	2	0	0	0	3	114
15:00	0	74	39	0	2	2	0	0	0	1	0	0	0	3	121
16:00	0	74	30	1	11	0	0	2	1	0	0	0	0	2	121
17:00	0	90	38	1	8	0	0	1	0	1	0	0	0	3	142
18:00	6	119	38	0	5	0	0	1	2	0	0	0	0	4	175
19:00	1	86	35	0	6	0	0	1	0	0	0	0	0	1	130
20:00	0	41	11	0	3	0	0	2	0	0	0	0	0	0	57
21:00	0	47	12	0	0	0	0	0	0	0	0	0	0	0	59
22:00	0	32	7	0	3	0	0	0	0	1	0	0	0	0	43
23:00	0	12	7	0	2	0	0	0	0	0	0	0	0	0	21
Total	7	783	314	5	62	4	0	14	7	5	0	0	0	20	1221
Percent	0.6%	64.1%	25.7%	0.4%	5.1%	0.3%	0.0%	1.1%	0.6%	0.4%	0.0%	0.0%	0.0%	1.6%	

AM Peak Vol.	18:00	18:00	15:00	13:00	16:00	15:00	13:00	14:00	14:00	18:00	18:00
PM Peak Vol.	6	119	39	2	11	2	3	2	2	4	175

County of Simcoe

Transportation and Engineering Department
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County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:00	1	32	14	0	1	0	0	0	0	0	0	0	0	1	49
07:00	0	62	34	0	3	0	0	0	0	0	0	0	0	1	100
08:00	1	145	57	3	7	1	0	2	0	0	0	0	0	1	217
09:00	1	134	38	2	8	1	0	3	1	0	0	0	0	4	192
10:00	2	88	30	0	7	0	0	3	1	1	0	0	0	3	135
11:00	0	60	17	1	5	0	0	2	0	0	0	0	0	0	85
12 PM	0	73	24	3	9	2	0	2	0	1	0	0	0	3	117
13:00	1	84	33	1	4	1	0	1	0	0	0	0	1	2	128
14:00	0	70	33	1	9	0	0	1	0	1	0	0	0	2	117
15:00	0	82	39	1	7	0	0	2	0	0	0	0	0	4	135
16:00	1	91	33	2	11	2	0	3	0	0	0	0	0	5	148
17:00	1	98	48	4	8	0	0	1	1	0	0	0	0	2	163
18:00	1	109	40	1	10	1	0	1	0	1	0	0	0	3	167
19:00	0	83	22	0	7	0	1	1	0	1	0	0	0	2	117
20:00	0	55	19	0	3	0	0	0	0	0	0	0	0	0	77
21:00	0	32	11	0	3	0	0	0	0	0	0	0	0	1	47
22:00	0	12	4	0	1	0	0	1	0	1	0	0	0	0	19
23:00	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
Total	9	1352	513	19	105	8	1	23	3	6	0	0	1	34	2074
Percent	0.4%	65.2%	24.7%	0.9%	5.1%	0.4%	0.0%	1.1%	0.1%	0.3%	0.0%	0.0%	0.0%	1.6%	
AM Peak Vol.	10:00	08:00	08:00	08:00	09:00	08:00		09:00	09:00	10:00				09:00	08:00
PM Peak Vol.	13:00	18:00	17:00	17:00	16:00	12:00	19:00	16:00	17:00	12:00			13:00	16:00	18:00
AM Peak	2	145	57	3	8	1		3	1	1				4	217
PM Peak	1	109	48	4	11	2	1	3	1	1			1	5	167

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	2	5	0	0	0	0	0	0	0	0	0	0	1	9
06:00	1	33	14	0	0	0	0	1	0	0	0	0	0	0	49
07:00	0	62	38	0	7	0	0	1	0	0	0	0	0	1	109
08:00	0	128	45	1	7	0	0	1	0	0	0	0	0	2	184
09:00	0	159	36	4	10	5	0	0	1	0	0	0	0	2	217
10:00	1	95	30	0	5	0	0	2	0	0	0	0	0	3	136
11:00	0	80	29	1	6	0	0	1	0	0	0	0	0	3	120
12 PM	0	75	35	1	2	1	0	1	0	0	0	0	0	2	117
13:00	1	80	26	0	3	2	0	1	1	1	0	0	1	2	118
14:00	2	77	36	3	7	0	0	1	0	0	0	0	0	2	128
15:00	2	81	21	0	4	1	0	1	1	1	0	0	0	2	114
16:00	0	99	32	3	6	1	0	1	0	0	0	0	0	4	146
17:00	0	135	40	2	7	1	0	1	1	1	0	0	0	7	195
18:00	4	124	28	1	2	4	0	2	0	1	1	0	0	8	175
19:00	2	83	30	0	5	0	0	1	0	0	0	0	0	5	126
20:00	1	79	20	0	3	0	0	2	0	1	0	0	0	0	106
21:00	2	53	13	0	2	0	0	1	0	0	0	0	0	0	71
22:00	0	38	15	0	2	0	0	0	0	0	0	0	0	1	56
23:00	0	23	6	0	1	0	0	0	0	0	0	0	0	1	31
Total	17	1528	506	16	79	15	0	19	4	5	1	0	1	46	2237
Percent	0.8%	68.3%	22.6%	0.7%	3.5%	0.7%	0.0%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	2.1%	
AM Peak Vol.	05:00	09:00	08:00	09:00	09:00	09:00		10:00	09:00					10:00	09:00
PM Peak Vol.	18:00	17:00	17:00	14:00	14:00	18:00		18:00	13:00	13:00	18:00		13:00	18:00	17:00
	4	135	40	3	7	4		2	1	1	1		1	8	195

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	21	4	2	1	0	0	0	0	0	0	0	0	0	28
01:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	30	11	0	2	0	0	0	0	0	0	0	0	1	44
07:00	1	63	30	1	4	1	0	0	0	0	0	0	0	2	102
08:00	1	132	49	5	5	0	0	1	0	0	0	0	0	4	197
09:00	1	162	38	2	5	3	0	2	0	0	0	0	0	6	219
10:00	0	100	31	3	7	1	0	4	0	0	0	0	0	8	154
11:00	3	85	29	0	3	1	0	0	0	0	0	0	0	3	124
12 PM	1	87	30	4	14	4	0	5	3	1	0	0	1	1	151
13:00	0	89	25	2	9	3	0	1	0	0	0	0	0	2	131
14:00	4	69	33	2	8	3	0	1	0	0	0	0	0	3	123
15:00	7	97	29	0	7	7	0	0	1	0	0	0	0	2	150
16:00	2	108	36	4	5	2	0	2	1	0	0	0	0	7	167
17:00	2	135	39	2	6	4	0	1	0	0	0	0	0	7	196
18:00	6	111	36	1	9	3	0	1	0	1	0	0	0	2	170
19:00	1	88	34	1	6	1	0	0	0	0	0	0	0	4	135
20:00	4	74	21	3	5	0	0	1	0	0	0	0	0	2	110
21:00	0	37	15	0	3	0	0	0	0	0	0	0	0	1	56
22:00	1	30	7	0	1	0	0	0	0	0	0	0	0	0	39
23:00	0	33	10	0	1	0	0	0	0	0	0	0	0	1	45
Total	35	1572	515	32	102	33	0	19	5	2	0	0	1	56	2372
Percent	1.5%	66.3%	21.7%	1.3%	4.3%	1.4%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak Vol.	11:00	09:00	08:00	08:00	10:00	09:00		10:00						10:00	09:00
PM Peak Vol.	15:00	17:00	17:00	12:00	12:00	15:00		12:00	12:00	12:00			12:00	16:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Horseshoe Valley Resort Ent. to
CR 93

Site Code: 022 03

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:00	1	7	2	1	0	0	0	0	1	0	0	0	0	0	12
06:00	0	26	13	0	0	0	0	1	0	0	0	0	0	0	40
07:00	0	67	23	0	3	0	0	2	0	1	0	0	0	0	96
08:00	1	127	41	2	8	1	0	1	1	1	0	0	0	2	185
09:00	2	131	33	4	5	0	0	4	2	0	0	0	0	5	186
10:00	2	87	38	3	7	6	0	1	2	0	0	0	0	1	147
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	494	158	10	25	8	0	9	6	2	0	0	0	8	726
Percent	0.8%	68.0%	21.8%	1.4%	3.4%	1.1%	0.0%	1.2%	0.8%	0.3%	0.0%	0.0%	0.0%	1.1%	
AM Peak Vol.	09:00	09:00	08:00	09:00	08:00	10:00		09:00	09:00	07:00				09:00	09:00
PM Peak Vol.	2	131	41	4	8	6		4	2	1				5	186
Grand Total	74	5729	2006	82	373	68	1	84	25	20	1	0	3	164	8630
Percent	0.9%	66.4%	23.2%	1.0%	4.3%	0.8%	0.0%	1.0%	0.3%	0.2%	0.0%	0.0%	0.0%	1.9%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
Horseshoe Valley Resort Entrance to
County Road 93

Site Code: 022 03

Date Start: 18-Oct-11

Date End: 19-Oct-11

Start Time	17-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	20	16	26	14	*	*	*	*	*	*	*	*	23	15
01:00	*	*	14	4	11	4	*	*	*	*	*	*	*	*	12	4
02:00	*	*	5	0	3	3	*	*	*	*	*	*	*	*	4	2
03:00	*	*	15	2	7	3	*	*	*	*	*	*	*	*	11	2
04:00	*	*	9	0	5	4	*	*	*	*	*	*	*	*	7	2
05:00	*	*	17	0	9	8	*	*	*	*	*	*	*	*	13	4
06:00	*	*	70	1	34	39	*	*	*	*	*	*	*	*	52	20
07:00	*	*	151	11	65	76	*	*	*	*	*	*	*	*	108	44
08:00	*	*	192	184	155	175	*	*	*	*	*	*	*	*	174	180
09:00	*	*	176	183	173	202	*	*	*	*	*	*	*	*	174	192
10:00	*	*	172	149	169	144	*	*	*	*	*	*	*	*	170	146
11:00	*	*	171	127	134	154	*	*	*	*	*	*	*	*	152	140
12:00 PM	*	*	178	94	114	136	*	*	*	*	*	*	*	*	146	115
01:00	*	*	221	67	186	145	*	*	*	*	*	*	*	*	204	106
02:00	*	*	192	83	227	83	*	*	*	*	*	*	*	*	210	83
03:00	*	*	183	101	223	70	*	*	*	*	*	*	*	*	203	86
04:00	*	*	266	115	210	114	*	*	*	*	*	*	*	*	238	114
05:00	*	*	301	145	247	201	*	*	*	*	*	*	*	*	274	173
06:00	*	*	329	154	258	162	*	*	*	*	*	*	*	*	294	158
07:00	*	*	245	128	213	107	*	*	*	*	*	*	*	*	229	118
08:00	*	*	166	91	173	66	*	*	*	*	*	*	*	*	170	78
09:00	*	*	115	68	102	42	*	*	*	*	*	*	*	*	108	55
10:00	*	*	61	34	88	33	*	*	*	*	*	*	*	*	74	34
11:00	*	*	48	30	50	24	*	*	*	*	*	*	*	*	49	27
Lane	0	0	3317	1787	2882	2009	0	0	0	0	0	0	0	0	3099	1898
Day	0	0	5104	1787	4891	2009	0	0	0	0	0	0	0	0	4997	1898
AM Peak			08:00	08:00	09:00	09:00									08:00	09:00
Vol.			192	184	173	202									174	192
PM Peak			18:00	18:00	18:00	17:00									18:00	17:00
Vol.			329	154	258	201									294	173

Comb. Total	0	5104	4891	0	0	0	0	4997
ADT	ADT 4,910	AADT 4,910						

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	45	1	0	4	0	0	0	0	0	0	0	0	0	115	165
14:00	32	1	0	2	0	0	0	0	0	0	0	0	0	92	127
15:00	36	0	0	7	0	0	0	0	0	0	0	0	0	129	172
16:00	39	0	0	5	0	0	0	0	0	0	0	0	0	131	175
17:00	53	1	0	7	0	0	0	0	0	0	0	0	0	118	179
18:00	50	2	0	7	0	0	0	0	0	0	0	0	0	126	185
19:00	40	0	0	2	0	0	0	0	0	0	0	0	0	104	146
20:00	20	1	0	0	0	0	0	0	0	0	0	0	0	78	99
21:00	19	1	0	1	0	0	0	0	0	0	0	0	0	84	105
22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	51	67
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
Total	349	7	0	36	0	0	0	0	0	0	0	0	0	1065	1457
Percent	24.0%	0.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	73.1%	

AM Peak Vol.															
PM Peak Vol.	17:00	18:00		15:00										16:00	18:00
	53	2		7										131	185

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	5	0	0	1	0	0	0	0	0	0	0	0	0	19	25
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	7	9
06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	24	25
07:00	4	0	0	0	0	1	0	0	0	0	0	0	0	67	72
08:00	22	2	0	3	0	2	0	0	0	0	0	0	0	106	135
09:00	30	3	0	7	0	1	0	0	0	0	0	0	0	120	161
10:00	22	2	0	3	0	1	0	0	0	0	0	0	0	107	135
11:00	32	0	0	6	0	1	0	0	0	0	0	0	0	109	148
12 PM	24	1	0	7	0	0	0	0	0	0	0	0	0	117	149
13:00	29	1	0	2	0	0	0	0	0	0	0	0	0	119	151
14:00	34	1	1	3	0	0	0	0	0	0	0	0	0	121	160
15:00	35	0	0	2	0	0	0	0	0	0	0	0	0	109	146
16:00	40	0	0	2	0	0	0	0	0	0	0	0	0	115	157
17:00	54	0	0	5	0	0	0	0	0	0	0	0	0	148	207
18:00	65	1	0	14	0	0	0	0	0	0	0	0	0	132	212
19:00	43	0	0	5	0	0	0	0	0	0	0	0	0	101	149
20:00	29	1	0	3	0	0	0	0	0	0	0	0	0	92	125
21:00	19	1	0	1	0	0	0	1	0	0	0	0	0	70	92
22:00	15	2	0	1	0	0	0	0	0	0	0	0	0	67	85
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	33	35
Total	504	18	1	65	0	6	0	2	0	0	0	0	0	1809	2405
Percent	21.0%	0.7%	0.0%	2.7%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	75.2%	
AM Peak	11:00	09:00		09:00		08:00		06:00						09:00	09:00
Vol.	32	3		7		2		1						120	161
PM Peak	18:00	22:00	14:00	18:00				21:00						17:00	18:00
Vol.	65	2	1	14				1						148	212

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	3	0	0	0	0	0	0	0	0	0	0	0	0	26	29
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	8	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
03:00	1	0	0	0	0	2	0	1	0	0	0	0	0	7	11
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	10	13
06:00	0	0	0	23	2	0	0	0	0	0	0	0	0	19	44
07:00	0	0	0	57	2	0	0	0	0	0	0	0	0	20	79
08:00	0	0	0	122	1	0	0	0	0	0	0	0	0	18	141
09:00	0	1	0	142	5	0	0	0	0	0	0	0	0	23	171
10:00	0	0	0	132	3	0	0	1	0	0	0	0	0	19	155
11:00	0	0	0	149	4	0	0	1	0	0	0	0	0	23	177
12 PM	0	0	0	148	6	0	0	0	0	0	0	0	0	23	177
13:00	0	0	0	135	2	0	0	0	0	0	0	0	0	16	153
14:00	0	0	0	125	5	0	0	0	0	0	0	0	0	32	162
15:00	0	0	0	137	1	0	0	0	0	0	0	0	0	10	148
16:00	0	0	0	165	0	0	0	0	0	0	0	0	0	27	192
17:00	0	0	1	174	0	1	0	0	0	0	0	0	0	26	202
18:00	0	0	0	192	5	0	0	0	0	0	0	0	0	26	223
19:00	0	0	0	140	0	0	0	2	0	0	0	0	0	10	152
20:00	0	0	0	113	1	0	0	0	0	0	0	0	0	14	128
21:00	0	0	0	84	0	0	0	0	0	0	0	0	0	13	97
22:00	0	0	0	68	0	0	0	0	0	0	0	0	0	5	73
23:00	0	0	0	40	1	0	0	0	0	0	0	0	0	3	44
Total	6	2	1	2148	39	3	0	5	0	0	0	0	0	387	2591
Percent	0.2%	0.1%	0.0%	82.9%	1.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	14.9%	
AM Peak	00:00	01:00		11:00	09:00	03:00		03:00						00:00	11:00
Vol.	3	1		149	5	2		1						26	177
PM Peak			17:00	18:00	12:00	17:00		19:00						14:00	18:00
Vol.			1	192	6	1		2						32	223

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	0	0	0	18	1	0	0	0	0	0	0	0	0	1	20
01:00	0	0	0	13	0	0	0	0	0	0	0	0	0	3	16
02:00	0	0	0	5	0	0	0	0	0	0	0	0	0	3	8
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
04:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	4
05:00	0	0	0	9	2	0	0	0	0	0	0	0	0	8	19
06:00	0	0	0	21	2	0	0	0	0	0	0	0	0	15	38
07:00	0	0	0	64	1	0	0	0	0	0	0	0	0	21	86
08:00	0	0	0	98	0	0	0	3	0	0	0	0	0	16	117
09:00	0	0	0	122	2	0	0	1	0	0	0	0	0	19	144
10:00	0	0	0	128	1	0	0	0	0	0	0	0	0	38	167
11:00	0	0	0	139	2	0	0	1	0	0	0	0	0	24	166
12 PM	0	0	0	148	2	0	0	1	0	0	0	0	0	31	182
13:00	0	0	0	171	2	0	0	1	0	0	0	0	0	30	204
14:00	0	0	1	144	0	0	0	0	0	0	0	0	0	20	165
15:00	0	0	0	145	2	0	0	0	0	0	0	0	0	30	177
16:00	0	0	0	155	2	0	0	2	0	0	0	0	0	24	183
17:00	0	0	0	195	0	0	0	1	0	0	0	0	0	32	228
18:00	0	0	0	204	2	0	0	1	0	0	0	0	0	31	238
19:00	0	0	0	159	3	0	0	1	0	0	0	0	0	18	181
20:00	0	0	0	136	2	0	0	0	0	0	0	0	0	11	149
21:00	0	0	0	96	1	0	0	0	0	0	0	0	0	15	112
22:00	0	0	0	75	1	0	0	0	0	0	0	0	0	10	86
23:00	0	0	0	37	0	0	0	0	0	0	0	0	0	1	38
Total	0	0	1	2286	28	0	0	12	0	0	0	0	0	404	2731
Percent	0.0%	0.0%	0.0%	83.7%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	14.8%	
AM Peak Vol.				139	2			3						38	167
PM Peak Vol.			1	204	3			2						32	238

County of Simcoe

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Site Code: 022 02

Date Start: 15-Aug-11
Date End: 19-Aug-11

EB																
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total	
8/19/11	0	0	0	22	0	0	0	0	0	0	0	0	0	3	25	
01:00	0	0	0	18	0	0	0	0	0	0	0	0	0	4	22	
02:00	0	0	0	5	0	0	0	0	0	0	0	0	0	1	6	
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4	
04:00	0	0	0	6	0	0	0	0	0	0	0	0	0	4	10	
05:00	0	0	0	6	0	0	0	0	0	0	0	0	0	2	8	
06:00	0	0	0	16	1	0	0	0	0	0	0	0	0	13	30	
07:00	0	0	0	59	3	0	0	0	0	0	0	0	0	28	90	
08:00	0	0	0	106	1	0	0	0	0	0	0	0	0	16	123	
09:00	0	0	0	130	3	0	0	0	0	0	0	0	0	23	156	
10:00	0	0	0	132	4	0	0	0	0	0	0	0	0	25	161	
11:00	0	0	0	187	2	0	0	1	0	0	0	0	0	35	225	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	0	0	0	689	14	0	0	1	0	0	0	0	0	156	860	
Percent	0.0%	0.0%	0.0%	80.1%	1.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	18.1%		
AM Peak				11:00	10:00			11:00						11:00	11:00	
Vol.				187	4			1						35	225	
PM Peak																
Vol.																
Grand Total	859	27	3	5224	81	9	0	20	0	0	0	0	0	3821	10044	
Percent	8.6%	0.3%	0.0%	52.0%	0.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%		

County of Simcoe

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Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/15/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	41	1	0	3	0	1	0	0	0	0	0	0	0	93	139
14:00	27	2	0	3	0	0	0	0	0	0	0	0	0	112	144
15:00	42	1	0	11	1	0	0	0	0	0	0	0	0	106	161
16:00	44	1	1	9	0	2	0	0	0	0	0	0	0	121	178
17:00	53	1	0	8	2	1	0	0	0	0	0	0	0	122	187
18:00	50	1	0	11	0	0	0	0	0	0	0	0	0	134	196
19:00	45	0	0	6	0	0	0	0	0	0	0	0	0	110	161
20:00	21	0	0	5	0	0	0	0	0	0	0	0	0	75	101
21:00	18	0	0	2	0	0	0	0	0	0	0	0	0	87	107
22:00	14	0	0	2	0	0	0	0	0	0	0	0	0	62	78
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Total	355	7	1	60	3	4	0	0	0	0	0	0	0	1050	1480
Percent	24.0%	0.5%	0.1%	4.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.9%	

AM Peak Vol.	17:00	14:00	16:00	15:00	17:00	16:00	18:00	18:00
PM Peak Vol.	53	2	1	11	2	2	134	196

County of Simcoe

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County Road 22 - Summer 2011
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Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/16/11	4	0	0	0	0	0	0	0	0	0	0	0	0	22	26
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	7	8
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	11	13
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	31	32
07:00	6	2	0	0	0	0	0	0	0	0	0	0	0	62	70
08:00	15	1	0	1	0	0	0	0	0	0	0	0	0	94	111
09:00	33	3	0	5	0	0	0	0	0	0	0	0	0	96	137
10:00	29	1	0	4	0	0	0	0	0	0	0	0	0	105	139
11:00	32	2	0	5	0	0	0	0	0	0	0	0	0	99	138
12 PM	31	0	0	3	1	0	0	0	0	0	0	0	0	102	137
13:00	29	0	0	5	0	1	0	0	0	0	0	0	0	104	139
14:00	37	1	0	9	1	0	0	0	0	0	0	0	0	101	149
15:00	34	0	0	2	0	0	0	0	0	0	0	0	0	79	115
16:00	41	0	0	5	0	0	0	0	0	0	0	0	0	112	158
17:00	57	1	0	5	0	0	0	0	0	0	0	0	0	129	192
18:00	67	1	0	2	0	0	0	0	0	0	0	0	0	150	220
19:00	44	1	0	3	0	0	0	0	0	0	0	0	0	106	154
20:00	26	2	0	2	0	0	0	0	0	0	0	0	0	84	114
21:00	18	0	0	3	0	0	0	0	0	0	0	0	0	89	110
22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	72	88
23:00	4	0	0	1	0	1	0	0	0	0	0	0	0	26	32
Total	524	17	0	56	2	2	0	0	0	0	0	0	0	1706	2307
Percent	22.7%	0.7%	0.0%	2.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	73.9%	
AM Peak	09:00	09:00		09:00										10:00	10:00
Vol.	33	3		5										105	139
PM Peak	18:00	20:00		14:00	12:00	13:00								18:00	18:00
Vol.	67	2		9	1	1								150	220

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/17/11	4	0	0	0	0	0	0	0	0	0	0	0	0	24	28
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	7	9
03:00	3	3	0	0	0	0	0	0	0	0	0	0	0	10	16
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	9	11
05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	12	15
06:00	0	0	0	32	0	0	0	0	0	0	0	0	0	4	36
07:00	0	0	0	39	1	0	0	1	0	0	0	0	0	10	51
08:00	0	0	0	97	3	0	0	0	0	0	0	0	0	10	110
09:00	0	0	0	98	3	0	0	0	0	0	0	0	0	23	124
10:00	0	2	1	129	1	0	0	0	0	0	0	0	0	24	157
11:00	0	0	0	123	2	0	0	1	0	0	0	0	0	18	144
12 PM	0	0	0	141	2	0	0	0	0	0	0	0	0	17	160
13:00	0	3	0	156	2	0	0	0	0	0	0	0	0	16	177
14:00	0	1	0	131	3	0	0	0	0	0	0	0	0	17	152
15:00	0	0	1	136	9	0	0	0	0	0	0	0	0	25	171
16:00	0	0	0	144	3	0	0	0	0	0	0	0	0	14	161
17:00	0	0	0	181	2	0	0	0	0	0	0	0	0	30	213
18:00	0	0	0	188	4	0	0	1	0	0	0	0	0	23	216
19:00	0	0	1	162	7	0	0	0	0	0	0	0	0	17	187
20:00	0	0	0	103	2	0	0	0	0	0	0	0	0	12	117
21:00	0	0	0	81	0	0	0	0	0	0	0	0	0	8	89
22:00	0	0	1	66	1	0	0	0	0	0	0	0	0	8	76
23:00	0	0	0	33	2	0	0	0	0	0	0	0	0	3	38
Total	9	10	4	2043	48	0	0	3	0	0	0	0	0	361	2478
Percent	0.4%	0.4%	0.2%	82.4%	1.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	14.6%	
AM Peak Vol.	00:00	03:00	10:00	10:00	08:00			07:00						00:00	10:00
PM Peak Vol.		13:00	15:00	18:00	15:00			18:00						17:00	18:00
	4	3	1	129	3			1						24	157
		3	1	188	9			1						30	216

County of Simcoe

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/18/11	0	0	0	21	0	0	0	0	0	0	0	0	0	0	21
01:00	0	0	0	12	0	0	0	0	0	0	0	0	0	1	13
02:00	0	0	0	8	0	0	0	0	0	0	0	0	0	4	12
03:00	0	0	0	14	2	0	0	0	0	0	0	0	0	4	20
04:00	0	0	0	10	1	0	0	0	0	0	0	0	0	5	16
05:00	0	0	0	6	1	0	0	0	0	0	0	0	0	2	9
06:00	0	0	0	21	0	0	0	0	0	0	0	0	0	7	28
07:00	0	0	0	46	4	0	0	0	0	0	0	0	0	11	61
08:00	0	2	0	91	1	0	0	1	0	0	0	0	0	20	115
09:00	0	1	0	82	0	0	0	0	0	0	0	0	0	22	105
10:00	0	1	0	115	1	0	0	0	0	0	0	0	0	20	137
11:00	0	1	1	126	0	0	0	1	0	0	0	0	0	27	156
12 PM	0	0	0	148	1	0	0	0	0	0	0	0	0	23	172
13:00	0	1	0	153	5	0	0	0	0	0	0	0	0	18	177
14:00	0	0	0	159	5	0	0	0	0	0	0	0	0	31	195
15:00	0	0	1	121	5	0	0	0	0	0	0	0	0	23	150
16:00	0	0	0	140	3	0	0	0	0	0	0	0	0	28	171
17:00	0	0	0	197	1	0	0	1	0	0	0	0	0	34	233
18:00	0	0	1	168	2	0	0	0	0	0	0	0	0	17	188
19:00	0	0	0	162	2	0	0	3	0	0	0	0	0	14	181
20:00	0	0	0	107	1	0	0	0	0	0	0	0	0	10	118
21:00	0	0	0	92	2	0	0	0	0	0	0	0	0	6	100
22:00	0	0	0	75	3	0	0	1	0	0	0	0	0	10	89
23:00	0	2	0	48	0	0	0	0	0	0	0	0	0	2	52
Total	0	8	3	2122	40	0	0	7	0	0	0	0	0	339	2519
Percent	0.0%	0.3%	0.1%	84.2%	1.6%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	
AM Peak Vol.		08:00	11:00	11:00	07:00			08:00						11:00	11:00
PM Peak Vol.		23:00	15:00	17:00	13:00			19:00						17:00	17:00

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11
Date End: 19-Aug-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
8/19/11	0	0	0	23	0	0	0	0	0	0	0	0	0	3	26
01:00	0	0	0	21	0	0	0	0	0	0	0	0	0	1	22
02:00	0	0	0	9	1	0	0	0	0	0	0	0	0	4	14
03:00	0	0	0	11	1	0	0	0	0	0	0	0	0	6	18
04:00	0	0	0	7	1	0	0	0	0	0	0	0	0	5	13
05:00	0	0	0	11	1	0	0	0	0	0	0	0	0	6	18
06:00	0	1	0	22	0	0	0	0	0	0	0	0	0	3	26
07:00	0	0	0	41	0	0	0	0	0	0	0	0	0	8	49
08:00	0	0	0	59	2	0	0	0	0	0	0	0	0	17	78
09:00	0	1	0	102	5	0	0	0	0	0	0	0	0	16	124
10:00	0	1	0	103	0	0	0	0	0	0	0	0	0	18	122
11:00	0	1	0	138	3	0	0	0	0	0	0	0	0	21	163
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	4	0	547	14	0	0	0	0	0	0	0	0	108	673
Percent	0.0%	0.6%	0.0%	81.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
AM Peak Vol.		06:00		11:00	09:00									11:00	11:00
PM Peak Vol.		1		138	5									21	163
Grand Total	888	46	8	4828	107	6	0	10	0	0	0	0	0	3564	9457
Percent	9.4%	0.5%	0.1%	51.1%	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	37.7%	

County of Simcoe

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Midhurst, Ontario
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County Road 22 - Summer 2011
7th Line Coulson to
Horseshoe Valley Resort

Site Code: 022 02

Date Start: 15-Aug-11
Date End: 18-Aug-11

Start Time	15-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	25	26	25	26	29	28	20	21	*	*	*	*	*	*	25	25
01:00	22	22	12	12	10	20	16	13	*	*	*	*	*	*	15	17
02:00	6	14	4	5	6	9	8	12	*	*	*	*	*	*	6	10
03:00	4	18	5	8	11	16	3	20	*	*	*	*	*	*	6	16
04:00	10	13	6	8	4	11	4	16	*	*	*	*	*	*	6	12
05:00	8	18	9	13	13	15	19	9	*	*	*	*	*	*	12	14
06:00	30	26	25	32	44	36	38	28	*	*	*	*	*	*	34	30
07:00	90	49	72	70	79	51	86	61	*	*	*	*	*	*	82	58
08:00	123	78	135	111	141	110	117	115	*	*	*	*	*	*	129	104
09:00	156	124	161	137	171	124	144	105	*	*	*	*	*	*	158	122
10:00	161	122	135	139	155	157	167	137	*	*	*	*	*	*	154	139
11:00	225	163	148	138	177	144	166	156	*	*	*	*	*	*	179	150
12:00 PM	160	145	149	137	177	160	182	172	*	*	*	*	*	*	167	154
01:00	165	139	151	139	153	177	204	177	*	*	*	*	*	*	168	158
02:00	127	144	160	149	162	152	165	195	*	*	*	*	*	*	154	160
03:00	172	161	146	115	148	171	177	150	*	*	*	*	*	*	161	149
04:00	175	178	157	158	192	161	183	171	*	*	*	*	*	*	177	167
05:00	179	187	207	192	202	213	228	233	*	*	*	*	*	*	204	206
06:00	185	196	212	220	223	216	238	188	*	*	*	*	*	*	214	205
07:00	146	161	149	154	152	187	181	181	*	*	*	*	*	*	157	171
08:00	99	101	125	114	128	117	149	118	*	*	*	*	*	*	125	112
09:00	105	107	92	110	97	89	112	100	*	*	*	*	*	*	102	102
10:00	67	78	85	88	73	76	86	89	*	*	*	*	*	*	78	83
11:00	37	28	35	32	44	38	38	52	*	*	*	*	*	*	38	38
Lane	2477	2298	2405	2307	2591	2478	2731	2519	0	0	0	0	0	0	2551	2402
Day	4775		4712		5069		5250		0	0	0	0	0	0	4953	
AM Peak	11:00	11:00	09:00	10:00	11:00	10:00	10:00	11:00							11:00	11:00
Vol.	225	163	161	139	177	157	167	156							179	150
PM Peak	18:00	18:00	18:00	18:00	18:00	18:00	18:00	17:00							18:00	17:00
Vol.	185	196	212	220	223	216	238	233							214	206

Comb. Total	4775	4712	5069	5250	0	0	0	4953
ADT	ADT 4,952		AADT 4,952					

County of Simcoe

Transportation and Engineering Department
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 705-726-9300

Site Code: 022 02

County Road 22 - Spring 2011

Date Start: 03-May-11

Date End: 05-May-11

Coulson/ 7th Line to
 Horseshoe Valley Resort Ent.

Start Time	02-May-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	20	10	16	11	25	28	*	*	*	*	*	*	20	16
01:00	*	*	10	7	11	10	10	3	*	*	*	*	*	*	10	7
02:00	*	*	6	4	6	2	4	4	*	*	*	*	*	*	5	3
03:00	*	*	7	0	7	2	6	6	*	*	*	*	*	*	7	3
04:00	*	*	4	4	6	5	7	4	*	*	*	*	*	*	6	4
05:00	*	*	8	10	6	13	6	14	*	*	*	*	*	*	7	12
06:00	*	*	21	38	19	41	25	40	*	*	*	*	*	*	22	40
07:00	*	*	58	100	68	99	63	91	*	*	*	*	*	*	63	97
08:00	*	*	119	192	129	172	112	181	*	*	*	*	*	*	120	182
09:00	*	*	98	179	106	190	118	190	*	*	*	*	*	*	107	186
10:00	*	*	102	118	129	119	102	136	*	*	*	*	*	*	111	124
11:00	*	*	82	76	95	95	113	117	*	*	*	*	*	*	97	96
12:00 PM	*	*	102	100	88	111	115	123	*	*	*	*	*	*	102	111
01:00	*	*	110	107	112	108	116	120	*	*	*	*	*	*	113	112
02:00	*	*	120	97	131	118	104	108	*	*	*	*	*	*	118	108
03:00	*	*	108	123	138	94	148	130	*	*	*	*	*	*	131	116
04:00	*	*	148	127	141	141	183	133	*	*	*	*	*	*	157	134
05:00	*	*	212	148	225	196	224	197	*	*	*	*	*	*	220	180
06:00	*	*	215	143	244	146	238	158	*	*	*	*	*	*	232	149
07:00	*	*	141	110	178	112	189	132	*	*	*	*	*	*	169	118
08:00	*	*	92	70	129	91	150	92	*	*	*	*	*	*	124	84
09:00	*	*	62	38	112	60	99	47	*	*	*	*	*	*	91	48
10:00	*	*	70	23	85	50	87	36	*	*	*	*	*	*	81	36
11:00	*	*	28	18	46	31	48	47	*	*	*	*	*	*	41	32
Lane Day	0	0	1943	1842	2227	2017	2292	2137	0	0	0	0	0	0	2154	1998
AM Peak Vol.			3785		4244		4429		0	0	0	0	0		4152	
PM Peak Vol.																
Comb. Total	0		3785		4244		4429		0	0	0	0	0		4152	
ADT	ADT 4,153		AA DT 4,153													

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County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	70	35	1	13	0	0	0	0	1	0	0	0	0	120
13:00	0	77	31	0	7	0	0	1	0	0	0	0	0	0	116
14:00	1	80	35	0	6	2	0	3	0	0	0	0	0	2	129
15:00	0	66	36	1	3	1	0	0	0	0	0	0	0	1	108
16:00	0	98	39	2	8	1	0	1	1	1	0	0	0	1	152
17:00	0	156	49	2	6	0	0	2	2	0	0	0	0	3	220
18:00	4	160	52	0	13	0	0	0	0	2	0	0	0	3	234
19:00	2	103	41	0	9	1	0	0	1	0	0	0	0	6	163
20:00	2	82	19	0	0	0	0	0	0	0	0	0	0	0	103
21:00	0	64	12	0	5	0	0	0	0	0	0	0	0	0	81
22:00	6	49	14	0	0	0	0	1	0	0	0	0	0	2	72
23:00	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
Total	15	1028	367	6	71	5	0	8	4	4	0	0	0	18	1526
Percent	1.0%	67.4%	24.0%	0.4%	4.7%	0.3%	0.0%	0.5%	0.3%	0.3%	0.0%	0.0%	0.0%	1.2%	

AM Peak Vol.															
PM Peak Vol.	22:00	18:00	18:00	16:00	12:00	14:00		14:00	17:00	18:00				19:00	18:00
	6	160	52	2	13	2		3	2	2				6	234

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County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	1	16	2	1	0	0	0	0	0	0	0	0	0	0	20
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	2	0	0	2	0	0	0	0	0	0	0	0	8
06:00	0	11	7	0	0	1	0	0	1	1	0	0	0	0	21
07:00	1	24	19	2	9	1	0	0	1	0	0	0	0	1	58
08:00	0	75	28	1	8	1	0	2	0	0	0	0	0	5	120
09:00	0	53	24	4	6	4	0	0	2	1	0	0	0	3	97
10:00	1	55	26	4	7	2	0	3	2	1	0	0	0	1	102
11:00	0	47	22	0	4	2	0	4	0	2	0	0	0	1	82
12 PM	0	67	29	1	4	0	0	0	0	0	0	0	1	0	102
13:00	2	79	22	0	4	0	0	2	0	0	0	0	0	1	110
14:00	0	77	33	3	6	2	0	2	0	0	0	0	0	1	124
15:00	0	71	25	1	4	2	0	1	0	0	0	0	0	1	105
16:00	2	87	39	5	4	1	0	4	0	1	0	0	0	6	149
17:00	0	145	55	4	8	0	0	0	0	0	0	0	0	0	212
18:00	1	145	54	0	9	0	0	0	1	1	0	0	0	3	214
19:00	0	105	32	0	2	0	0	1	0	0	0	0	0	0	140
20:00	0	65	26	0	1	0	0	0	0	0	0	0	0	0	92
21:00	0	41	14	0	4	0	0	0	1	1	0	0	0	1	62
22:00	0	51	14	0	2	0	0	0	0	0	0	0	0	3	70
23:00	0	20	6	0	2	0	0	0	0	0	0	0	0	0	28
Total	8	1262	481	26	85	18	0	19	8	8	0	0	1	27	1943
Percent	0.4%	65.0%	24.8%	1.3%	4.4%	0.9%	0.0%	1.0%	0.4%	0.4%	0.0%	0.0%	0.1%	1.4%	
AM Peak	00:00	08:00	08:00	09:00	07:00	09:00		11:00	09:00	11:00				08:00	08:00
Vol.	1	75	28	4	9	4		4	2	2				5	120
PM Peak	13:00	17:00	17:00	16:00	18:00	14:00		16:00	18:00	16:00			12:00	16:00	18:00
Vol.	2	145	55	5	9	2		4	1	1			1	6	214

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Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	14	0	1	0	0	0	0	0	1	0	0	0	0	16
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	8	7	0	3	0	0	0	0	1	0	0	0	0	19
07:00	0	31	22	3	8	2	0	0	2	0	0	0	0	0	68
08:00	0	74	41	3	6	3	0	0	1	0	0	0	0	2	130
09:00	0	67	28	3	2	1	0	1	0	0	0	0	0	5	107
10:00	0	74	30	1	9	3	0	1	5	0	0	0	0	4	127
11:00	1	50	29	0	5	5	0	1	2	0	0	0	0	3	96
12 PM	0	59	21	2	4	0	0	0	1	1	0	0	0	1	89
13:00	0	79	24	1	6	1	0	0	0	0	0	0	0	1	112
14:00	2	94	30	2	2	0	0	1	0	0	0	0	0	1	132
15:00	6	86	27	2	6	1	0	5	0	1	0	0	0	2	136
16:00	1	95	33	2	6	0	0	3	0	0	0	0	0	1	141
17:00	2	150	52	1	7	0	0	7	0	0	0	0	0	6	225
18:00	0	169	61	5	7	3	0	1	0	0	0	0	0	1	247
19:00	2	115	48	0	5	1	0	2	1	0	0	0	0	2	176
20:00	1	94	24	0	3	1	0	2	0	0	0	0	0	2	127
21:00	1	79	27	0	6	0	0	1	0	0	0	0	0	0	114
22:00	0	60	18	1	1	0	0	2	0	0	0	0	0	1	83
23:00	1	31	12	0	1	0	0	0	0	0	0	0	0	1	46
Total	17	1458	541	27	87	21	0	27	12	4	0	0	0	33	2227
Percent	0.8%	65.5%	24.3%	1.2%	3.9%	0.9%	0.0%	1.2%	0.5%	0.2%	0.0%	0.0%	0.0%	1.5%	
AM Peak	11:00	08:00	08:00	07:00	10:00	11:00		09:00	10:00	00:00				09:00	08:00
Vol.	1	74	41	3	9	5		1	5	1				5	130
PM Peak	15:00	18:00	18:00	18:00	17:00	18:00		17:00	12:00	12:00				17:00	18:00
Vol.	6	169	61	5	7	3		7	1	1				6	247

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Site Code: 022 02

Date Start: 02-May-11
Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	21	3	1	0	0	0	0	0	0	0	0	0	0	25
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
05:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
06:00	0	9	11	0	0	0	0	0	3	2	0	0	0	0	25
07:00	0	29	17	3	8	3	0	0	0	3	0	0	0	0	63
08:00	0	63	39	2	4	1	0	1	1	2	0	0	0	1	114
09:00	0	70	29	3	6	3	0	1	2	0	0	0	0	3	117
10:00	1	66	26	0	1	2	0	2	2	2	0	0	0	1	103
11:00	3	64	29	4	9	2	0	2	0	0	0	0	0	0	113
12 PM	0	62	32	0	9	4	0	2	2	0	0	0	0	3	114
13:00	2	63	30	1	7	4	0	3	2	0	0	0	0	4	116
14:00	4	66	18	2	6	2	0	2	1	2	0	0	0	1	104
15:00	1	91	35	1	7	7	0	3	0	0	0	0	0	3	148
16:00	0	104	57	1	10	6	0	4	0	1	0	0	0	1	184
17:00	3	151	45	2	6	1	0	1	2	0	0	0	0	11	222
18:00	5	155	60	0	11	1	0	2	0	0	0	0	0	4	238
19:00	4	133	47	0	7	0	0	1	0	0	0	0	0	0	192
20:00	1	108	29	0	7	1	0	0	0	0	0	0	0	1	147
21:00	2	74	19	0	5	1	0	0	0	0	0	0	0	0	101
22:00	1	64	16	0	4	0	0	0	0	0	0	0	0	0	85
23:00	0	36	8	0	3	0	0	1	0	0	0	0	0	0	48
Total	27	1452	556	20	111	38	0	25	18	12	0	0	0	33	2292
Percent	1.2%	63.4%	24.3%	0.9%	4.8%	1.7%	0.0%	1.1%	0.8%	0.5%	0.0%	0.0%	0.0%	1.4%	
AM Peak	11:00	09:00	08:00	11:00	11:00	07:00		10:00	06:00	07:00				09:00	09:00
Vol.	3	70	39	4	9	3		2	3	3				3	117
PM Peak	18:00	18:00	18:00	14:00	18:00	15:00		16:00	12:00	14:00				17:00	18:00
Vol.	5	155	60	2	11	7		4	2	2				11	238

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	19	3	1	1	0	0	0	0	0	0	0	0	0	24
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
04:00	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	7	2	0	0	3	0	1	0	1	0	0	0	0	14
07:00	0	30	22	3	8	5	0	2	0	2	0	0	0	2	74
08:00	0	76	25	2	4	2	0	1	1	0	0	0	0	1	112
09:00	0	67	26	2	3	3	0	1	0	0	0	0	0	5	107
10:00	1	58	27	2	8	4	0	1	1	2	0	0	0	2	106
11:00	0	61	47	1	8	3	0	2	1	1	0	0	0	1	125
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	345	160	12	34	20	0	8	3	6	0	0	0	11	600
Percent	0.2%	57.5%	26.7%	2.0%	5.7%	3.3%	0.0%	1.3%	0.5%	1.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	10:00	08:00	11:00	07:00	07:00	07:00		07:00	08:00	07:00				09:00	11:00
Vol.	1	76	47	3	8	5		2	1	2				5	125
PM Peak															
Vol.															
Grand Total	68	5545	2105	91	388	102	0	87	45	34	0	0	1	122	8588
Percent	0.8%	64.6%	24.5%	1.1%	4.5%	1.2%	0.0%	1.0%	0.5%	0.4%	0.0%	0.0%	0.0%	1.4%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Spring 2011
Coulson/ 7th Line to
Horseshoe Valley Resort Ent.

Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	68	29	0	7	0	0	2	1	0	0	0	0	0	107
13:00	1	66	26	2	12	1	0	3	0	0	0	0	0	2	113
14:00	3	58	26	0	11	2	0	5	0	1	0	0	0	6	112
15:00	0	72	33	0	7	0	0	1	1	1	0	0	0	2	117
16:00	0	73	26	1	7	0	0	1	0	0	0	0	1	3	112
17:00	0	85	39	3	12	0	0	1	1	1	0	0	0	6	148
18:00	4	115	45	0	9	2	0	1	0	0	0	0	0	1	177
19:00	2	82	29	0	10	0	0	0	0	0	0	0	0	4	127
20:00	1	54	11	0	2	0	0	1	0	0	0	0	0	0	69
21:00	1	41	15	0	2	0	0	0	0	0	0	0	0	0	59
22:00	0	35	8	0	2	0	0	0	0	1	0	0	0	0	46
23:00	0	11	8	0	2	0	0	0	0	0	0	0	0	0	21
Total	12	760	295	6	83	5	0	15	3	4	0	0	1	24	1208
Percent	1.0%	62.9%	24.4%	0.5%	6.9%	0.4%	0.0%	1.2%	0.2%	0.3%	0.0%	0.0%	0.1%	2.0%	

AM Peak Vol.	18:00	18:00	18:00	17:00	13:00	14:00		14:00	12:00	14:00		16:00	14:00	18:00
PM Peak Vol.	4	115	45	3	12	2		5	1	1		1	6	177

County of Simcoe

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County Road 22 - Spring 2011
Coulson/ 7th Line to
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Site Code: 022 02

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Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/3/11	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	24	13	0	1	0	0	0	0	0	0	0	0	0	38
07:00	0	62	28	1	7	0	0	0	0	0	0	0	0	2	100
08:00	0	121	55	3	6	1	0	1	0	0	0	0	0	5	192
09:00	1	124	32	2	8	1	0	5	1	0	0	0	0	6	180
10:00	1	77	31	0	6	1	0	2	1	0	0	0	0	0	119
11:00	0	50	18	1	2	0	0	1	0	0	0	0	0	2	74
12 PM	0	63	22	3	10	0	0	2	0	0	0	0	0	1	101
13:00	0	72	27	0	3	1	0	0	0	0	0	0	1	3	107
14:00	0	61	23	1	9	0	0	1	0	1	0	0	0	1	97
15:00	0	85	32	0	2	0	0	2	0	0	0	0	0	2	123
16:00	2	75	24	2	13	1	0	1	0	1	0	0	0	8	127
17:00	1	81	45	5	11	0	0	2	0	0	0	0	0	2	147
18:00	0	87	42	1	7	1	0	1	0	1	0	0	0	3	143
19:00	0	70	27	0	9	0	1	2	0	1	0	0	0	0	110
20:00	0	48	22	0	0	0	0	0	0	0	0	0	0	0	70
21:00	0	26	9	0	4	0	0	0	0	0	0	0	0	0	39
22:00	0	16	3	0	2	0	0	1	0	0	0	0	0	0	22
23:00	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
Total	5	1178	468	19	102	6	1	21	2	4	0	0	1	35	1842
Percent	0.3%	64.0%	25.4%	1.0%	5.5%	0.3%	0.1%	1.1%	0.1%	0.2%	0.0%	0.0%	0.1%	1.9%	
AM Peak Vol.	09:00	09:00	08:00	08:00	09:00	08:00		09:00	09:00					09:00	08:00
PM Peak Vol.	16:00	18:00	17:00	17:00	16:00	13:00	19:00	12:00		14:00			13:00	16:00	17:00

County of Simcoe

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Site Code: 022 02

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Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/4/11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	23	15	0	2	0	0	1	0	0	0	0	0	0	41
07:00	0	53	31	0	14	0	0	1	0	0	0	0	0	2	101
08:00	1	112	44	2	8	0	0	0	0	0	0	0	0	3	170
09:00	0	132	34	5	10	3	0	1	1	0	0	0	0	5	191
10:00	0	81	24	0	8	0	0	1	0	0	0	0	0	4	118
11:00	0	60	25	0	7	0	0	1	0	0	0	0	0	3	96
12 PM	1	74	27	1	4	0	0	1	0	1	0	0	1	1	111
13:00	0	72	27	0	5	2	0	1	1	0	0	0	0	0	108
14:00	2	71	29	3	9	0	0	1	0	0	0	0	0	2	117
15:00	1	67	16	0	4	1	0	2	2	0	0	0	0	2	95
16:00	0	93	34	2	7	1	0	1	0	0	0	0	0	2	140
17:00	2	140	36	3	6	1	0	2	0	2	0	0	0	8	200
18:00	2	100	25	1	7	1	0	1	0	0	1	0	0	7	145
19:00	1	62	33	0	5	0	0	1	0	0	0	0	0	7	109
20:00	0	69	14	0	4	0	0	2	0	0	0	0	0	2	91
21:00	2	43	10	0	4	0	0	1	0	0	0	0	0	0	60
22:00	0	30	19	0	2	0	0	0	0	0	0	0	0	0	51
23:00	1	23	4	0	2	0	0	0	0	0	0	0	0	0	30
Total	14	1334	460	17	108	9	0	18	4	3	1	0	1	48	2017
Percent	0.7%	66.1%	22.8%	0.8%	5.4%	0.4%	0.0%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak	05:00	09:00	08:00	09:00	07:00	09:00		06:00	09:00					09:00	09:00
Vol.	1	132	44	5	14	3		1	1					5	191
PM Peak	14:00	17:00	17:00	14:00	14:00	13:00		15:00	15:00	17:00	18:00		12:00	17:00	17:00
Vol.	2	140	36	3	9	2		2	2	2	1		1	8	200

County of Simcoe

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County Road 22 - Spring 2011
Coulson/ 7th Line to
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Site Code: 022 02

Date Start: 02-May-11

Date End: 06-May-11

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/5/11	0	22	2	2	2	0	0	0	0	0	0	0	0	0	28
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	1	6	7	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	28	7	0	5	0	0	0	0	0	0	0	0	0	40
07:00	0	55	32	1	4	0	0	0	0	0	0	0	0	0	92
08:00	1	119	49	5	7	1	0	1	0	0	0	0	0	0	183
09:00	0	137	31	3	9	0	0	4	0	1	0	0	0	3	188
10:00	1	97	23	1	8	1	0	2	0	0	0	0	0	3	136
11:00	1	72	34	2	3	0	0	0	0	0	1	0	0	5	118
12 PM	1	69	22	2	15	4	1	4	2	1	0	0	0	1	122
13:00	1	77	24	1	8	2	0	2	0	0	0	0	0	6	121
14:00	3	65	23	0	9	2	0	0	0	0	0	0	0	5	107
15:00	3	78	26	1	9	5	0	1	1	0	0	0	0	5	129
16:00	0	78	34	3	9	3	0	2	0	0	0	0	0	5	134
17:00	3	131	37	2	10	4	0	1	0	0	0	0	0	11	199
18:00	3	101	31	1	11	1	0	2	0	1	0	0	1	3	155
19:00	0	84	34	1	13	1	0	1	0	0	0	0	0	0	134
20:00	2	52	21	3	7	0	0	0	1	0	0	0	0	4	90
21:00	0	33	12	0	2	0	0	0	0	0	0	0	0	0	47
22:00	1	28	6	0	2	0	0	0	0	0	0	0	0	0	37
23:00	0	34	9	0	3	0	0	0	0	0	0	0	0	0	46
Total	21	1379	468	28	136	24	1	20	4	3	1	0	1	51	2137
Percent	1.0%	64.5%	21.9%	1.3%	6.4%	1.1%	0.0%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	2.4%	
AM Peak	05:00	09:00	08:00	08:00	09:00	08:00		09:00		09:00	11:00			11:00	09:00
Vol.	1	137	49	5	9	1		4		1	1			5	188
PM Peak	14:00	17:00	17:00	16:00	12:00	15:00	12:00	12:00	12:00	12:00			18:00	17:00	17:00
Vol.	3	131	37	3	15	5	1	4	2	1			1	11	199

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Site Code: 022 02

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
5/6/11	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	4	0	0	0	1	0	0	1	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
05:00	1	10	3	1	0	0	0	0	1	0	0	0	0	0	16
06:00	0	19	11	0	0	0	0	1	0	0	0	0	0	0	31
07:00	1	50	25	0	9	0	0	2	0	0	0	0	0	1	88
08:00	0	118	38	4	8	0	0	3	0	1	0	0	0	3	175
09:00	1	125	31	4	8	0	0	2	0	0	0	0	0	8	179
10:00	1	64	38	3	9	4	0	1	0	0	0	0	0	3	123
11:00	0	66	26	2	13	5	0	2	0	0	0	0	0	1	115
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	495	181	14	49	10	0	11	2	1	0	0	0	16	783
Percent	0.5%	63.2%	23.1%	1.8%	6.3%	1.3%	0.0%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%	2.0%	
AM Peak	05:00	09:00	08:00	08:00	11:00	11:00		08:00	02:00	08:00				09:00	09:00
Vol.	1	125	38	4	13	5		3	1	1				8	179
PM Peak															
Vol.															
Grand Total	56	5146	1872	84	478	54	2	85	15	15	2	0	4	174	7987
Percent	0.7%	64.4%	23.4%	1.1%	6.0%	0.7%	0.0%	1.1%	0.2%	0.2%	0.0%	0.0%	0.1%	2.2%	

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

Date Start: 17-Oct-11
Date End: 20-Oct-11

Start Time	17-Oct-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average			
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		
12:00 AM	10	5	5	9	4	7	6	7	*	*	*	*	*	*	6	7		
01:00	10	6	1	4	4	7	0	6	*	*	*	*	*	*	4	6		
02:00	3	6	4	6	2	9	3	8	*	*	*	*	*	*	3	7		
03:00	7	3	5	5	7	3	2	5	*	*	*	*	*	*	5	4		
04:00	4	5	6	6	12	4	10	4	*	*	*	*	*	*	8	5		
05:00	32	23	36	27	36	21	32	17	*	*	*	*	*	*	34	22		
06:00	84	55	100	65	86	47	78	47	*	*	*	*	*	*	87	54		
07:00	172	112	194	101	165	111	170	108	*	*	*	*	*	*	175	108		
08:00	158	99	179	114	153	91	148	121	*	*	*	*	*	*	160	106		
09:00	142	100	146	104	124	92	126	73	*	*	*	*	*	*	134	92		
10:00	126	1	134	84	113	107	94	99	*	*	*	*	*	*	117	73		
11:00	132	115	103	108	99	102	132	83	*	*	*	*	*	*	116	102		
12:00 PM	125	124	109	113	112	107	107	106	*	*	*	*	*	*	113	112		
01:00	141	99	132	99	122	102	145	119	*	*	*	*	*	*	135	105		
02:00	125	130	111	120	103	104	94	130	*	*	*	*	*	*	108	121		
03:00	143	169	126	160	113	130	136	150	*	*	*	*	*	*	130	152		
04:00	157	193	145	180	159	186	159	177	*	*	*	*	*	*	155	184		
05:00	165	201	168	204	149	171	176	195	*	*	*	*	*	*	164	193		
06:00	102	129	106	129	109	124	112	129	*	*	*	*	*	*	107	128		
07:00	67	72	72	90	67	99	85	102	*	*	*	*	*	*	73	91		
08:00	38	50	64	70	44	54	50	64	*	*	*	*	*	*	49	60		
09:00	28	59	25	43	41	48	34	37	*	*	*	*	*	*	32	47		
10:00	24	36	24	25	16	23	21	31	*	*	*	*	*	*	21	29		
11:00	9	9	10	15	14	16	22	23	*	*	*	*	*	*	14	16		
Lane	2004	1801	2005	1881	1854	1765	1942	1841	0	0	0	0	0	0	1950	1824		
Day	3805		3886		3619		3783		0		0		0		3774			
AM Peak	07:00	11:00	07:00	08:00	07:00	07:00	07:00	08:00									07:00	07:00
Vol.	172	115	194	114	165	111	170	121									175	108
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	17:00	17:00									17:00	17:00
Vol.	165	201	168	204	159	186	176	195									164	193

Comb. Total	3805	3886	3619	3783	0	0	0	3774
ADT	ADT 3,773		AADT 3,773					

County of Simcoe

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Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

SB	Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
	10/17/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	1	73	36	0	11	4	0	2	0	1	0	0	0	4	132
	12 PM	1	82	23	4	4	3	0	3	0	0	0	0	0	5	125
	13:00	0	99	21	2	12	4	0	1	0	2	0	0	0	0	141
	14:00	0	71	30	4	11	0	0	3	0	1	0	0	0	5	125
	15:00	0	72	30	4	19	1	0	8	6	1	0	0	0	2	143
	16:00	0	92	36	3	19	1	0	2	0	0	0	0	0	4	157
	17:00	0	102	35	1	23	0	0	1	0	0	0	0	0	3	165
	18:00	0	65	22	1	13	0	0	1	0	0	0	0	0	0	102
	19:00	0	41	20	0	6	0	0	0	0	0	0	0	0	0	67
	20:00	0	21	13	0	3	0	0	1	0	0	0	0	0	0	38
	21:00	0	22	4	0	1	0	0	1	0	0	0	0	0	0	28
	22:00	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24
	23:00	0	5	1	1	1	0	0	0	1	0	0	0	0	0	9
	Total	2	763	276	20	124	13	0	23	7	5	0	0	0	23	1256
	Percent	0.2%	60.7%	22.0%	1.6%	9.9%	1.0%	0.0%	1.8%	0.6%	0.4%	0.0%	0.0%	0.0%	1.8%	
	AM Peak	11:00	11:00	11:00		11:00	11:00		11:00		11:00				11:00	11:00
	Vol.	1	73	36		11	4		2		1				4	132
	PM Peak	12:00	17:00	16:00	12:00	17:00	13:00		15:00	15:00	13:00				12:00	17:00
	Vol.	1	102	36	4	23	4		8	6	2				5	165

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

SB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/18/11	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	14	5	3	3	7	0	1	0	3	0	0	0	0	36
06:00	0	44	18	1	13	7	0	1	10	3	0	0	0	3	100
07:00	1	120	38	3	21	2	0	4	1	1	0	0	0	3	194
08:00	0	110	32	2	15	4	0	5	4	0	0	0	0	7	179
09:00	0	85	33	2	9	4	0	6	1	3	0	0	0	3	146
10:00	0	76	33	3	13	3	0	4	1	0	0	0	0	1	134
11:00	0	60	20	3	16	1	0	2	1	0	0	0	0	0	103
12 PM	3	56	24	1	16	1	0	1	2	1	0	0	0	4	109
13:00	1	82	26	2	12	3	0	3	1	0	0	0	0	2	132
14:00	0	62	27	3	12	3	0	2	1	1	0	0	0	0	111
15:00	2	74	25	4	13	1	0	0	0	3	0	0	1	3	126
16:00	0	84	35	6	14	1	0	1	1	1	0	0	0	2	145
17:00	0	102	35	2	19	0	0	3	2	0	0	0	0	5	168
18:00	0	67	19	1	16	0	0	1	0	0	0	0	0	2	106
19:00	0	44	20	1	6	0	0	0	0	0	0	0	0	1	72
20:00	2	43	15	0	3	0	0	0	1	0	0	0	0	0	64
21:00	0	16	8	0	0	0	0	1	0	0	0	0	0	0	25
22:00	0	15	6	0	3	0	0	0	0	0	0	0	0	0	24
23:00	0	7	1	1	1	0	0	0	0	0	0	0	0	0	10
Total	9	1174	428	38	205	37	0	35	26	16	0	0	1	36	2005
Percent	0.4%	58.6%	21.3%	1.9%	10.2%	1.8%	0.0%	1.7%	1.3%	0.8%	0.0%	0.0%	0.0%	1.8%	
AM Peak	07:00	07:00	07:00	05:00	07:00	05:00		09:00	06:00	05:00				08:00	07:00
Vol.	1	120	38	3	21	7		6	10	3				7	194
PM Peak	12:00	17:00	16:00	16:00	17:00	13:00		13:00	12:00	15:00			15:00	17:00	17:00
Vol.	3	102	35	6	19	3		3	2	3			1	5	168

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

SB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/19/11	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	5	4	1	0	0	0	1	0	1	0	0	0	0	12
05:00	0	12	10	1	2	8	0	0	1	2	0	0	0	0	36
06:00	1	41	16	1	12	6	0	0	2	2	0	0	0	5	86
07:00	1	101	29	3	19	0	0	1	6	2	0	0	0	3	165
08:00	1	91	32	4	18	2	0	1	1	0	0	0	0	3	153
09:00	0	73	28	0	14	1	0	2	3	2	0	0	0	1	124
10:00	0	67	28	1	9	2	0	2	1	2	0	0	0	1	113
11:00	0	59	17	2	13	0	0	3	0	3	0	0	0	2	99
12 PM	0	67	23	0	11	2	0	5	3	0	0	0	0	1	112
13:00	0	69	29	3	10	1	0	1	2	2	0	0	0	5	122
14:00	0	62	27	1	8	1	0	1	1	1	0	0	0	1	103
15:00	0	62	31	2	14	1	0	0	1	0	0	0	0	2	113
16:00	0	102	36	2	18	1	0	0	0	0	0	0	0	0	159
17:00	0	95	34	0	15	2	0	1	0	0	0	0	0	2	149
18:00	1	65	23	1	15	0	0	1	0	2	0	0	0	1	109
19:00	0	37	15	0	11	0	0	1	0	1	0	0	0	2	67
20:00	0	33	9	0	1	0	0	0	1	0	0	0	0	0	44
21:00	0	27	7	0	5	0	0	2	0	0	0	0	0	0	41
22:00	0	9	5	0	1	0	0	0	0	0	0	0	0	1	16
23:00	0	11	2	1	0	0	0	0	0	0	0	0	0	0	14
Total	4	1100	408	23	198	27	0	22	22	20	0	0	0	30	1854
Percent	0.2%	59.3%	22.0%	1.2%	10.7%	1.5%	0.0%	1.2%	1.2%	1.1%	0.0%	0.0%	0.0%	1.6%	
AM Peak	06:00	07:00	08:00	08:00	07:00	05:00		11:00	07:00	11:00				06:00	07:00
Vol.	1	101	32	4	19	8		3	6	3				5	165
PM Peak	18:00	16:00	16:00	13:00	16:00	12:00		12:00	12:00	13:00				13:00	16:00
Vol.	1	102	36	3	18	2		5	3	2				5	159

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
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Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

SB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/20/11	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	11	8	2	4	2	0	0	2	3	0	0	0	0	32
06:00	0	44	13	3	9	5	0	0	2	2	0	0	0	0	78
07:00	0	99	37	4	20	4	0	1	1	1	0	0	0	3	170
08:00	1	98	27	2	14	1	0	1	4	0	0	0	0	0	148
09:00	0	84	23	2	14	1	0	1	0	1	0	0	0	0	126
10:00	1	53	21	1	14	0	0	1	1	1	0	0	0	1	94
11:00	0	72	36	2	8	1	0	5	3	0	0	0	0	5	132
12 PM	0	63	23	0	15	1	0	1	0	1	0	0	0	3	107
13:00	1	83	33	3	18	1	0	3	1	1	0	0	0	1	145
14:00	0	54	25	1	10	1	0	1	2	0	0	0	0	0	94
15:00	1	79	37	2	17	0	0	0	0	0	0	0	0	0	136
16:00	0	101	32	3	18	0	0	0	0	2	0	0	0	3	159
17:00	1	106	44	4	16	0	0	2	0	0	0	0	0	3	176
18:00	0	64	30	1	13	0	0	2	0	0	0	0	0	2	112
19:00	0	52	13	1	14	0	0	0	1	0	0	0	1	3	85
20:00	0	34	10	0	5	0	0	0	1	0	0	0	0	0	50
21:00	0	27	5	0	2	0	0	0	0	0	0	0	0	0	34
22:00	0	10	8	0	2	0	0	0	0	0	0	0	0	1	21
23:00	0	14	4	1	3	0	0	0	0	0	0	0	0	0	22
Total	5	1164	433	32	216	17	0	18	19	12	0	0	1	25	1942
Percent	0.3%	59.9%	22.3%	1.6%	11.1%	0.9%	0.0%	0.9%	1.0%	0.6%	0.0%	0.0%	0.1%	1.3%	
AM Peak Vol.	08:00	07:00	07:00	07:00	07:00	06:00		11:00	08:00	05:00				11:00	07:00
PM Peak Vol.	13:00	17:00	17:00	17:00	13:00	12:00		13:00	14:00	16:00			19:00	12:00	17:00

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 Horseshoe Valley Resort Entrance

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7th Line - Coulson
 Horseshoe Valley Resort Entrance

SB	Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
	10/21/11	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
	01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	13	3	1	4	3	0	2	3	2	0	0	0	1	32
	06:00	0	39	22	3	15	2	0	2	1	0	0	0	0	0	84
	07:00	2	101	29	3	16	5	0	2	9	3	0	0	0	2	172
	08:00	1	101	32	5	13	2	0	2	1	0	0	0	0	1	158
	09:00	2	70	27	7	23	1	0	3	1	0	0	0	0	8	142
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		5	345	123	19	74	13	0	11	15	5	0	0	0	12	622
Percent		0.8%	55.5%	19.8%	3.1%	11.9%	2.1%	0.0%	1.8%	2.4%	0.8%	0.0%	0.0%	0.0%	1.9%	
AM Peak Vol.	07:00	07:00	08:00	09:00	09:00	07:00			09:00	07:00	07:00				09:00	07:00
PM Peak Vol.	2	101	32	7	23	5			3	9	3				8	172
Grand Total		25	4546	1668	132	817	107	0	109	89	58	0	0	2	126	7679
Percent		0.3%	59.2%	21.7%	1.7%	10.6%	1.4%	0.0%	1.4%	1.2%	0.8%	0.0%	0.0%	0.0%	1.6%	

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

NB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/17/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	84	18	0	10	0	0	0	0	1	0	0	0	2	115
12 PM	2	94	19	0	3	0	0	1	1	1	0	0	0	3	124
13:00	0	74	18	1	2	0	1	3	0	0	0	0	0	0	99
14:00	0	90	27	1	5	2	0	1	2	0	0	0	0	2	130
15:00	0	108	34	1	11	4	0	5	0	0	0	0	0	6	169
16:00	0	130	42	4	7	1	0	4	0	1	0	0	0	4	193
17:00	1	139	44	0	9	1	0	0	0	0	0	0	0	7	201
18:00	0	96	23	0	5	3	0	1	0	1	0	0	0	0	129
19:00	0	57	13	0	2	0	0	0	0	0	0	0	0	0	72
20:00	0	38	10	0	1	0	0	0	0	0	0	0	0	1	50
21:00	0	44	12	0	1	0	0	2	0	0	0	0	0	0	59
22:00	0	30	6	0	0	0	0	0	0	0	0	0	0	0	36
23:00	0	8	0	0	0	0	0	1	0	0	0	0	0	0	9
Total	3	992	266	7	56	11	1	18	3	4	0	0	0	25	1386
Percent	0.2%	71.6%	19.2%	0.5%	4.0%	0.8%	0.1%	1.3%	0.2%	0.3%	0.0%	0.0%	0.0%	1.8%	
AM Peak Vol.		11:00	11:00		11:00					11:00				11:00	11:00
PM Peak Vol.		12:00	17:00	17:00	16:00	15:00	15:00	13:00	15:00	14:00	12:00			17:00	17:00
AM Peak		84	18		10					1				2	115
PM Peak		2	139	44	4	11	4	1	5	2	1			7	201

County of Simcoe

Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

NB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/18/11	0	5	2	0	1	1	0	0	0	0	0	0	0	0	9
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	16	9	0	0	0	0	0	1	0	0	0	0	1	27
06:00	0	40	17	2	4	1	0	0	0	0	0	0	0	1	65
07:00	0	56	23	4	9	2	0	2	1	1	0	0	0	3	101
08:00	1	74	21	2	9	1	0	2	0	0	0	0	0	4	114
09:00	0	65	24	0	9	1	0	1	2	0	0	0	0	2	104
10:00	0	51	24	1	5	2	0	1	0	0	0	0	0	0	84
11:00	0	63	32	2	7	1	0	1	1	0	0	0	0	1	108
12 PM	0	69	32	1	5	0	0	3	1	1	0	0	0	1	113
13:00	0	68	22	1	2	1	0	3	0	1	0	0	0	1	99
14:00	0	74	26	1	13	0	0	3	1	0	0	0	0	2	120
15:00	0	114	27	1	10	1	0	3	1	1	0	0	0	2	160
16:00	0	123	40	4	10	1	0	0	0	0	0	0	0	2	180
17:00	1	141	44	0	8	3	0	1	0	0	1	0	0	5	204
18:00	0	96	26	0	5	0	0	0	0	1	0	0	0	1	129
19:00	0	74	11	0	4	0	0	0	1	0	0	0	0	0	90
20:00	0	55	9	0	3	0	0	0	0	1	0	0	0	2	70
21:00	0	34	8	0	1	0	0	0	0	0	0	0	0	0	43
22:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
Total	2	1267	409	19	105	15	0	20	9	6	1	0	0	28	1881
Percent	0.1%	67.4%	21.7%	1.0%	5.6%	0.8%	0.0%	1.1%	0.5%	0.3%	0.1%	0.0%	0.0%	1.5%	
AM Peak Vol.	08:00	08:00	11:00	07:00	07:00	07:00		07:00	09:00	07:00				08:00	08:00
PM Peak Vol.	17:00	17:00	17:00	16:00	14:00	17:00		12:00	12:00	12:00	17:00			17:00	17:00

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

NB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/19/11	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	11	10	0	0	0	0	0	0	0	0	0	0	0	21
06:00	0	32	11	1	1	0	0	0	0	1	0	0	0	1	47
07:00	2	61	32	3	7	0	0	2	0	0	0	0	0	4	111
08:00	1	50	25	2	9	0	0	1	0	0	0	0	0	3	91
09:00	0	68	18	1	2	2	0	1	0	0	0	0	0	0	92
10:00	0	71	22	0	8	2	0	1	0	0	0	0	0	3	107
11:00	0	66	18	2	11	0	0	1	2	0	0	0	0	2	102
12 PM	0	78	18	1	6	0	0	2	1	0	0	0	0	1	107
13:00	0	62	24	0	5	1	0	1	1	2	0	0	0	6	102
14:00	0	69	25	0	6	0	0	2	1	0	0	0	0	1	104
15:00	0	86	26	2	8	2	0	4	1	0	0	0	0	1	130
16:00	1	125	39	5	8	0	0	3	0	0	0	0	0	5	186
17:00	0	127	36	0	6	0	0	1	0	0	0	0	0	1	171
18:00	0	96	17	0	5	4	0	1	0	0	0	0	0	1	124
19:00	0	65	25	0	5	1	0	1	0	1	0	0	0	1	99
20:00	0	37	16	0	1	0	0	0	0	0	0	0	0	0	54
21:00	0	35	11	0	2	0	0	0	0	0	0	0	0	0	48
22:00	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
Total	4	1193	388	17	90	12	0	21	6	4	0	0	0	30	1765
Percent	0.2%	67.6%	22.0%	1.0%	5.1%	0.7%	0.0%	1.2%	0.3%	0.2%	0.0%	0.0%	0.0%	1.7%	
AM Peak Vol.	07:00	10:00	07:00	07:00	11:00	09:00		07:00	11:00	06:00				07:00	07:00
PM Peak Vol.	16:00	17:00	16:00	16:00	15:00	18:00		15:00	12:00	13:00				13:00	16:00

County of Simcoe

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County Road 22 - Fall 2011
7th Line - Coulson to
Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
Horseshoe Valley Resort Entrance

NB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/20/11	0	5	0	0	1	0	0	1	0	0	0	0	0	0	7
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	9	8	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	32	11	1	3	0	0	0	0	0	0	0	0	0	47
07:00	1	55	34	2	11	2	0	2	0	0	0	0	0	1	108
08:00	1	78	28	1	6	2	0	1	1	1	0	0	0	2	121
09:00	0	49	16	1	4	0	0	1	1	1	0	0	0	0	73
10:00	1	48	36	0	8	0	0	3	0	1	0	0	0	2	99
11:00	0	53	22	1	3	1	0	1	0	0	0	0	0	2	83
12 PM	0	65	27	1	4	1	0	3	2	0	0	0	0	3	106
13:00	0	72	28	2	10	0	0	2	2	0	0	0	0	3	119
14:00	1	79	38	4	3	0	0	3	1	0	0	0	0	1	130
15:00	0	97	41	1	8	0	0	2	0	0	0	0	0	1	150
16:00	0	125	39	5	6	0	0	1	0	0	0	0	0	1	177
17:00	2	145	32	1	7	3	0	1	0	2	0	0	0	2	195
18:00	1	97	24	0	4	1	0	1	0	0	0	0	0	1	129
19:00	0	80	20	0	1	0	0	0	0	0	0	0	0	1	102
20:00	0	48	12	0	3	0	0	1	0	0	0	0	0	0	64
21:00	0	26	9	0	1	0	0	1	0	0	0	0	0	0	37
22:00	0	19	8	0	2	0	0	1	0	0	0	0	0	1	31
23:00	0	15	7	0	1	0	0	0	0	0	0	0	0	0	23
Total	7	1218	440	20	87	10	0	25	8	5	0	0	0	21	1841
Percent	0.4%	66.2%	23.9%	1.1%	4.7%	0.5%	0.0%	1.4%	0.4%	0.3%	0.0%	0.0%	0.0%	1.1%	
AM Peak	07:00	08:00	10:00	07:00	07:00	07:00		10:00	02:00	08:00				08:00	08:00
Vol.	1	78	36	2	11	2		3	1	1				2	121
PM Peak	17:00	17:00	15:00	16:00	13:00	17:00		12:00	12:00	17:00				12:00	17:00
Vol.	2	145	41	5	10	3		3	2	2				3	195

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County Road 22 - Fall 2011
 7th Line - Coulson to
 Horseshoe Valley Resort Entrance

Site Code: 022 02

7th Line - Coulson
 Horseshoe Valley Resort Entrance

NB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/21/11	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	17	5	0	0	0	0	0	0	0	0	0	0	1	23
06:00	0	37	11	1	2	0	0	1	0	0	0	0	0	3	55
07:00	0	58	38	4	4	0	0	1	1	0	0	0	0	6	112
08:00	1	62	26	2	3	3	0	0	0	0	0	0	0	2	99
09:00	3	54	26	0	11	1	0	1	0	2	0	0	0	2	100
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	249	110	7	20	4	0	3	1	2	0	0	0	14	414
Percent	1.0%	60.1%	26.6%	1.7%	4.8%	1.0%	0.0%	0.7%	0.2%	0.5%	0.0%	0.0%	0.0%	3.4%	
AM Peak	09:00	08:00	07:00	07:00	09:00	08:00		06:00	07:00	09:00				07:00	07:00
Vol.	3	62	38	4	11	3		1	1	2				6	112
PM Peak															
Vol.															
Grand Total	20	4919	1613	70	358	52	1	87	27	21	1	0	0	118	7287
Percent	0.3%	67.5%	22.1%	1.0%	4.9%	0.7%	0.0%	1.2%	0.4%	0.3%	0.0%	0.0%	0.0%	1.6%	

APPENDIX B

Performance Curves

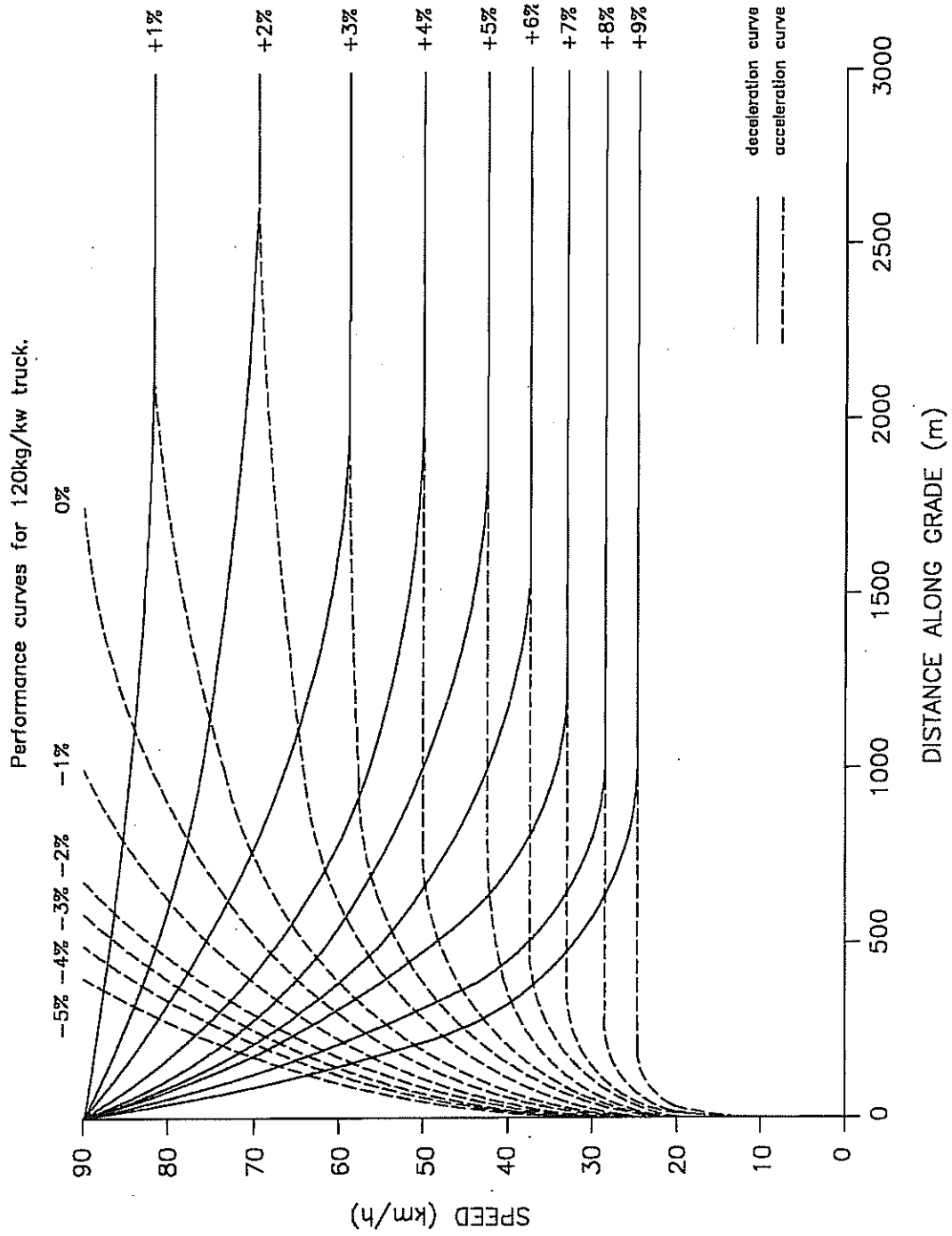
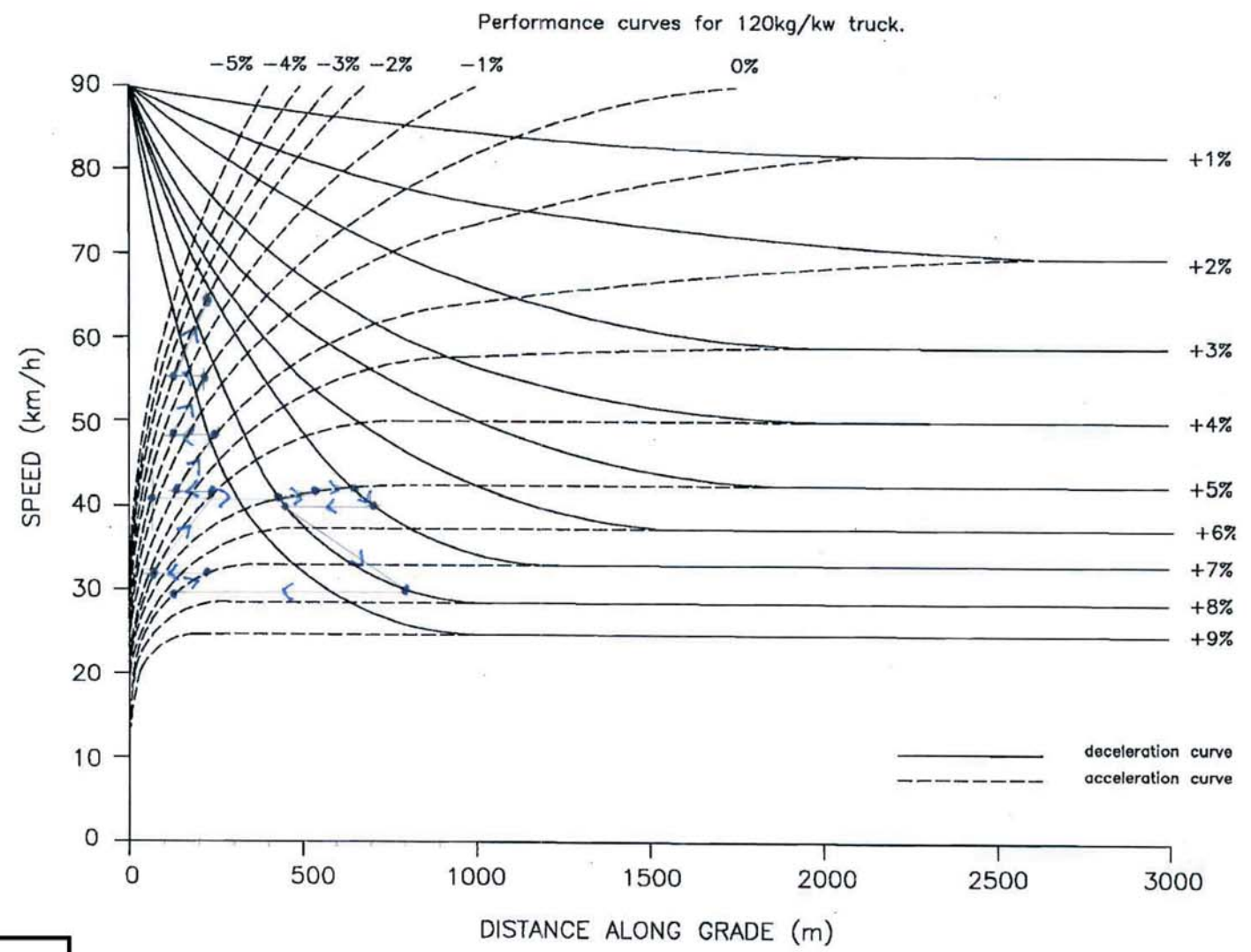


Figure J2A-2
Performance Curves for 120 kg/kW Truck.

94-06

J2A-3

Figure J2A-2
Performance Curves for 120 kg/KW Truck.



County Road 22 - Horseshoe Valley Road
 Direction: Westbound
 Performance Curve: 120 kg/KW

Length of Road Segment (m)	% Grade	Ave Grade	Speed @ End of Segment (km/h)
71	0%		41
90	5%		42
59	7%		40
365	8%		29
126	7%		32
146	4%		42
109	2%		48
90	0%		55
100	-2%		65

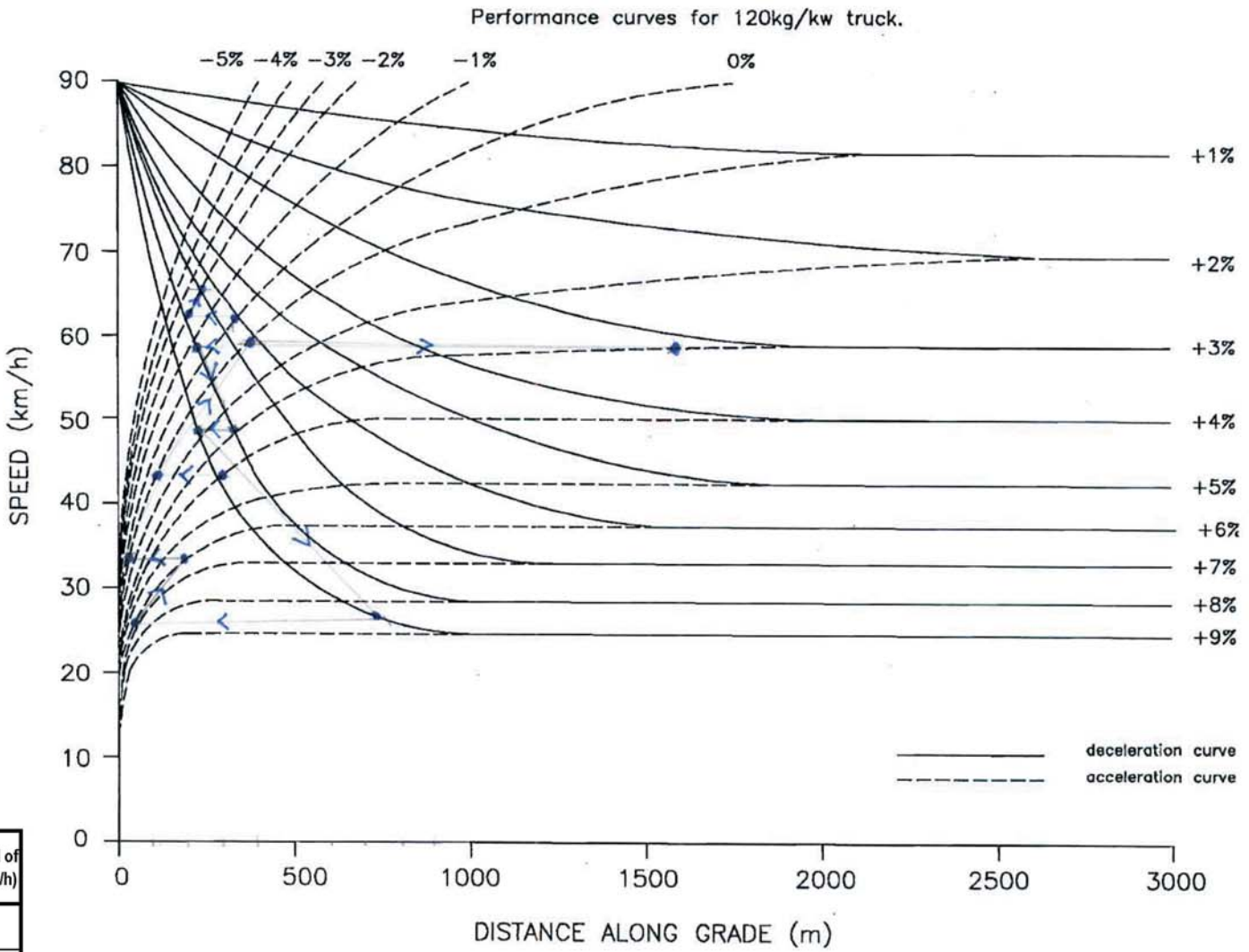
94-06

J2A-3

Figure J2A-2
Performance Curves for 120 kg/kW Truck.

County Road 22 - Horseshoe Valley Road
Direction: Eastbound
Performance Curve: 120 kg/KW

Length of Road Segment (m)	% Grade	Ave Grade	Speed @ End of Segment (km/h)
45	0%	4%	42
248	5%		
271	1%	5%	59
85	3%		
103	8%	6%	49
282	10%		
153	10%	7%	25
81	10%		
55	9%	8%	33
54	7%		
49	5%	9%	62
38	4%		
300	0%	-3%	65
25	-3%		



APPENDIX C

Location Ranking by Number of Collisions



LOCATION RANKING BY NUMBER OF COLLISIONS

Collision Rank

FROM: January 01, 2001

TO: December 31, 2011

Location ID	Description	Municipality	Number of Collisions
6795	HORSESHOE VALLEY ROAD W btwn BIRCH GROVE DRIVE & LINE 3 N	Oro-Medonte	43
6934	HORSESHOE VALLEY ROAD W btwn LINE 1 N & PENETANGUISHENE R	Oro-Medonte	22
6636	HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & COU	Oro-Medonte	20
6486	HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N	Oro-Medonte	20
7120	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 S & OLD SECOND N	Springwater	16
7394	HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & GILL ROAD	Springwater	15
INT6057	CROSSLAND ROAD @ HORSESHOE VALLEY ROAD W	Springwater	12
INT4219	HORSESHOE VALLEY ROAD W @ LINE 6 N	Oro-Medonte	11
7611	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & GILL ROAD	Springwater	11
6967	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & PROCEE CIRCL	Oro-Medonte	10
6797	HORSESHOE VALLEY ROAD W btwn LINE 2 N & LINE 3 N	Oro-Medonte	9
6853	HORSESHOE VALLEY ROAD W btwn LINE 1 N & LINE 2 N	Oro-Medonte	9
7267	HORSESHOE VALLEY ROAD W btwn FOX FARM ROAD & OLD SECOND	Springwater	9
6324	HORSESHOE VALLEY ROAD E btwn LINE 7 N & LINE 8 N	Oro-Medonte	9
5639	HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 12 N	Oro-Medonte	9
INT4497	HORSESHOE VALLEY ROAD W @ LINE 3 N	Oro-Medonte	9
INT4584	HORSESHOE VALLEY ROAD W @ PENETANGUISHENE ROAD	Oro-Medonte	9
INT4195	HORSESHOE VALLEY ROAD W @ LINE 6 N	Oro-Medonte	8
INT4715	HORSESHOE VALLEY ROAD W @ OLD SECOND S	Springwater	7
6564	HORSESHOE VALLEY ROAD W btwn CATHEDRAL PINES ROAD & TRILL	Oro-Medonte	7
6408	HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 7 N	Oro-Medonte	6
6149	HORSESHOE VALLEY ROAD E btwn LINE 8 N & LINE 9 N	Oro-Medonte	6
6948	HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PENETANGUIS	Oro-Medonte	6

Location ID	Description	Municipality	Number of Collisions
8868	HORSESHOE VALLEY ROAD W btwn GOLF COURSE ROAD & VESPRA V	Springwater	6
9019	HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & VESPRA VA	Springwater	5
INT3714	HORSESHOE VALLEY ROAD E @ LINE 12 N	Oro-Medonte	5
INT4137	HORSESHOE VALLEY ROAD W @ LINE 7 N	Oro-Medonte	5
6420	HORSESHOE VALLEY ROAD W btwn LINE 6 N & LINE 6 N	Oro-Medonte	5
6527	HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL	Oro-Medonte	4
5893	HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 11 N	Oro-Medonte	4
6023	HORSESHOE VALLEY ROAD E btwn LINE 10 N & LINE 9 N	Oro-Medonte	4
4971	HORSESHOE VALLEY ROAD E btwn LINE 13 N & OLIVE DRIVE	Oro-Medonte	4
8677	HORSESHOE VALLEY ROAD W btwn COUGHLIN ROAD & GOLF COURSE	Springwater	4
7940	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY ROAD	Springwater	4
INT3863	HORSESHOE VALLEY ROAD E @ LINE 10 N	Oro-Medonte	4
9158	HORSESHOE VALLEY ROAD W btwn CROSSLAND ROAD & HIGHWAY 2	Springwater	3
INT4536	HORSESHOE VALLEY ROAD W @ LINE 1 N	Oro-Medonte	3
8280	HORSESHOE VALLEY ROAD W btwn NURSERY ROAD & WILSON DRIVE	Springwater	3
8452	HORSESHOE VALLEY ROAD W btwn ALEXANDER STREET & WILSON DRIVE	Springwater	3
6685	HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH ROAD	Oro-Medonte	3
4822	HORSESHOE VALLEY ROAD E btwn EDITH DRIVE & HIGHWAY 12	Oro-Medonte	2
6492	HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 5 N	Oro-Medonte	2
6435	HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N	Oro-Medonte	2
INT4326	CATHEDRAL PINES ROAD @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4384	COUNTRY CLUB LANE @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4386	HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL	Oro-Medonte	2
INT4261	HORSESHOE VALLEY ROAD W @ LINE 5 N	Oro-Medonte	2
INT3910	HORSESHOE VALLEY ROAD E @ LINE 9 N	Oro-Medonte	2
INT4008	HORSESHOE VALLEY ROAD E @ LINE 8 N	Oro-Medonte	2

Location ID	Description	Municipality	Number of Collisions
INT4929	GILL ROAD @ HORSESHOE VALLEY ROAD W	Springwater	2
INT5514	HORSESHOE VALLEY ROAD W @ WILSON DRIVE	Springwater	2
INT4619	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4632	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	2
INT4648	HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W	Springwater	2
INT4641	HIGHWAY 400 S @ HORSESHOE VALLEY ROAD W	Springwater	1
INT4611	HIGHWAY 400 N @ HORSESHOE VALLEY ROAD W	Oro-Medonte	1
INT5799	GOLF COURSE ROAD @ HORSESHOE VALLEY ROAD W	Springwater	1
INT3797	HORSESHOE VALLEY ROAD E @ LINE 11 N	Oro-Medonte	1
INT3808	HORSESHOE VALLEY ROAD E @ LINE 11 N	Oro-Medonte	1
9218	HORSESHOE VALLEY ROAD W btwn HIGHWAY 26 & HIGHWAY 26	Springwater	1
INT3563	EDITH DRIVE @ HORSESHOE VALLEY ROAD E	Oro-Medonte	1
INT3577	HORSESHOE VALLEY ROAD E @ OLIVE DRIVE	Oro-Medonte	1
INT3612	HORSESHOE VALLEY ROAD E @ LINE 13 N	Oro-Medonte	1
INT4293	HORSESHOE VALLEY ROAD W @ TRILLIUM TRAIL	Oro-Medonte	1
6332	HORSESHOE VALLEY ROAD W btwn LINE 7 N & LINE 7 N	Oro-Medonte	1
5148	HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 13 N	Oro-Medonte	1
5295	HORSESHOE VALLEY ROAD E btwn CATHERINE STREET & LINE 12 N	Oro-Medonte	1
5686	HORSESHOE VALLEY ROAD E btwn LINE 11 N & LINE 11 N	Oro-Medonte	1
6954	HORSESHOE VALLEY ROAD W btwn BEACOCK ROAD & PROCEE CIRC	Oro-Medonte	1
6979	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 N	Oro-Medonte	1
7009	HORSESHOE VALLEY ROAD W btwn HIGHWAY 400 N & HIGHWAY 400 S	Oro-Medonte	1
6638	HORSESHOE VALLEY ROAD W btwn COUNTRY CLUB LANE & PINE RID	Oro-Medonte	1

TOTAL COLLISIONS: 398

Appendix L

Intersection Control Study and Peer Review



Prepared for



County Road 22 Intersection Control Value Engineering Study

September 2016

Submitted by



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Reference No. 2131-00262-00



Executive Summary

McElhanney Consulting Services Ltd. has been retained to study County Road 22 (Horseshoe Valley Road West) in the community of Horseshoe Valley in order to determine the preferred long-term intersection control at three intersections along County Road 22 in the County of Simcoe: 3rd Line, Horseshoe Valley Resort Entrance, and 4th Line.

Warrants for truck climbing lanes have been met and, at 3rd Line, a new signalized intersection has been recommended. Because of significant resident concerns regarding excessive speeding on the corridor – 15% of drivers travel at 97 km/h or faster where the speed limit is 70 km/h – roundabout concepts were developed based on future traffic forecasts and truck climbing lane design requirements. Construction cost estimates were developed by Ainley Group. If roundabouts were constructed at all three locations, the additional cost would be approximately \$660,000 – not prohibitively expensive.

Future societal costs of collisions were not able to be reliably estimated due to limitations in collision modelling for the unique safety performance characteristics in the study area; most of the historical collision history can be attributed to speed along the corridor, and intersection collision data was less severe than midblock locations. However, roundabouts force all traffic to slow down for intersections – excessive speeding is impossible without losing control of a vehicle – and if the current average speed of 85 km/h can be decreased by 5 to 10 km/h or more, the reduction in societal costs of collisions could reach millions of dollars over the typical 30-year study period. Considering the higher construction costs of roundabouts compared to potential safety benefits, the payback period is less than 5 years.

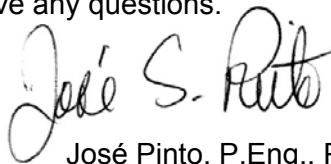
Lastly, a qualitative value analysis was conducted to evaluate a broad range of criteria for stop control, signal control, and roundabout alternatives. Overall, roundabouts have the highest long-term value.

The main differentiator in choosing between intersection control alternatives is future safety performance. Given the societal costs of collisions and the established relationships between speed and safety performance, the key engineering opinion of this study is the effect that various intersection control alternatives would have to reduce average operating speed through the entire study site, not just at major intersections. Roundabouts are the only alternatives that would result in significant intersection-specific safety benefits as well as meaningful traffic calming effects beyond the intersections. Although the magnitude of the traffic calming effects cannot be estimated with a high degree of accuracy, roundabouts would reasonably cause a reduction from the current 85 km/h average operating speed of at least 5 to 10 km/h. In addition to the slow speeds through the roundabouts themselves, the overall safety effect can be regarded as sufficiently large to justify the added construction costs.

Accordingly, it is recommended that roundabouts be constructed at the intersections of County Road 22 at 3rd Line, Horseshoe Valley Resort Entrance, and 4th Line, all with single-lane entries except for the eastbound entry at 4th Line which requires two lanes to accommodate the truck climbing lane. Please contact the undersigned should you have any questions.



Clayton Rudy, P.Eng.
Transportation Engineer



José Pinto, P.Eng., PTOE
Senior Transportation Engineer

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1 INTRODUCTION

1.1 LOCATION

County Road 22, also known as Horseshoe Valley Road West, is an east-west highway located approximately 20 kilometres due north of the City of Barrie. The study site is 3 kilometers long and centrally-located in the community of Horseshoe Valley in the Township of Oro-Medonte, shown below in Figure 1-1 [1]. This study targets three intersections along County Road 22, as shown in Figure 1-2 [1]: the intersection of County Road 22 and 3rd Line; the intersection of County Road 22 with Horseshoe Valley Resort Entrance (Birch Grove Drive); and the intersection of County Road 22 with 4th Line (south leg) and Cathedral Pines Road (north leg).

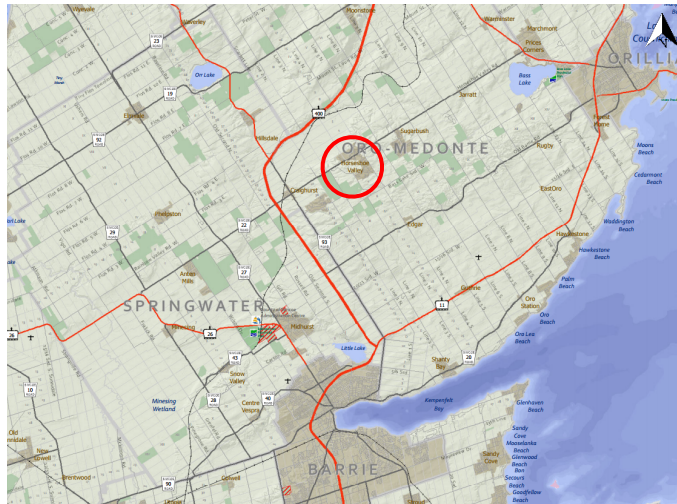


Figure 1-1: Project Location



Figure 1-2: Study Site

1.2 CONTEXT & PROJECT SETTING

1.2.1 Physical Corridor Conditions

County Road 22 is classified as a Primary Arterial Road in the County of Simcoe’s Transportation Master Plan [2, pp. 5-45]. West of the study site, County Road 22 interchanges with Highway 400 and continues eastward through the town of Craighurst before re-entering a rural context posted at 80 km/h.

County Road 22 intersects with 2nd Line approximately 3 kilometres east of the Highway 400 interchange, then intersects with 3rd Line approximately 100 metres east of 2nd Line. Despite the relatively close spacing between the 2nd Line and 3rd Line intersections, the 2nd Line intersection will have minimal impact on this study as it is an abandoned, unmaintained dirt road right-of-way.

County Road 22 crests at the top of a hill 500 metres east of its intersection with 3rd Line and the posted speed limit reduces to a 70 km/h for the remainder of the study area. A 1 kilometre descent into Horseshoe Valley begins after the crest at grades reaching 7.8%, as shown by the study site road profile in Figure 1-3. The intersection of Horseshoe Boulevard lies at the bottom of the valley (sag curve) and has an eastbound right-turn lane to accommodate traffic turning from County Road 22 onto Horseshoe Boulevard.



Figure 1-3: County Road 22 Study Site Profile

Continuing 1.5 kilometers east, County Road 22 rises toward the intersection of 4th Line and Cathedral Pines Road at a maximum grade of 10.3%. No turning lanes have been constructed at this intersection, but wide gravel shoulders allow drivers to move out of the through travel lanes to complete turning manoeuvres.

The rural arterial setting of County Road 22 does not change substantially through the 3 kilometer study area: posted speeds are relatively consistent, all crossroads are stop-controlled, development is sporadic, and the rolling topography and adjacent mostly forested area are consistent.

The study corridor contains several minor intersections that are signed with ‘hidden intersection’ warnings due to poor conspicuity and approaching sightlines. Considering the number of minor intersections combined with the road profile provided in Figure 1-3, difficult operating conditions for truck and general purpose traffic occurs throughout the study site. In particular, truck traffic would likely have a difficult time climbing the valley grades, maintaining consistent speed at the posted limit on downgrades, and adjusting speed for turning traffic. Consequently, the profile of County Road 22 and the poor sight lines throughout the corridor are likely contributing factors to the observed collision rates that will be discussed in detail in Section 3.2.

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1.2.2 Corridor Traffic Composition and Development

Traffic through the study site is a mixture of trucks (approximately 10% by volume [3]), residential traffic for community of Horseshoe Valley, and tourist traffic that is primarily destined for the Horseshoe Valley Ski Resort during the winter.

The annual population growth rate is projected to be 1.5% in the Township of Oro-Medonte and steady development is planned near County Road 22, as illustrated in Figure 1-4 [3]. This growth and development will contribute to increasing turning traffic volumes at all three study intersections.

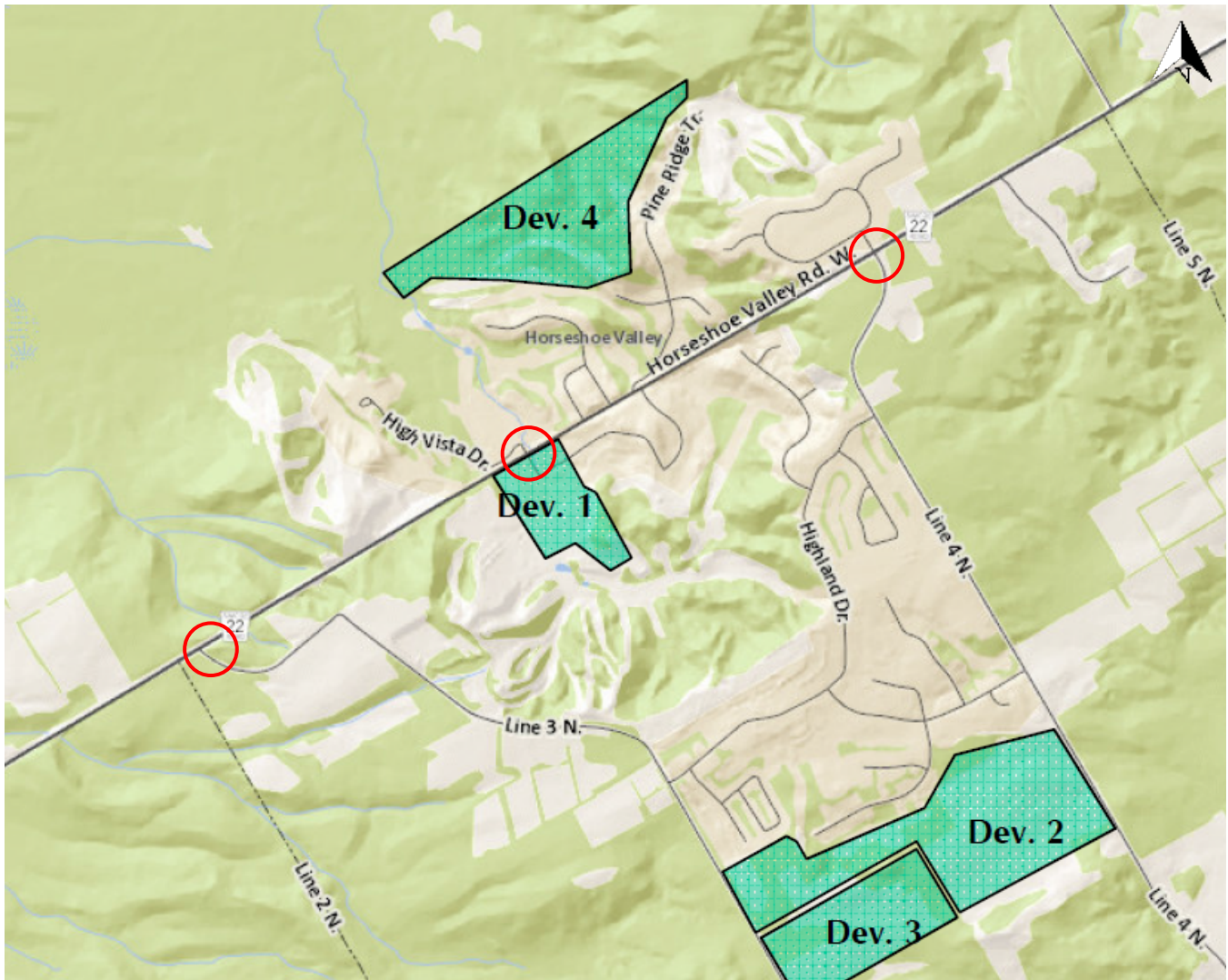


Figure 1-4: Future Development Plans

1.3 STUDY NEED & SCOPE

This study originated from a *Municipal Class Environmental Assessment* (EA) initiated by the County of Simcoe with the goal of improving traffic safety along County Road 22. Specifically, the interaction of growing general-purpose and heavy-truck traffic on a two-lane road with steep grades gave rise to safety concerns [4, p. 7]. In addition, concern for pedestrian and cyclist safety was also noted.

The EA comprises of two projects: Project A involved truck climbing lanes; and Project B involved intersection improvements. This study focuses on the intersection improvements component.



Figure 1-5: Two-part Scope of Environmental Assessment

Ainley Group completed a *Haul Route Assessment* [5] and a *Traffic Impact Study* [3] that recommended the construction of truck climbing lanes. The *Haul Route Assessment* was peer reviewed by an external consultant [6], which confirmed the need for truck climbing lanes [7]. With signalization being warranted at some of the intersections, the County requested that roundabouts be studied for the higher-volume intersections and some preliminary roundabout analysis was completed [8].

Due to the potential safety benefits of roundabouts, Ainley Group retained McElhanney Consulting Services Ltd. (McElhanney) to consider roundabouts at all three study intersections in the community of Horseshoe Valley through the completion of an *Intersection Control Study* (ICS). Truck climbing lanes can be incorporated relatively independently of roundabout alternatives but are more influential at signaled intersections; therefore intersection recommendations may have an impact on how truck climbing lanes are implemented.

2 DEVELOPMENT OF INTERSECTION CONTROL ALTERNATIVES

Various intersection control alternatives were developed by analyzing peak hour operations using turning movement projections for a forecast year of 2033 as outlined in Figure 8 of the April 2014 *Traffic Impact Study* (TIS). No significant pedestrian or cyclist activity that would notably impact vehicle operations was noted. For comparative purposes, all intersection control alternatives are carried through this study analysis process.

2.1 STOP CONTROL

The TIS recommended retaining the current two-way stop control at the County Road 22 intersections with Horseshoe Valley Resort Entrance and of 4th Line with the following configurations:

- Horseshoe Valley Resort Entrance intersection
 - Eastbound: one left-turn lane, one through lane, one right-turn lane
 - Westbound: one left-turn lane and one shared through/right-turn lane
 - Northbound: one left-turn lane and one shared through/right-turn lane
 - Southbound: one shared lane for all movements
- 4th Line intersection
 - Eastbound: one left-turn lane, one through lane, and one right-turn lane
 - Westbound: one left-turn lane, one through lane, and one through lane
 - Northbound and southbound: one shared lane for all movements

County Road 22 would remain free-flow at both locations and specific geometrics considering approach grades are listed in the conclusions of the aforementioned study. Truck climbing lanes were recommended through the intersections and are expected to have negligible impact on the proposed lane configurations based on the TIS.

2.2 SIGNAL CONTROL

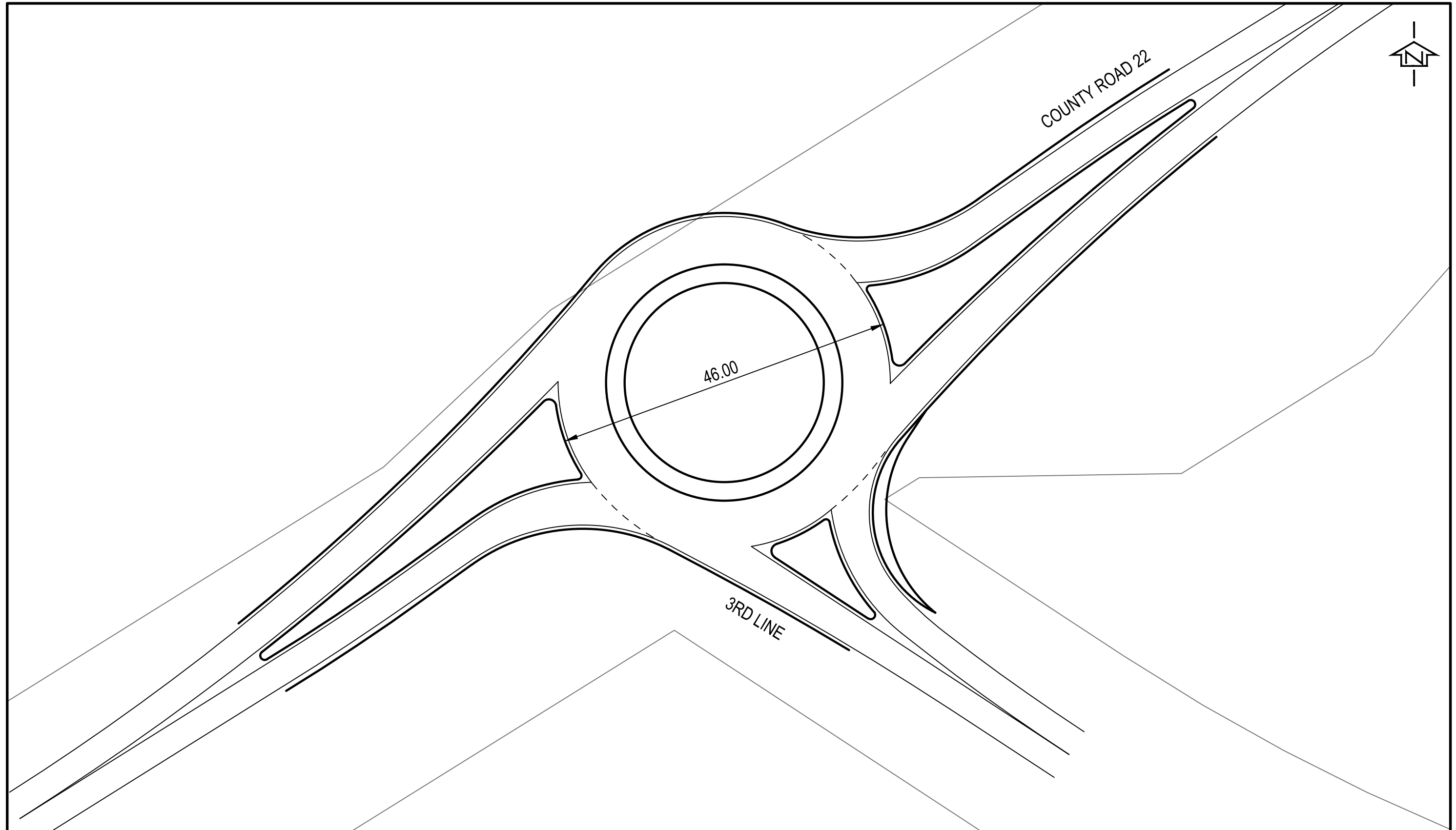
The TIS also recommended traffic signals for the intersection of County Road 22 and 3rd Line. The following geometric features for the T-intersection are listed in the conclusions of the aforementioned study:

- Eastbound: one right-turn lane and one through lane
- Westbound: one left-turn lane and one through lane
- Northbound: one left-turn lane and one right-turn lane

The incorporation of truck climbing lanes were recommended in the form of one additional through lane at the signal-controlled intersection. Signal timing/phasing was not expected to be impacted by the truck climbing lanes, though additional effort would be required for signage and markings to encourage proper use.

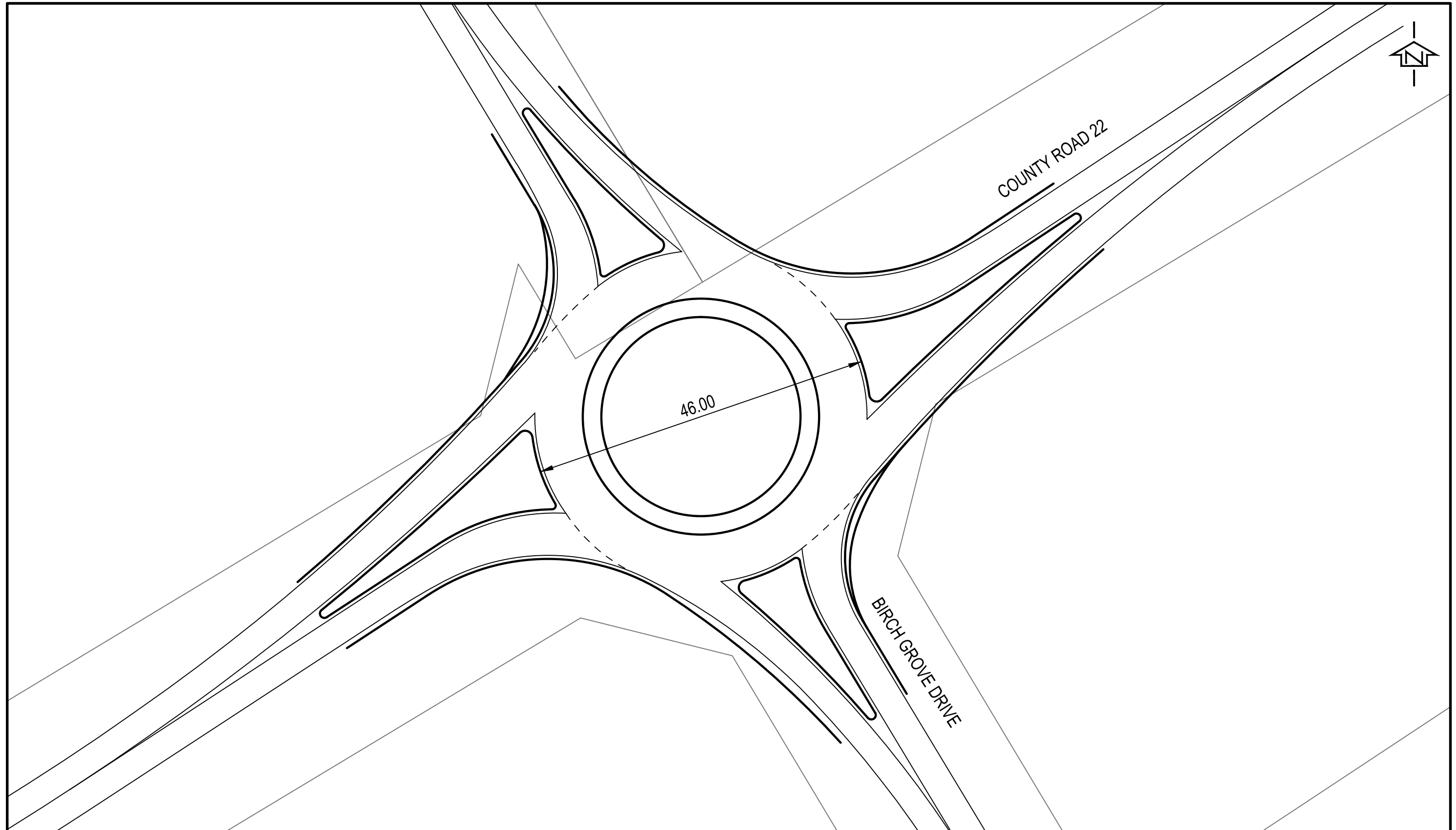
2.3 ROUNDABOUT

Roundabouts were proposed later in the project as a potential alternative to address safety concerns. The lane configurations illustrated in Figures 2-2 to 2-4 were developed by evaluating forecasted peak-hour traffic operations and safety considerations that are discussed in detail in the following sections.



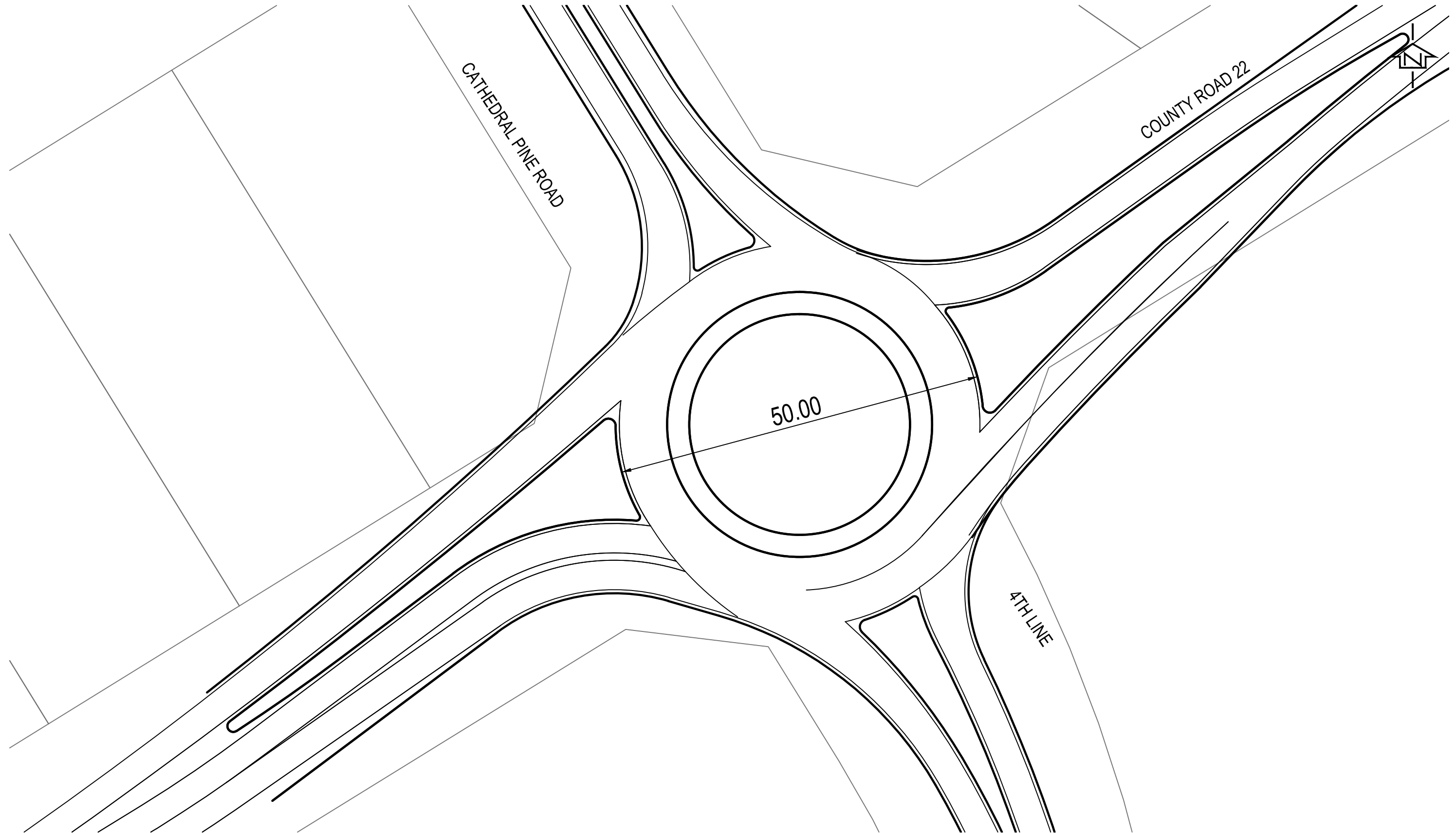
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Figure 2-1: Roundabout Concept at County Road 22 and 3rd Line



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Figure 2-2: Roundabout Concept at County Road 22 and Birch Grove Drive



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Figure 2-3: Roundabout Concept at County Road 22 and 4th Line

3 INTERSECTION CONTROL EVALUATION

Given the precise focus of this study and the main question of choosing between a signalized intersection or roundabout, the following key features are analyzed and compared to determine a preferred solution:

- Peak-hour traffic operations (vehicle queuing and delay)
- Future safety performance
- Capital cost estimates
- Operations and maintenance costs

3.1 PEAK-HOUR TRAFFIC ANALYSIS

3.1.1 Signal and Stop Control Analysis

Ainley completed a peak-hour capacity analysis for the non-roundabout alternatives using Synchro. Results from their *Traffic Impact Assessment* are provided in Appendix A. Their results are presented in Table 3-1 for the 2033 forecast horizon year using Level of Service (LOS) for a measure of effectiveness, where LOS A reflects very low vehicle delay and LOS F reflects very high delay.

Table 3-1: 2033 Peak-hour Capacity Analysis Results – Stop and Signal Control Alternatives

Intersection	Intersection Control	Level of Service (LOS)	
		AM	PM
3 rd Line	Signal	B	B
Horseshoe Valley Resort Entrance	Stop	A	A
4 th Line	Signal	A	A

The results from the Ainley *Traffic Impact Assessment* indicate that all intersections would perform with relatively low delay and high residual capacity¹ during peak-hour operations in the forecast year 2033.

¹ Residual capacity can be thought of as “leftover capacity”, and is useful to consider if a small increase of the forecasted traffic volumes could lead to severe congestion along a road or at an intersection. At LOS ‘A’ and ‘B’, residual capacity is very high.

3.1.2 Roundabout Analysis

Several different capacity models exist for roundabout capacity analysis. McElhanney completed a capacity analysis on the roundabout alternatives using the British capacity model contained in the Arcady software package, which is standard practice by MTO. Detailed results of this analysis are included in Appendix A and summarized below in Table 3-2.

Table 3-2: 2033 Peak-hour Capacity Analysis Results – Roundabout Alternatives

Intersection	Level of Service (LOS)	
	AM	PM
3 rd Line	A	B
Horseshoe Valley Resort Entrance	A	A
4 th Line	A	A

Roundabouts are expected to operate with very little delay, very high residual capacity, and have comparable level of service estimates to the non-roundabout alternatives for projected 2033 peak hour traffic volumes. Although off-peak turning movement forecasts were not provided, roundabouts would likely have slightly higher average delay during off-peak hours compared to non-roundabout alternatives since through traffic would be forced to slow down regardless of the presence of turning traffic.

At the 4th line intersection specifically, a roundabout would operate with LOS ‘A’ – i.e. very little delay – in either a single-lane or partial multilane configuration. It is standard practice to only provide the smallest number of lanes required for acceptable traffic operations at a roundabout; additional lanes can significantly increase construction costs, maintenance costs, and societal costs of collisions. For example, in Table 14-4 of the *Highway Safety Manual* [9], Crash Modification Factors are significantly “worse” (higher crash rates) for two-lane roundabouts than for comparable one-lane roundabouts. Furthermore, Safety Performance Functions in NCHRP Report 672 also demonstrate significantly better safety performance for single-lane roundabouts when compared to two-lane and three-lane roundabout models.

This being said, other considerations may suggest additional entry lanes for some or all roundabout approaches such as accommodation of oversize vehicles, lane continuity concerns, continuation of truck climbing lanes, or when maintaining very low delays or queues is critical.

3.2 SAFETY PERFORMANCE

3.2.1 Collision Analysis

Where available, collision data was provided by the County of Simcoe for the 11 year period from January 1, 2001, to December 31, 2011 [10] for 72 intersections and road segments along County Road 22. The total number of collisions were tallied by location, then each location was ranked in order of location with the most collisions to location with the least collisions. The total collisions at the three study intersections and their ranking along the corridor are summarized in Table 3-3.

Table 3-3: Intersection Collisions over 11 Years

Intersection	Total Collisions	Rank	Non-fatal Injury Collisions	Fatal Collisions
3 rd Line	9	16	3	0
Horseshoe Valley Resort Entrance	0	n/a	0	0
4 th Line	2	41	0	0

*Collisions are normally classified as either causing property damage only, causing one or more personal injuries, or causing one or more fatalities.

The collisions noted in Table 3-3 occurred over a span of 11 years, therefore the average annual collision rates are not very concerning. However, this data does not include collisions occurring between the study intersections. The distinction between a collision that is influenced by the presence of an intersection and a collision that occurs independently of an intersection can be difficult to determine, particularly when a low-severity collision does not warrant as much attention as a more serious collision. Collisions between the three study intersections are outlined in Table 3-4.

Table 3-4: Midblock Collisions over 11 Years

Midblock Segment	Total Collisions	Rank	Non-fatal Injury Collisions	Fatal Collisions
3 rd Line to Horseshoe Valley Road Resort Entrance	43	1	3	0
Horseshoe Valley Road Resort Entrance to 4 th Line	28	2*	11	1

*Combined collisions between Horseshoe Valley Resort Entrance and 4th Line, including all minor intersections between

Grouping midblock collisions with those occurring at minor intersections (Beechwood Road, Maplecrest Court, Pine Ridge Trail, and Country Club Lane) within the midblock segment presents a different picture of safety performance through the study area, as shown in Table 3-5 with the total of all collisions in the study area. With 18% (17 of 93) of the County's non-fatal injury collisions and one of the two fatal collisions over eleven years, this indicates that the County Road 22 corridor has safety performance issues that are not exclusive to the intersections that are the main focus of this study.

Table 3-5: Total Collisions over Eleven Years Within Study Area

Total Collisions	Property-damage-only	Non-fatal Injury Collisions	Fatal Collisions
82	64	17	1

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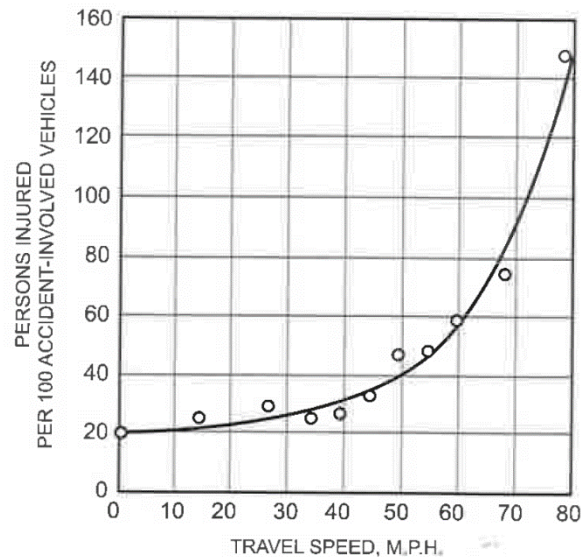
Although the available data is nearly 4 years out of date – meaning that the most recent safety performance cannot be evaluated – it is reasonable to assume that the past safety trend identified in this dataset would likely continue forward to current-day conditions. With increasing corridor traffic due to development, tourism, and commerce, the safety risks along this section of County Road 22 can be expected to be therefore likely to worsen if the corridor remains in its current state.

It is often possible to continue a data-driven collisions analysis through the application of one or more collision models that are appropriate for the conditions. These models would be applied to projected traffic volumes to assist with the evaluation of alternatives through comparison of expected future collision frequencies and severities. The societal costs of collisions may then be applied to the expected collision outcomes of each alternative to justify implementation, as outlined in the industry-standard process presented in the *Highway Safety Manual* [9].

However, the characteristics along this section of County Road 22 are sufficiently different from the sample of roads used to generate typical collision models. A different traffic composition with a higher proportion of trucks, relatively severe grades, multiple minor intersections located between relatively major intersections, a high proportion of turning traffic, and significant speeding through a rural setting combine to create a unique scenario in terms of safety performance. Consequently, a quantified and costed estimation of safety performance cannot be reliably calculated because no model currently exists that accurately predicts safety performance in these conditions. Therefore, in the absence of a reliable quantitative evaluation, human factors engineering² principles must be applied to qualitatively evaluate future safety performance.

3.2.2 The Effects of Speed on Safety Performance

A key determinant of the severity of collisions is the impact energy, which is proportional to vehicle



speeds: $Energy = \frac{1}{2}(mass)(velocity)^2$. Figure 3-1 illustrates the effect of speed on injury rates [11].

² “Human factors engineering” is a recognized subset of transportation engineering that considers the physical and mental strengths and weaknesses which affect the way that humans behave and interact with, in this case, the road environment. It is an inter-disciplinary field that applies knowledge from psychology, physiology, anthropometry, and kinesiology to engineering design. [16]

Figure 3-1: Relationship between Speed and Injury Rate

The County of Simcoe collected speed data for 15,448 vehicles travelling along County Road 22 [12] which is summarized below in Table 3-6 and Table 3-7. While the posted speed limit is 70 km/h through the study area, most vehicles (59 percent) were observed traveling at speeds ranging from 76 km/h to 93 km/h (Table 3-6).

Table 3-6: Vehicle Speed Distribution on County Road 22

Speed Bands (km/h)	<49	49-57	58-66	67-75	76-84	85-93	94-102	103-111	112-120	>121
Percent of vehicles	2%	1%	3%	13%	28%	31%	17%	5%	0.4%	0.04%

The 85th percentile is the speed at which 85 percent of traffic is observed travelling at or under. This reflects the operating speed at which most drivers typically feel comfortable. The corridor speed study presented an 85th percentile of 97 km/h, as presented in Table 3-7. This indicates a strong tendency for excessive speeds through the study corridor, as well as high speed differentials (differences in speed between two vehicles, which also leads to increased risk of collisions).

Table 3-7: Vehicle Speed Statistics on County Road 22

Speed Statistic	Calculated Value (km/h)
25 th percentile	78
Average	85
50 th percentile	86
85 th percentile	97
Maximum	>121

As discussed in the *Highway Safety Manual* [9, pp. 3-50 to 3-57], changes to the average operating speed have a power-order relationship. For example, the relationship between change in average operating speed and fatal-plus-injury collisions was determined to have an approximately 2nd order power relationship. In the example provided below, this 2nd order power relationship means that reducing the average operating speed from 85 km/h to 70 km/h (the posted speed limit) would be expected to yield a 31% reduction in collisions.

$$\left(\frac{\text{Average operating speed of a roadway after}}{\text{Average operating speed of a roadway before}} \right)^\alpha = \text{Collision factor}$$

$$\left(\frac{70 \frac{\text{km}}{\text{h}}}{85 \frac{\text{km}}{\text{h}}} \right)^{1.9} = 0.69 = 31\% \text{ reduction}$$

The constant and excessive speeding behaviour along with the high speed differentials are very likely linked to the frequency and severity of observed collisions within the study area. The equation above is applied to different collision severities (Table 3-8) and different reductions in average operating speed to determine the collision reduction potential for each severity of collision (Table 3-9), which will be

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used to determine societal costs of collisions in Section 3.3; no models/equations are available to quantify the effects of reducing speed differentials.

Table 3-8: Estimates of α Exponent

Confidence	α -value				
	Fatal Collision	Non-fatal Injury Collision			Property-damage-only Collision
		Serious Injury	Slight Injury	Average Injury	
Mean value (2.5 percentile, 97.5 percentile)	3.6 (2.4, 4.8)	2.0 (0.7, 3.3)	1.1 (0, 2.4)	1.55 (0.35, 2.85)	1.0 (0, 2.0)

Table 3-9: Collision Reduction due to Reduction in Average Operating Speed

Reduction in Average Speed	Reduction in Collision Frequency Average % (2.5 percentile, 97.5 percentile)		
	Fatal Collisions	Non-fatal Injury Collisions	Property-damage-only Collisions
5 km/h	20% (14%, 25%)	9% (2%, 16%)	6% (0%, 11%)
10 km/h	36% (26%, 45%)	18% (4%, 30%)	12% (0%, 22%)
15 km/h	50% (37%, 61%)	26% (7%, 42%)	18% (0%, 32%)
20 km/h	62% (47%, 72%)	34% (9%, 53%)	24% (0%, 42%)
25 km/h	71% (57%, 81%)	42% (11%, 63%)	29% (0%, 50%)

3.2.3 Human Factors Evaluation

A basic tenant of the drivers' choice of speed is that drivers will tend to operate in accordance with their perception of logical behaviour and in order to reach their goals [13] [14]. Drivers are seeking to arrive at their destination as quickly as possible, and the steep downgrade on a tangent (straight) section of roadway facilitates a high rate of speed while still maintaining an adequate degree of driving comfort. So despite reduced speed limits, drivers are likely adjusting their behaviour to suit their time-related goals and the road environment.

Several safety countermeasures are available to address excessive speeding. Installing traffic signals at the main intersections may create some degree of disincentive towards speeding if there is a perceived higher probability of County Road 22 traffic requiring to come to a full stop. However, this is a psychological deterrent whose effects are similar to those generated by pavement markings, signage

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(including speed limit or road profile changes as a results of a speed limit review), illumination, education campaigns, intermittent enforcement activities and changes within the clear zone.³

Conversely, physical disincentives are impossible to successfully avoid; physical disincentives towards speeding include horizontal and vertical curvature (e.g. hills and corners), superelevation (banking around curves) and crossfall (i.e. lateral road grade), and roundabouts. Motorists cannot maintain control of their vehicles through a modern single-lane roundabout if they are travelling at much more than 40 km/h. Consequently, roundabouts can be an effective speed management tool at intersections. In addition, a meaningful calming effect may also be expected between roundabouts as drivers may avoid accelerating to a high speed if they will be forced to slow down a short distance ahead; i.e. the traffic calming effect between roundabouts is a factor of both the low speeds always exiting the first roundabout and the requirement to always reduce operating speed to enter the second roundabout. There are arguments to support this assertion as noted in *Human Factors in Traffic Safety*: "... the more risky the road appears to be to the driver, the slower the speed" [15, p. 18]. There is a very limited number of low-cost highway design strategies that pose a greater risk to excessively speeding drivers than a roundabout.

An additional safety consideration is that drivers are often less comfortable with roundabouts. The feeling of safety or comfort is known as 'security' in road safety engineering. The general public's security may be a relatively accurate reflection of the true, science-based safety performance (which considers collision frequency, severity, traffic volumes, past collision history, accuracy of collision models, etc.), but more often it is different. Low security causes drivers to be more attentive to their surroundings and to interact more with other drivers. Therefore, the lower security at roundabouts generally causes better safety performance.

3.2.4 Site Visit Observations

A high-level site visit was conducted in November 2015 to verify the operating context and design features of the County Road 22 study area. Observations were consistent with expectations from a desktop review of grades, collision data, traffic data and second-hand accounts of driver behaviour. Of particular interest, while driving near the 70 km/h speed limit on an uphill section with a double solid yellow centerline, a car was photographed finishing an illegal passing maneuver at a much higher rate of speed, as captured in Figure 3-2.

³ The clear zone" is defined as the recoverable run-off area beside the road where it is desirable to reduce the risk posed by hazards to any errant vehicles.



Figure 3-2: Illegal Passing Maneuver

3.2.5 Truck Climbing Lane Considerations

It is a relatively common practice to design roundabouts with a different number of entry lanes on different legs. For example, the Ministry of Transportation (MTO) constructed a roundabout at the end of Highway 406 in Welland with one three-lane entry, one two-lane entry with right-turn channelization, and one two-lane entry with no channelization, as illustrated in **Error! Reference source not found.** [16]. If truck climbing lanes are carried through the roundabouts, then the roundabouts would be called “partial multilane roundabouts” rather than “two-lane roundabouts”.



Figure 3-3: MTO Roundabout at Highway 406 and Main Street near Welland

In general, operating speeds within a roundabout increase with the addition of lanes, which negatively impact the overall safety benefits of the roundabout. Therefore, in order to encourage safer operation and to reduce construction cost, roundabouts are generally not designed with more lanes than are required to satisfy operational capacity. Although single-lane roundabouts would provide sufficient capacity to satisfy future traffic demand at all three study intersections (refer to Section 0 for more detail), there are safety concerns that arise from truck climbing lanes (TCLs) ending upstream of a roundabout where there are significant upgrades, i.e. the eastbound TCL at 4th Line and the westbound TCL at 3rd Line. After extensive discussions, Ainley has determined that, all factors considered, a single-lane roundabout is preferable at the 3rd Line intersection while a partial multilane roundabout that carries the eastbound TCL through the roundabout is preferable [17] (further discussion on speed differentials, safety performance, single-lane vs. multilane entires, and other topics are elaborated in this document). As the grade is much flatter at the intersection of the Horseshoe Valley Resort Entrance, no TCLs were considered at this location, which can therefore remain a single-lane roundabout.

3.3 COST ANALYSIS

3.3.1 Historic Societal Costs of Collisions on County Road 22

Transport Canada published a report [18] that established societal costs of collisions in Ontario.⁴ Applying these costs to the County Road 22 collision data, Table 3-10 shows that the average annual societal cost of collisions between and at the intersections of 3rd Line and 4th Line are \$1,601,000.

Table 3-10: Average Annual Societal Cost of Collisions within Study Area

Maximum Severity of Collision	Cost per Occurrence	11-year Collisions	Average Annual Collisions	Average Annual Cost
Fatality	\$15,700,000	1	0.0909	\$1,427,000
Non-fatal injury	\$82,000	17	1.545	\$127,000
Property-damage-only	\$8,000	64	5.818	\$47,000
Total		82	7.454	\$1,601,000

3.3.2 Estimated Societal Cost Savings due to Reduction in Average Operating Speed

In Table 3-11, the collision reduction due to reduction in average operating speed (refer to Table 3-9) and the societal cost of collisions (refer to Table 3-10) are combined to estimate the cost savings due to changes in average operating speeds.⁵

⁴ Other collision cost values have been developed for various other jurisdictions, though the costs that consider all Ontario roads that were developed by Transport Canada are appropriate. As these are societal costs, they do not represent costs that are directly and immediately recouped by the County.

⁵ Average operating speed was chosen as a speed measurement rather than 85th percentile speed because safety models used in this report are based on average speed.

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Table 3-11: Average Annual Societal Cost Savings due to Reduction in Average Operating Speed

Reduction in 85 km/h Average Operating Speed		Average Reduction in Annual Collision Costs (2.5 percentile, 97.5 percentile) [\$100,000]				
[km/h]	%	Fatal Collisions	Non-fatal Injury Collisions	Property-damage-only Collisions	Total	
5	6	280 (193, 360)	11 (3, 20)	3 (0, 5)	294 (196, 386)	18% (12%, 24%)
10	12	518 (370, 644)	22 (5, 38)	6 (0, 10)	546 (376, 693)	34% (23%, 43%)
15	18	718 (532, 865)	33 (8, 54)	8 (0, 15)	759 (540, 934)	47% (34%, 58%)
20	24	884 (677, 1,033)	43 (11, 68)	11 (0, 20)	938 (689, 1,121)	59% (43%, 70%)
25	29	1,020 (808, 1,159)	53 (15, 80)	14 (0, 24)	1,087 (823, 1,262)	68% (51%, 79%)

Figure 3-4 illustrates the above relationship between reduced average operating speed and reduced societal costs of collisions. The data on which this figure is based is most accurate when average operating speeds reduce by 15 km/h or less. Though the extrapolation of this relationship is reasonable, a fairly conservative lower confidence level of 2.5% (the lower bound of the 95% confidence interval) is applied going forward such that there is a 97.5% probability that collision reduction effects will be equal to or greater than projected.

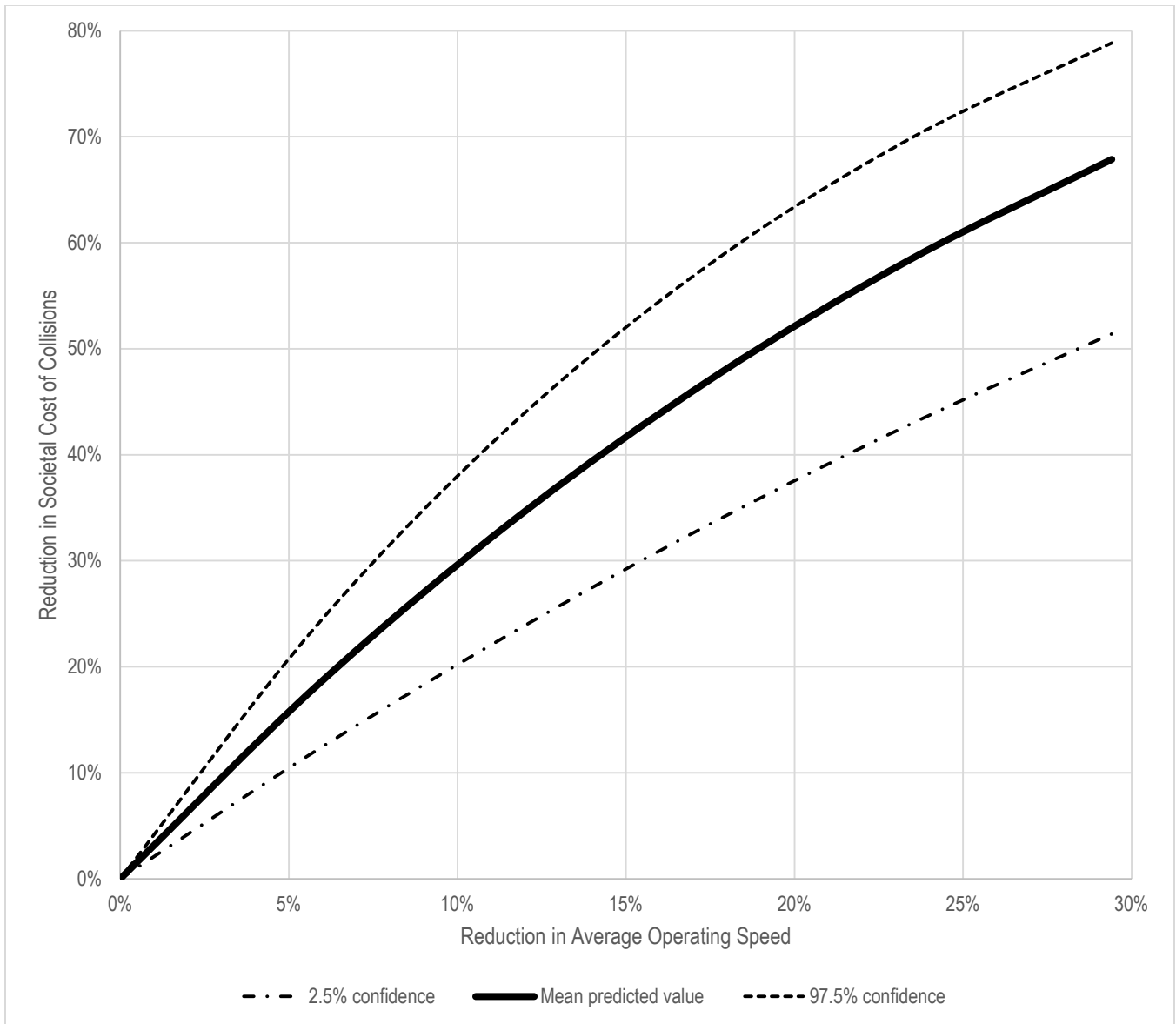


Figure 3-4: Relationship between Speed and Societal Cost of Collision

Factoring in the observed average operating speeds on County Road 22 (see Table 3-7), Table 3-12 determines 30-year societal cost savings for reduced average operating speeds ranging from 5 km/h to 25 km/h. Even if average operating speeds only decrease from 85 km/h to 80 km/h, the 30-year societal cost savings are still significant at approximately \$5.9 million, with 97.5% confidence.

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Table 3-12: Societal Cost Savings at 97.5% Confidence Level due to Average Operating Speed Reduction

Average Operating Speed [km/h]	Reduction in Average Operating Speed [km/h]	Societal Cost Savings, 97.5% Confidence [\$1,000,000]	
		Average Annual	30-year Study Period
80	5	0.20	5.9
75	10	0.38	11
70	15	0.54	16
65	20	0.69	21
60	25	0.82	25

3.3.3 Construction Costs

Construction costs were prepared by Ainley to determine if there were any significant capital cost differences between the signalized and roundabout intersection concepts. Construction cost differences are often due to the amount of in-place infrastructure requiring minimal alteration to accommodate traffic signals as well as the larger intersection footprint of roundabouts. Table 3-13 provides the total construction cost estimates that are included in full detail in Appendix B, except for an additional \$200,000 added in the table below as a cost premium for the partial multilane roundabout at 4th Line relative to a single-lane concept at the same location.

Table 3-13: Construction Cost Estimates

Intersection	Signalization	Roundabout	Difference	% Difference
3 rd Line	\$546,000	\$769,000	\$223,000	41%
Horseshoe Valley Resort Entrance	\$487,000	\$535,000	\$48,000	10%
4 th Line	\$512,000	\$897,000	\$385,000	75%
Total	\$1,545,000	\$2,201,000	\$656,000	42%

3.3.4 Operations and Maintenance Costs

Operations and maintenance (O&M) costs are not a significant component of the life-cycle cost analysis and overall value analysis in the context of this study. The existing minor-road stop control would have relatively low O&M costs. Traffic signals would have some additional O&M costs over stop control resulting from power and maintenance of the poles and signal heads. Roundabouts would have the highest O&M costs due to the extra maintenance required for the central island, signage, and snow clearing. Part of the additional O&M costs of a roundabout would be offset by the smaller amount of new road surface that would have to be constructed compared to signalized intersections, which would require less maintenance of the pavement structure. Comparing to societal costs of collisions and construction costs, the O&M cost difference between signalized intersections and roundabouts would be comparatively low in relative and absolute terms and can therefore be removed from more detailed analysis.

3.4 QUALITATIVE EVALUATION

Several other factors are relevant to considering the type of intersection control and are included qualitatively below in Table 3-14. Those that have been quantified earlier, such as construction costs and potential safety performance, are more easily evaluated while other factors, such as driver security and comfort, are based on the judgement and experience of the project team.

Table 3-14: Evaluation of Alternatives

Category	Criteria	Intersection Control		
		Two-way Stop	Signalization	Roundabout
Driver expectation	Driver security and comfort	●	●	●
	Driver perception of safety	○	●	●
Operations	High mobility on CR 22	●	●	●
	Delay and queuing on crossroads	●	●	●
	Goods movement / truck accommodation	●	●	●
	Residual capacity	○	●	●
	Travel time	●	●	●
	Pedestrian and cyclist accommodation	○	●	●
Design	Adherence to standards and policy	●	●	●
Development	Favourable to adjacent land uses	●	●	●
Costing	Lifecycle costs	○	●	●
	Societal costs of collisions	○	●	●
	Capital costs	●	●	●
	Operations and maintenance costs	●	●	●
	User costs	●	●	●
Physical impacts	Utility impacts	●	●	●
	Property impacts	●	●	●
	Constructability	●	●	●
Environmental	Noise	●	●	●
	Environmental impact	●	●	●

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Residual capacity refers to the amount of “leftover” capacity before an intersection or road becomes excessively congested. Roundabouts generally perform better on this metric because left-turning traffic – often the first movement to fail at a signalized intersection – is handled in the same manner as through and right-turn traffic.

Pedestrian and cyclist accommodation fares better at signalized intersections relative to stop-controlled intersections because high-speed traffic can be stopped to allow for crossing opportunities. At roundabouts, the consistently low entering and exiting speeds allow pedestrians and cyclists to cross (or ride through, in the case of cyclists) at any time without having to wait for traffic signals to change lights. For pedestrians, travel distance may be longer, though pedestrians with mobility challenges benefit from shorter crossing distances and the ability to rest on the splitter islands if needed.

Road user costs comprise primarily travel time costs. Signalized intersections slightly outperform roundabouts for this performance measure due to less off-peak delay when the east-west signal would likely rest on the green phase along County Road 22 until triggered by traffic approaching from the minor roads.

Environmental impacts are mostly influenced by the requirement for acceleration: the greater rate of acceleration and less smooth traffic flows at signalized intersections and stop-controlled intersections creates more noise and requires more fuel to be burnt.

Results of the qualitative analysis note that each alternative has certain criteria where they perform exceptionally and others where they perform poorly. Stop control scores highest for mobility, capital cost, and physical impacts, since it is effectively the do-nothing scenario. Signalization also fares well in physical impacts and has a relatively consistent average score. Roundabouts score less consistently, with the lowest score for physical impacts and mobility, but overall rank well due to long-term lifecycle cost benefits and safety benefits.

The key benefit of roundabouts is their safety performance, which outweighs their higher upfront challenges with design, construction, and public education. Although exact savings in societal costs of collisions cannot be reliably estimated over the County Road 22 corridor, even a 5 km/h reduction in speed could result in a 30-year societal costs savings of \$5.9 million with a 97.5% certainty. Factoring in the construction cost premium relative to signalization, estimated in Section 3.3.3 to be roughly \$650,000, the result is a payback period of less than 5 years and a benefit-cost ratio of 9.

4 EXTERNAL PEER REVIEW

A draft version of this report was externally peer reviewed by CIMA+ [19] and comments have been incorporated throughout the report as appropriate. The sections below clearly discuss each topic and our response.

4.1 RECOMMENDATION #1: REVIEW INTERSECTION IMPROVEMENTS ONCE THE DESIGN OF THE TRUCK CLIMBING LANES IS COMPLETE

The peer review rightfully pointed out that knowing the detailed design elements of the truck climbing lane are important to evaluate its appropriateness, though these details are still unconfirmed at this early stage of the design process. There are many considerations to evaluate truck climbing lanes in relation to roundabouts or conventional intersections; a detailed discussion between Ainley and the County on this topic [17] is referenced earlier in Section 3.2.5. We agree that some form of additional review of intersection improvements may be carried out once the design progresses into later stages.

4.2 RECOMMENDATION #2: FURTHER DISCUSS SINGLE-LANE VS. MULTILANE ROUNDABOUTS

The report has been updated to expand on this topic, and detailed discussions with design directives are included in the aforementioned letter by Ainley [17].

4.3 RECOMMENDATION #3: COMPLETE A SPEED LIMIT REVIEW

McElhanney acknowledges that compliance to the posted speed limit is very low, and that one solution would be to raise the speed limit to conform to current driver behaviour. However, given the project setting in a growing rural resort community and the “neighbourhood” environment that we understand to be preferable to residents, proposing an increase to the posted speed limit along with truck climbing lanes would be very unlikely to receive local stakeholder support. Rather than changing the road environment (i.e. posted speed limit) to match current driver behaviour, we propose to change the road environment in such a way (i.e. using roundabouts) as to match the community’s ideal driver behaviour of slower – and therefore statistically safer – traffic.

4.4 RECOMMENDATION #4: CONDUCT FURTHER INVESTIGATION ON MIDBLOCK SPEED EFFECTS OF ROUNDABOUTS

Drivers are required to slow to a speed less than 50 km/h (often much lower) to successfully navigate a roundabout, while there is no physical requirement to slow at a conventional intersection, therefore roundabouts obviously have a zone of influence on midblock speeds until vehicles can accelerate back to their comfortable free-flow speed. This is well-evidenced in *NCHRP Report 772* [20] and supported in the *Highway Capacity Manual* [21], though a detailed evaluation of the roundabout alternatives within the context of these publications is beyond the scope of work of this project. Furthermore, several case studies can be found by searching the internet including an example in Montana [22] where a corridor of roundabouts with a posted speed of 45 mi/hr (72 km/h) had an average speed of 60 km/h.

4.5 RECOMMENDATIONS #5 & #6: PROVIDE ADDITIONAL CLARIFICATION FOR COST ANALYSIS AND EVALUATION OF PERFORMANCE MEASURES

McElhanney updated the report to provide additional clarification, rationale and discussion to further support the cost analysis and the evaluation of alternatives; refer to Sections 3.3 and 3.4.

5 CONCLUSIONS & RECOMMENDATIONS

Intersection control alternatives were evaluated along County Road 22 at 3rd Line, Horseshoe Valley Resort Entrance, and 4th Line for capacity, safety, cost, and qualitative considerations. The following conclusions can be made:

1. From the capacity analysis:
 - a. Both signalized and single-lane roundabout alternatives operate with low delay and queues;
2. From the safety analysis:
 - a. Safety performance concerns are likely related to excessive speeding and high speed differentials, and are evident through the entire study area, not just at intersections; as such, intersection-only / intersection-specific safety analysis does not address the root problems;
 - b. At major intersections (3rd Line, Horseshoe Valley Resort Entrance, and 4th Line):
 - i. The safest intersection control method for all users (including pedestrians) is a roundabout;
 - c. Between major intersections:
 - i. Significant safety performance improvements can be achieved through reducing speeds between intersections;
 - ii. The exact magnitude of potential speed reduction between intersections cannot be calculated with a high degree of accuracy;
 - iii. The greatest speed reduction potential would be achieved by constructing roundabouts because they physically forces drivers to reduce their maximum speed to approximately 40 km/h at intersections, and they would also have some relatively significant traffic calming effects between intersections;
 - iv. Other speed control measures are psychological and do not force drivers to reduce their speed;
3. From the cost analysis:
 - a. Signalized intersections would cost less to construct by a total margin of approximately \$660,000 – 42% lower than roundabouts;
4. From the qualitative analysis:
 - a. Results vary depending on the evaluation metric and type of intersection control – the do-nothing, signalization, and roundabout alternatives all have different benefits and drawbacks;
 - b. Signals rank well for construction cost but have lower long-term value;
 - c. Roundabouts rank well overall due to lifecycle cost benefits and safety benefits, and provide the best long-term value; and
 - d. If even a 5 km/h reduction in average operating speed can be achieved through implementing roundabouts, the payback period would be less than 5 years.

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The main differentiator in choosing between intersection control alternatives is future safety performance. Given the societal costs of collisions and the established relationships between speed and safety performance, the key engineering opinion of this study is the effect that various intersection control alternatives would have to reduce average operating speed through the entire study site, not just at intersections. The only alternatives that would result in significant intersection-specific safety benefits as well as meaningful traffic calming effects beyond the intersections are roundabouts. Although the magnitude of the traffic calming effects cannot be estimated with a high degree of accuracy, roundabouts would reasonably cause a reduction from the current 85 km/h average operating speed of at least 5 to 10 km/h. In addition to the slow speeds through the roundabouts themselves, the overall safety effect can be regarded as sufficiently large to justify the added construction costs.

Accordingly, it is recommended that roundabouts be constructed at the intersections of County Road 22 at 3rd Line, Horseshoe Valley Resort Entrance, and 4th Line.

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Appendix A: Capacity Analysis

Intersection

Intersection Delay (sec/veh): 3

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	281	87	41	331	87	37
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	6	9	12	7	4	8
Movement Flow Rate	296	92	43	348	92	39
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1	Major 2	Major 1	Major 2	Major 1	Major 2
Conflicting Flow Rate - All	0	0	388	0	776	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	434	-
Follow-up Headway	-	-	2.308	-	3.536	3.372
Pot Capacity-1 Maneuver	-	-	1118	-	363	687
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	649	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1118	-	346	687
Mov Capacity-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	0.9	18
HCM LOS	A	A	C

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	406				
HCM Control Delay (s)	18	-	-	8.349	-
HCM Lane VC Ratio	0.321	-	-	0.039	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	1.367	-	-	0.12	-

Intersection

Intersection Delay (sec/veh): 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	178	40	70	233	2	45	4	68	5	16	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	14	3	0	17	6	0	17	0	10	0	7	0
Movement Flow Rate	7	187	42	74	245	2	47	4	72	5	17	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	249	0	0	231	0	0	640	621	210	658	641	248
Stage 1	-	-	-	-	-	-	224	224	-	396	396	-
Stage 2	-	-	-	-	-	-	416	397	-	262	245	-
Follow-up Headway	2.326	-	-	2.353	-	-	3.653	4	3.39	3.5	4.063	3.3
Pot Capacity-1 Maneuver	1250	-	-	1253	-	-	368	406	810	380	386	796
Stage 1	-	-	-	-	-	-	746	722	-	633	595	-
Stage 2	-	-	-	-	-	-	585	607	-	747	694	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1250	-	-	1253	-	-	325	375	809	324	356	795
Mov Capacity-2 Maneuver	-	-	-	-	-	-	325	375	-	324	356	-
Stage 1	-	-	-	-	-	-	740	716	-	628	554	-
Stage 2	-	-	-	-	-	-	513	565	-	673	689	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1.8	14.5	13.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	502							488
HCM Control Delay (s)	14.5	7.897	0	-	8.053	0	-	13.1
HCM Lane VC Ratio	0.245	0.006	-	-	0.059	-	-	0.093
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.956	0.018	-	-	0.187	-	-	0.305

Intersection

Intersection Delay (sec/veh): 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	228	54	36	279	1	48	0	21	2	1	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	7	240	57	38	294	1	51	0	22	2	1	8
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	295	0	0	297	0	0	658	654	149	665	682	295
Stage 1	-	-	-	-	-	-	283	283	-	371	371	-
Stage 2	-	-	-	-	-	-	375	371	-	294	311	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1266	-	-	1264	-	-	378	386	898	374	372	744
Stage 1	-	-	-	-	-	-	724	677	-	649	620	-
Stage 2	-	-	-	-	-	-	646	620	-	714	658	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1266	-	-	1264	-	-	361	369	898	353	356	744
Mov Capacity-2 Maneuver	-	-	-	-	-	-	361	369	-	353	356	-
Stage 1	-	-	-	-	-	-	719	672	-	644	598	-
Stage 2	-	-	-	-	-	-	615	598	-	692	653	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	0.9	14.3	11.4
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	361	898							572
HCM Control Delay (s)	16.6	9.1	7.86	-	-	7.936	0	-	11.4
HCM Lane VC Ratio	0.14	0.025	0.006	-	-	0.03	-	-	0.02
HCM Lane LOS	C	A	A	-	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.482	0.076	0.018	-	-	0.093	-	-	0.062

Intersection

Intersection Delay (sec/veh): 17.8

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Volume (vph)	590	162	50	415	148	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	3	1	0	5	0	0
Movement Flow Rate	621	171	53	437	156	67
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	792	0	1250	707
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	543	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	838	-	193	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	586	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	838	-	177	439
Mov Capacity-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	NW
HCM Control Delay (s)	0	1	117.5
HCM LOS	A	A	F

Lane	NWLn1	EBT	EBR	WBL	WBT
Capacity (vph)	216				
HCM Control Delay (s)	117.5	-	-	9.584	-
HCM Lane VC Ratio	1.033	-	-	0.063	-
HCM Lane LOS	F	-	-	A	-
HCM 95th Percentile Queue (veh)	9.606	-	-	0.201	-

Intersection

Intersection Delay (sec/veh): 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	26	440	66	89	283	9	65	14	81	7	8	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Median Width		0.0			0.0			8.0			8.0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	4	2	4	8	4	11	4	8	3	14	0	8
Movement Flow Rate	27	463	69	94	298	9	68	15	85	7	8	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	311	0	0	536	0	0	1061	1055	502	1101	1085	307
Stage 1	-	-	-	-	-	-	556	556	-	495	495	-
Stage 2	-	-	-	-	-	-	505	499	-	606	590	-
Follow-up Headway	2.236	-	-	2.272	-	-	3.536	4.072	3.327	3.626	4	3.372
Pot Capacity-1 Maneuver	1238	-	-	1002	-	-	200	220	567	179	219	719
Stage 1	-	-	-	-	-	-	512	503	-	535	550	-
Stage 2	-	-	-	-	-	-	546	534	-	464	498	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1238	-	-	1002	-	-	169	188	565	127	187	717
Mov Capacity-2 Maneuver	-	-	-	-	-	-	169	188	-	127	187	-
Stage 1	-	-	-	-	-	-	494	486	-	517	486	-
Stage 2	-	-	-	-	-	-	468	472	-	370	481	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	2.1	39.3	22.3
HCM LOS	A	A	E	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	266							236
HCM Control Delay (s)	39.3	7.974	0	-	8.963	0	-	22.3
HCM Lane VC Ratio	0.633	0.022	-	-	0.093	-	-	0.12
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th Percentile Queue (veh)	3.919	0.068	-	-	0.309	-	-	0.404

Intersection

Intersection Delay (sec/veh): 4













Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	539	92	39	321	5	80	3	49	4	5	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Median Width		0.0			0.0			3.6			3.6	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	14	567	97	41	338	5	84	3	52	4	5	5
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	344	0	0	665	0	0	1074	1071	334	1096	1117	342
Stage 1	-	-	-	-	-	-	645	645	-	424	424	-
Stage 2	-	-	-	-	-	-	429	426	-	672	693	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1215	-	-	924	-	-	198	221	708	191	207	701
Stage 1	-	-	-	-	-	-	461	468	-	608	587	-
Stage 2	-	-	-	-	-	-	604	586	-	445	445	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1215	-	-	924	-	-	182	205	707	165	192	700
Mov Capacity-2 Maneuver	-	-	-	-	-	-	182	205	-	165	192	-
Stage 1	-	-	-	-	-	-	452	459	-	596	554	-
Stage 2	-	-	-	-	-	-	561	553	-	402	436	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1	29.2	20.7
HCM LOS	A	A	D	C

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	182	619							244
HCM Control Delay (s)	40.8	11.4	7.997	-	-	9.077	0	-	20.7
HCM Lane VC Ratio	0.463	0.088	0.011	-	-	0.044	-	-	0.06
HCM Lane LOS	E	B	A	-	-	A	A	-	C
HCM 95th Percentile Queue (veh)	2.191	0.29	0.034	-	-	0.139	-	-	0.192

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	281	87	41	331	87	37
Number	2	12	1	6	3	18
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1792	1743	1696	1776	1827	1759
Lanes	1	1	1	1	1	1
Capacity, veh/h	583	482	373	729	553	475
Arriving On Green	0.33	0.33	0.03	0.41	0.32	0.32
Sat Flow, veh/h	1792.4	1481.7	1615.6	1775.7	1739.9	1495.4
Grp Volume(v), veh/h	295.8	91.6	43.2	348.4	91.6	38.9
Grp Sat Flow(s),veh/h/ln	1792.5	1481.7	1615.6	1775.7	1739.9	1495.4
Q Serve(g_s), s	6.7	2.2	0.8	7.3	1.9	0.9
Cycle Q Clear(g_c), s	6.7	2.2	0.8	7.3	1.9	0.9
Proportion In Lane		1.000	1.000		1.000	1.000
Lane Grp Cap(c), veh/h	582.6	481.6	373.2	729.0	552.5	474.9
V/C Ratio(X)	0.508	0.190	0.116	0.478	0.166	0.082
Avail Cap(c_a), veh/h	615.5	508.7	491.6	891.6	552.5	474.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	13.7	12.2	10.4	10.9	12.4	12.0
Incr Delay (d2), s/veh	0.7	0.2	0.1	0.5	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	14.4	12.4	10.5	11.4	13.0	12.4
Lane Group LOS	B	B	B	B	B	B
Approach Volume, veh/h	387			392	131	
Approach Delay, s/veh	14.0			11.3	12.8	
Approach LOS	B			B	B	
Timer						
Assigned Phase	2		1	6		
Phase Duration (G+Y+Rc), s	23.78		4.31	28.08		
Change Period (Y+Rc), s	7.40		3.00	7.40		
Max Green Setting (Gmax), s	17.30		5.00	25.30		
Max Q Clear Time (g_c+I1), s	8.72		2.84	9.25		
Green Extension Time (p_c)	6.62		0.04	11.44		
Intersection Summary						
HCM 2010 Control Delay			12.6			
HCM 2010 Level of Service			B			

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	590	162	50	415	148	64
Number	2	12	1	6	3	18
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1845	1881	1900	1810	1900	1900
Lanes	1	1	1	1	1	1
Capacity, veh/h	756	655	266	888	497	443
Arriving On Green	0.41	0.41	0.03	0.49	0.27	0.27
Sat Flow, veh/h	1844.7	1599.0	1809.5	1809.5	1809.5	1615.0
Grp Volume(v), veh/h	621.1	170.5	52.6	436.8	155.8	67.4
Grp Sat Flow(s),veh/h/ln	1844.7	1599.0	1809.5	1809.5	1809.5	1615.0
Q Serve(g_s), s	17.5	4.1	0.9	9.5	4.0	1.8
Cycle Q Clear(g_c), s	17.5	4.1	0.9	9.5	4.0	1.8
Proportion In Lane		1.000	1.000		1.000	1.000
Lane Grp Cap(c), veh/h	756.1	655.4	266.4	887.7	496.6	443.2
V/C Ratio(X)	0.821	0.260	0.198	0.492	0.314	0.152
Avail Cap(c_a), veh/h	756.1	655.4	368.7	940.4	496.6	443.2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	15.3	11.4	11.8	10.0	16.8	16.0
Incr Delay (d2), s/veh	7.2	0.2	0.4	0.4	1.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.5	11.6	12.2	10.4	18.4	16.7
Lane Group LOS	C	B	B	B	B	B
Approach Volume, veh/h	792			489	223	
Approach Delay, s/veh	20.2			10.6	17.9	
Approach LOS	C			B	B	
Timer						
Assigned Phase	2		1	6		
Phase Duration (G+Y+Rc), s	31.30		4.70	36.00		
Change Period (Y+Rc), s	7.40		3.00	7.40		
Max Green Setting (Gmax), s	22.30		5.00	30.30		
Max Q Clear Time (g_c+I1), s	19.46		2.92	11.45		
Green Extension Time (p_c)	2.73		0.05	17.15		
Intersection Summary						
HCM 2010 Control Delay			16.7			
HCM 2010 Level of Service			B			



County Road 22, Simcoe County, Ontario
CR 22 at 3rd Line
2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration

Geometry	L _a	V	L _e	E	I'	R	D	Phi	RTBP	y-intercept		
	Number of approach lanes	Approach road half-width (m)	Number of entry lanes	Entry width (m)	Effective flare length (m)	Entry radius (m)	Inscribed circle diameter (m)	Entry angle (deg)	Right-turn bypass (Y/N)	(%)		
(No Leg)	-	-	-	-	-	-	-	-	-	-		
CR 22 EB	1	4.25	1	4.25	0	20	40	20	Y	90		
3rd Line NB	1	4.25	1	4.25	0	20	40	20	N	90		
CR 22 WB	1	4.25	1	4.25	0	20	40	20	N	90		
Turning Movements	AM					PM						
	Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total		
(No Leg)	-	-	-	-	-	-	-	-	-	-		
CR 22 EB	87	281	0	0	368	162	590	0	0	752		
3rd Line NB	37	0	87	0	124	64	0	148	0	212		
CR 22 WB	0	331	41	0	372	0	415	50	0	465		
Total						864						1,429
Proportion (%)	Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF		
	(No Leg)	-	-	-	-	0.95	-	-	-	-	0.95	
CR 22 EB	24	76	0	0	22		78	0	0			
3rd Line NB	30	0	70	0	30		0	70	0			
CR 22 WB	0	89	11	0	0		89	11	0			
Truck Percentage	Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.		
	(No Leg)	-	-	-	-	-	-	-	-	-	-	
CR 22 EB	9	6	0	0	7	1	3	0	0	3		
3rd Line NB	8	0	4	0	5	0	0	0	0	0		
CR 22 WB	0	7	12	0	8	0	5	0	0	4		
Weighted Avg.						6.9						2.8
Approach	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS		
	(No Leg)	-	-	-	-	-	-	-	-	-	-	
CR 22 EB	<25	<25	0.32	5	A	<25	<25	0.67	9	A		
3rd Line NB	<25	<25	0.12	4	A	<25	<25	0.26	6	A		
CR 22 WB	<25	<25	0.34	5	A	<25	<25	0.43	6	A		
Intersection	Residual Capacity		V/C Ratio	Delay (s)	LOS	Residual Capacity		V/C Ratio	Delay (s)	LOS		
	>50%		0.30	7	A	37% [EB]		0.53	11	B		

Comments: Analysis predicts overall low queues and delays.
 Note: 2014 results applied a 90% y-intercept, 2034 results applied a 95% y-intercept. Revision 0
 Source of traffic forecast: Ainley Group, Traffic Impact Study (April 2014 Draft), received May 21, 2015 July 16, 2015
 Prepared by: Clayton Rudy, P.Eng. Reviewed by Joel Rabinovitz, P.E. Page 1 of 3



**County Road 22, Simcoe County, Ontario
CR 22 at Horseshoe Valley Resort Access
2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration**

Geometry	L _a	V	L _e	E	I'	R	D	Phi	RTBP	y-intercept	
	Number of approach lanes	Approach road half-width (m)	Number of entry lanes	Entry width (m)	Effective flare length (m)	Entry radius (m)	Inscribed circle diameter (m)	Entry angle (deg)	Right-turn bypass (Y/N)	(%)	
HVR SB	1	4.25	1	4.25	0	20	40	20	N	90	
CR 22 EB	1	4.25	1	4.25	0	20	40	20	Y	90	
HVR NB	1	4.25	1	4.25	0	20	40	20	N	90	
CR 22 WB	1	4.25	1	4.25	0	20	40	20	N	90	
Turning Movements	AM					PM					
	Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total	
	HVR SB	2	1	8	0	11	5	5	4	0	14
	CR 22 EB	54	228	7	0	289	92	539	13	0	644
	HVR NB	21	0	48	0	69	49	4	80	0	133
	CR 22 WB	1	279	36	0	316	5	321	39	0	365
Total					685					1,156	
Proportion (%)	Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF	
	HVR SB	18	9	73	0	0.95	36	36	29	0	0.95
	CR 22 EB	19	79	2	0		14	84	2	0	
	HVR NB	30	0	70	0		37	3	60	0	
	CR 22 WB	0	88	11	0		1	88	11	0	
Truck Percentage	Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.	
	HVR SB	2	2	2	2	2	2	2	2	2	2
	CR 22 EB	2	2	2	2	2	2	2	2	2	2
	HVR NB	2	2	2	2	2	2	2	2	2	2
	CR 22 WB	2	2	2	2	2	2	2	2	2	2
	Weighted Avg.					2.0					2.0
Approach	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS	
	HVR SB	<25	<25	0.01	4	A	<25	<25	0.02	4	A
	CR 22 EB	<25	<25	0.26	4	A	<25	<25	0.57	7	A
	HVR NB	<25	<25	0.07	4	A	<25	<25	0.16	5	A
	CR 22 WB	<25	<25	0.28	4	A	<25	<25	0.33	5	A
Intersection	Residual Capacity		V/C Ratio	Delay (s)	LOS	Residual Capacity		V/C Ratio	Delay (s)	LOS	
	>50%		0.25	4	A	>50%		0.44	6	A	

Comments: Analysis predicts overall low queues and delays.

Note: 2014 results applied a 90% y-intercept, 2034 results applied a 95% y-intercept.

Source of traffic forecast: Ainley Group, Traffic Impact Study (April 2014 Draft), received May 21, 2015

Prepared by: Clayton Rudy, P.Eng. Reviewed by Joel Rabinovitz, P.E.

Revision 0

July 16, 2015

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County Road 22, Simcoe County, Ontario
CR 22 at 4th Line
2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration

Geometry	L _a	V	L _e	E	I'	R	D	Phi	RTBP	y-intercept		
	Number of approach lanes	Approach road half-width (m)	Number of entry lanes	Entry width (m)	Effective flare length (m)	Entry radius (m)	Inscribed circle diameter (m)	Entry angle (deg)	Right-turn bypass (Y/N)	(%)		
4th Line SB	1	4.25	1	4.25	0	20	40	18	N	90		
CR 22 EB	1	4.25	1	4.25	0	20	40	18	N	90		
4th Line NB	1	4.25	1	4.25	0	20	40	18	N	90		
CR 22 WB	1	4.25	1	4.25	0	20	40	18	N	90		
Turning Movements	AM					PM						
	Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total		
	4th Line SB	22	16	5	0	43	12	8	7	0	27	
	CR 22 EB	40	178	7	0	225	66	440	26	0	532	
	4th Line NB	68	4	45	0	117	81	14	65	0	160	
	CR 22 WB	2	233	70	0	305	9	283	89	0	381	
Total						690						1,100
Proportion (%)	Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF		
	4th Line SB	51	37	12	0	0.95	44	30	26	0	0.95	
	CR 22 EB	18	79	3	0		12	83	5	0		
	4th Line NB	58	3	38	0		51	9	41	0		
	CR 22 WB	1	76	23	0		2	74	23	0		
Truck Percentage	Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.		
	4th Line SB	0	7	0	5	3	8	0	14	5	7	
	CR 22 EB	0	3	14	5	3	4	2	4	5	2	
	4th Line NB	10	0	17	5	12	3	8	4	5	4	
	CR 22 WB	0	6	17	5	8	11	4	8	5	5	
	Weighted Avg.						6.9					
Approach	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS		
	4th Line SB	<25	<25	0.04	4	A	<25	<25	0.03	4	A	
	CR 22 EB	<25	<25	0.20	4	A	<25	<25	0.48	6	A	
	4th Line NB	<25	<25	0.11	4	A	<25	<25	0.18	5	A	
	CR 22 WB	<25	<25	0.27	5	A	<25	<25	0.35	5	A	
Intersection	Residual Capacity		V/C Ratio	Delay (s)	LOS	Residual Capacity		V/C Ratio	Delay (s)	LOS		
	>50%		0.21	4	A	>50%		0.38	6	A		

Comments: Analysis predicts overall low queues and delays.
 Note: 2014 results applied a 90% y-intercept, 2034 results applied a 95% y-intercept. Revision 0
 Source of traffic forecast: Ainley Group, Traffic Impact Study (April 2014 Draft), received May 21, 2015 July 16, 2015
 Prepared by Clayton Rudy, P.Eng. Reviewed by Patrick Wong, P.Eng., PTOE Page 3 of 3

Appendix B: Capital Cost Estimation Details



CR22 INTERSECTION COST COMPARISON

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HVR AND 3rd LINE INTERSECTION

Item	Description	Unit	SIGNALIZED		ROUNDABOUT		
			Estimated Quantity	Estimated Quantity	Unit Price	Amount	
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	M ³	2000	9158	\$20.00	\$40,000.00	\$183,160.00
2	Engineered Fill Select Subgrade Material	t	750	5838	\$15.00	\$11,250.00	\$87,570.00
3	Granular 'B' Type 1 (450 mm)	t	4194	3608	\$20.00	\$83,880.00	\$72,154.39
4	Granular A (150 mm)	t	1620	1382	\$25.00	\$40,500.00	\$34,540.42
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	727	479	\$120.00	\$87,240.28	\$57,504.84
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	323	213	\$110.00	\$35,542.34	\$23,427.90
7	Hot Mix Miscellaneous	M ²	120	1332	\$30.00	\$3,600.00	\$39,946.44
8	Tack Coat	M ²	5881	4424	\$3.00	\$17,641.64	\$13,272.59
9	Concrete Curb and Gutter						
	a) Barrier Curb and Gutter OPSD 600.040	m	423	690	\$75.00	\$31,725.00	\$51,750.00
	b) Mountable Curb and Gutter OPSD 600.030	m	0	101	\$95.00	\$0.00	\$9,595.00
10	Storm Sewer	LS	100%	100%	NA	\$6,400.00	\$12,800.00
11	Ground Mounted Signs	Ea.	5	25	\$350.00	\$1,750.00	\$8,750.00
Subtotal Section A:						\$359,529	\$594,472
SECTION B – ELECTRICAL TRAFFIC SIGNALS (HVR)							
12	Electrical Handholes	Ea.	4	0	\$900.00	\$3,600.00	\$0.00
13	Duct and Conduit Systems	L.S.	100%	0%	\$20,000.00	\$20,000.00	\$0.00
14	Cable Systems including Grounding System	L.S.	100%	0%	\$9,100.00	\$9,100.00	\$0.00
15	Hydro Supply – to Power Pedestal No. 1	L.S.	100%	0%	\$2,100.00	\$2,100.00	\$0.00
16	Poles, Base Mounted	Ea.	6	0	\$1,000.00	\$6,000.00	\$0.00
17	Concrete Footing in Earth	Ea.	6	0	\$1,425.00	\$8,550.00	\$0.00
18	LED Luminaries c/w Photo Controller c/w 1.8 m Polished Aluminum Elliptical Arm	Ea.	2	0	\$1,200.00	\$2,400.00	\$0.00
19	Highway Signal Heads	Ea.	6	0	\$860.00	\$5,160.00	\$0.00
20	Special Signal Heads	Ea.	2	0	\$900.00	\$1,800.00	\$0.00
21	Single Member Arms c/w Hangers	Ea.	8	0	\$1,050.00	\$8,400.00	\$0.00
22	Pedestrian Signal Heads c/w Double Arm Brackets	Ea.	8	0	\$700.00	\$5,600.00	\$0.00
23	Audible Pedestrian Signals	Ea.	8	0	\$1,140.00	\$9,120.00	\$0.00
24	Pedestrian Pushbutton	Ea.	8	0	\$230.00	\$1,840.00	\$0.00
25	Loop Detectors	Ea.	8	0	\$1,450.00	\$11,600.00	\$0.00
26	Emergency Vehicle Pre-Emption	L.S.	100%	0%	\$7,750.00	\$7,750.00	\$0.00
27	Pad Mounted Traffic Controller	Ea.	1	0	\$21,000.00	\$21,000.00	\$0.00
28	Battery Back Up System	L.S.	100%	0%	\$7,900.00	\$7,900.00	\$0.00
Subtotal Section B:						\$131,920.00	\$0.00
SECTION C – LANDSCAPING AND RESTORATION							
29	Intersection Planting and Apron Paving	L.S.	100%	100%	NA	\$5,000.00	\$105,000.00
Subtotal Section C:						\$5,000.00	\$105,000.00

ROAD WORKS	\$	359,529.26	\$	594,471.58
ELECTRICAL TRAFFIC SIGNAL (hvr)	\$	131,920.00	\$	-
LANDSCAPING AND RESTORATION	\$	5,000.00	\$	105,000.00
SUBTOTAL (A to C)	\$	496,449.26	\$	699,471.58
Contingency Allowance 10%	\$	49,644.93	\$	69,947.16
TOTAL Excluding HST	\$	546,094.18	\$	769,418.73

CR22 INTERSECTION COST COMPARISON

112166

HVR AND HV BLVD

Item	Description	Unit	SIGNALIZED		ROUNDABOUT		
			Estimated Quantity	Estimated Quantity	Unit Price	Amount	
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	M ³	500	2000	\$20.00	\$10,000.00	\$40,000.00
2	Engineered Fill Select Subgrade Material	t	750	1250	\$15.00	\$11,250.00	\$18,750.00
3	Granular 'B' Type 1 (450 mm)	t	3834	3626	\$20.00	\$76,680.00	\$72,520.36
4	Granular A (150 mm)	t	1494	1382	\$25.00	\$37,350.00	\$34,540.42
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	651	490	\$120.00	\$78,117.20	\$58,771.05
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	289	218	\$110.00	\$31,825.53	\$23,943.76
7	Hot Mix Miscellaneous	M ²	120	1332	\$30.00	\$3,600.00	\$39,946.44
8	Tack Coat	M ²	5881	4424	\$3.00	\$17,641.64	\$13,272.59
9	Concrete Curb and Gutter						
	a) Barrier Curb and Gutter OPSD 600.040	m	411	651	\$75.00	\$30,825.00	\$48,825.00
	b) Mountable Curb and Gutter OPSD 600.030	m	0	101	\$95.00	\$0.00	\$9,595.00
10	Storm Sewer	LS	100%	100%	NA	\$6,400.00	\$12,800.00
11	Ground Mounted Signs	Ea.	5	25	\$350.00	\$1,750.00	\$8,750.00
Subtotal Section A:						\$305,439	\$381,715
SECTION B – ELECTRICAL TRAFFIC SIGNALS (HVR)							
12	Electrical Handholes	Ea.	4	0	\$900.00	\$3,600.00	\$0.00
13	Duct and Conduit Systems	L.S.	100%	0%	\$20,000.00	\$20,000.00	\$0.00
14	Cable Systems including Grounding System	L.S.	100%	0%	\$9,100.00	\$9,100.00	\$0.00
15	Hydro Supply – to Power Pedestal No. 1	L.S.	100%	0%	\$2,100.00	\$2,100.00	\$0.00
16	Poles, Base Mounted	Ea.	6	0	\$1,000.00	\$6,000.00	\$0.00
17	Concrete Footing in Earth	Ea.	6	0	\$1,425.00	\$8,550.00	\$0.00
18	LED Luminaries c/w Photo Controller c/w 1.8 m Polished Aluminum Elliptical Arm	Ea.	2	0	\$1,200.00	\$2,400.00	\$0.00
19	Highway Signal Heads	Ea.	6	0	\$860.00	\$5,160.00	\$0.00
20	Special Signal Heads	Ea.	2	0	\$900.00	\$1,800.00	\$0.00
21	Single Member Arms c/w Hangers	Ea.	8	0	\$1,050.00	\$8,400.00	\$0.00
22	Pedestrian Signal Heads c/w Double Arm Brackets	Ea.	8	0	\$700.00	\$5,600.00	\$0.00
23	Audible Pedestrian Signals	Ea.	8	0	\$1,140.00	\$9,120.00	\$0.00
24	Pedestrian Pushbutton	Ea.	8	0	\$230.00	\$1,840.00	\$0.00
25	Loop Detectors	Ea.	8	0	\$1,450.00	\$11,600.00	\$0.00
26	Emergency Vehicle Pre-Emption	L.S.	100%	0%	\$7,750.00	\$7,750.00	\$0.00
27	Pad Mounted Traffic Controller	Ea.	1	0	\$21,000.00	\$21,000.00	\$0.00
28	Battery Back Up System	L.S.	100%	0%	\$7,900.00	\$7,900.00	\$0.00
Subtotal Section B:						\$131,920.00	\$0.00
SECTION C – LANDSCAPING AND RESTORATION							
29	Intersection Planting and Paving	L.S.	100%	100%	NA	\$5,000.00	\$105,000.00
Subtotal Section C:						\$5,000.00	\$105,000.00

ROAD WORKS	\$	305,439.37	\$	381,714.62
ELECTRICAL TRAFFIC SIGNAL (hvr)	\$	131,920.00	\$	-
LANDSCAPING AND RESTORATION	\$	5,000.00	\$	105,000.00
SUBTOTAL (A to C)	\$	442,359.37	\$	486,714.62
Contingency Allowance 10%	\$	44,235.94	\$	48,671.46
TOTAL Excluding HST	\$	486,595.31	\$	535,386.08

CR22 INTERSECTION COST COMPARISON

112166

HVR AND 4TH LINE

Item	Description	Unit	SIGNALIZED		ROUNDABOUT		
			Estimated Quantity	Estimated Quantity	Unit Price	Amount	
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	M ³	500	2000	\$20.00	\$10,000.00	\$40,000.00
2	Engineered Fill Select Subgrade Material	t	750	1250	\$15.00	\$11,250.00	\$18,750.00
3	Granular 'B' Type 1 (450 mm)	t	4302	6013	\$20.00	\$86,040.00	\$120,267.59
4	Granular A (150 mm)	t	1670	1670	\$25.00	\$41,760.00	\$41,760.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	732	673	\$120.00	\$87,891.38	\$80,724.42
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	326	299	\$110.00	\$35,807.60	\$32,887.73
7	Hot Mix Miscellaneous	M ²	0	2409	\$30.00	\$0.00	\$72,267.54
8	Tack Coat	M ²	6616	6077	\$3.00	\$19,849.00	\$18,230.45
9	Concrete Curb and Gutter						
	a) Barrier Curb and Gutter OPSD 600.040	m	368	969	\$75.00	\$27,600.00	\$72,675.00
	b) Mountable Curb and Gutter OPSD 600.030	m	0	101	\$95.00	\$0.00	\$9,595.00
10	Storm Sewer	LS	100%	100%	NA	\$6,400.00	\$12,800.00
11	Ground Mounted Signs	Ea.	5	25	\$350.00	\$1,750.00	\$8,750.00
Subtotal Section A:						\$328,348	\$528,708
SECTION B – ELECTRICAL TRAFFIC SIGNALS (HVR)							
12	Electrical Handholes	Ea.	4	0	\$900.00	\$3,600.00	\$0.00
13	Duct and Conduit Systems	L.S.	100%	0%	\$20,000.00	\$20,000.00	\$0.00
14	Cable Systems including Grounding System	L.S.	100%	0%	\$9,100.00	\$9,100.00	\$0.00
15	Hydro Supply – to Power Pedestal No. 1	L.S.	100%	0%	\$2,100.00	\$2,100.00	\$0.00
16	Poles, Base Mounted	Ea.	6	0	\$1,000.00	\$6,000.00	\$0.00
17	Concrete Footing in Earth	Ea.	6	0	\$1,425.00	\$8,550.00	\$0.00
18	LED Luminaries c/w Photo Controller c/w 1.8 m Polished Aluminum Elliptical Arm	Ea.	2	0	\$1,200.00	\$2,400.00	\$0.00
19	Highway Signal Heads	Ea.	6	0	\$860.00	\$5,160.00	\$0.00
20	Special Signal Heads	Ea.	2	0	\$900.00	\$1,800.00	\$0.00
21	Single Member Arms c/w Hangers	Ea.	8	0	\$1,050.00	\$8,400.00	\$0.00
22	Pedestrian Signal Heads c/w Double Arm Brackets	Ea.	8	0	\$700.00	\$5,600.00	\$0.00
23	Audible Pedestrian Signals	Ea.	8	0	\$1,140.00	\$9,120.00	\$0.00
24	Pedestrian Pushbutton	Ea.	8	0	\$230.00	\$1,840.00	\$0.00
25	Loop Detectors	Ea.	8	0	\$1,450.00	\$11,600.00	\$0.00
26	Emergency Vehicle Pre-Emption	L.S.	100%	0%	\$7,750.00	\$7,750.00	\$0.00
27	Pad Mounted Traffic Controller	Ea.	1	0	\$21,000.00	\$21,000.00	\$0.00
28	Battery Back Up System	L.S.	100%	0%	\$7,900.00	\$7,900.00	\$0.00
Subtotal Section B:						\$131,920.00	\$0.00
SECTION C – LANDSCAPING AND RESTORATION							
29	Intersection Planting and Paving	L.S.	100%	100%	NA	\$5,000.00	\$105,000.00
Subtotal Section C:						\$5,000.00	\$105,000.00

ROAD WORKS	\$	328,347.98	\$	528,707.73
ELECTRICAL TRAFFIC SIGNAL (hvr)	\$	131,920.00	\$	-
LANDSCAPING AND RESTORATION	\$	5,000.00	\$	105,000.00
SUBTOTAL (A to C)	\$	465,267.98	\$	633,707.73
Contingency Allowance 10%	\$	46,526.80	\$	63,370.77
TOTAL Excluding HST	\$	511,794.78	\$	697,078.51



McElhanney

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County of Simcoe

Peer Review: Horseshoe Valley Road Intersection Control Study

March 2016

B000450A



County of Simcoe

**Peer Review:
Horseshoe Valley
Road Intersection
Control Study**

March 2016

B000450A



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1. Background and Understanding

In 2014, CIMA+ was retained by County of Simcoe to undertake a peer review of a truck climbing lane warrant analysis, conducted by another consultant, for Horseshoe Valley Road (County Road 22), both eastbound and westbound of the Horseshoe Valley Resort entrance, as part of a Class Environmental Assessment (EA). In that review, CIMA+ confirmed that truck climbing lanes were warranted.

Since then, concept designs were developed by McElhanney Consulting, as part of an Intersection Control Value Engineering Study, which include single-lane roundabouts at the intersections of Horseshoe Valley Road with 3rd Line, Birch Grove Drive, and 4th Line, as seen below in Figure 1. The County is generally in favour of the design, however there are some concerns related to the proximity of the truck climbing lanes to the roundabouts and the potential for merging manoeuvres occurring close to the intersections. This peer review examines the McElhanney report entitled “County Road 22 Intersection Control Value Engineering Study” and comments on issues relating to the interaction between the proposed truck climbing lanes and roundabouts.

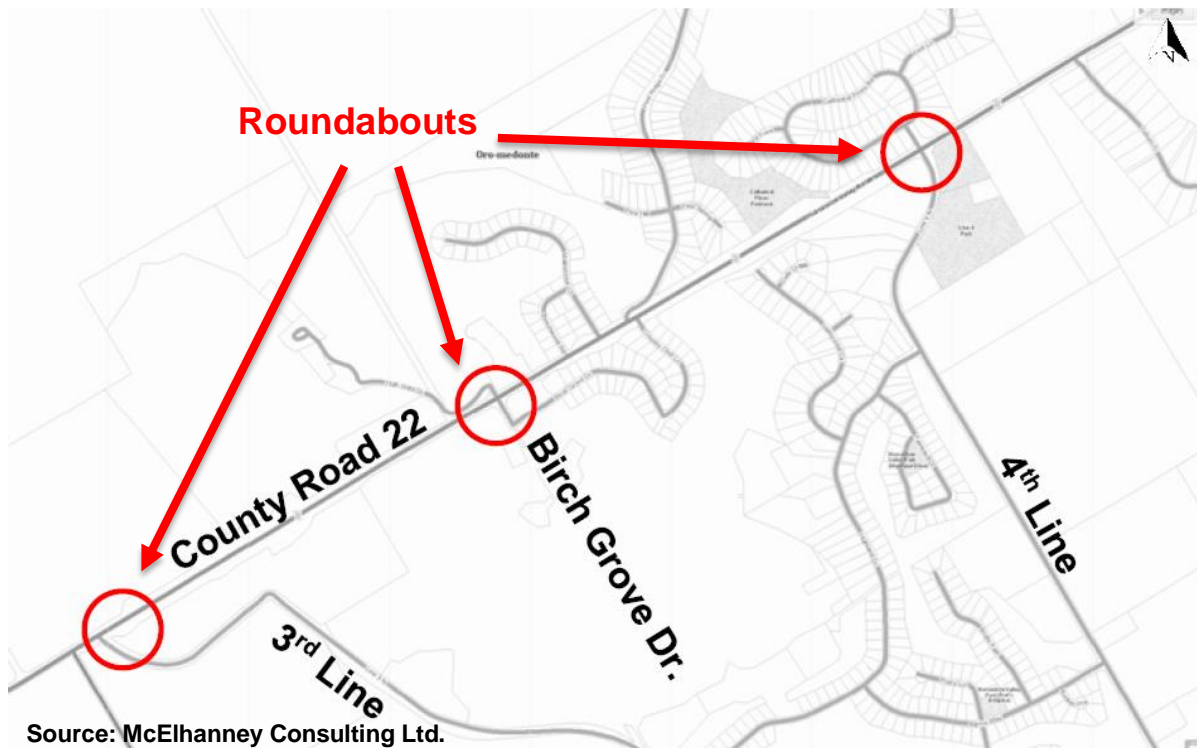


Figure 1: Study Area

2. Peer Review Process

CIMA+ undertook a peer review of the proposed roundabout concepts along Horseshoe Valley Road prepared by McElhanney Consulting, in combination with the warranted truck climbing lanes. CIMA's peer review included:

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- + Review of the Background documentation from the County, including materials related to the previous peer review conducted by CIMA+ and McElhanney Consulting's Value Engineering Study report.
- + Review of the report in the context of industry guidelines and standards:
 - Ministry of Transportation Ontario (MTO) Geometric Design Standards for Ontario Highways (GDSOH) truck climbing lane length requirements; and
 - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR) truck climbing lane length requirements;
- + Review of the concept design proposed by McElhanney Consulting, examining potential concerns related to the location of the roundabouts and their interaction with the truck climbing lanes, if any exist, as well as the safety features mentioned within the report; and
- + Preparation of a letter report that documents the results of our peer review.

3. Peer Review Findings and Recommendations

Overall, we note that the work undertaken by McElhanney in terms of the study approach was well done, taking into consideration various qualitative criteria which would be expected in a review of this nature. McElhanney generally described well known concepts (for example, relating to drivers' choice speeds, or the speed reduction effect of roundabouts), and utilized reputable reference sources such as AASHTO, World Road Association, and Transport Canada.

CIMA+ has identified items within the Intersection Control Value Engineering Study that could benefit from additional clarification or analysis. We also provide recommendations on what actions could be undertaken to improve the analysis.

3.1 Industry Guidelines for Length of Truck Climbing Lanes

One of the primary concerns with the proposed layout is the operational interaction between the warranted truck climbing lanes and the proposed roundabouts. For truck climbing lanes to fulfill their purpose, appropriate lengths should be provided to allow trucks to regain sufficient speed and merge safely back into the regular traffic lane. The prevailing guidance regarding the determination of the length for truck climbing lanes is provided by TAC and MTO. Both are summarized below:

TAC

The guidance to determine the length of truck climbing lanes can be found in Section 2.1.8.4 of the GDGCR. According to the TAC guidelines, climbing lanes are normally introduced where the design truck experiences a 15 km/h reduction from the 85th percentile speed, and ideally terminate where the design truck regains that same speed, based on the use of truck performance curves. The design should also include transitions (tapers) at the beginning and ends of the truck climbing lane, with lengths as a function of design speed and lane width. The minimum length of a climbing lane, required to allow completion of an overtaking manoeuvre, is 500 metres for lower-volume roads, and



1,000 metres for higher-volume roads. Consecutive climbing lanes are joined together to reduce turbulence in the through lanes.

MTO

The guidance to determine the length of truck climbing lanes can be found in Section J.2.1 of the GDSOH. Similar to TAC, the location and length of climbing lanes are determined with the use of performance curve to estimate the point where truck speeds drop to 15 km/h below operating speeds, and the point where it increases to within 15 km/h of the operating speed. In the MTO guidance the minimum length of a truck climbing lane is 1,500 metres, including tapers (minimum 80 m entry, 180 m exit). The GDSOH also recommends that the end of a truck climbing lane should not be designed in advance of an intersecting side road or large commercial entrance.

3.1.1 Finding #1: Potential interference between truck climbing lane and roundabout

Section 2.3 of McElhanney’s report states that “truck climbing lanes would be implemented independently of roundabouts”, and that “due to safety concerns if additional through lanes are not warranted for [roundabout] capacity, truck climbing lanes would begin downstream and end upstream of roundabouts”. McElhanney’s report does not provide evidence in support of this assumption. As outlined above, prevailing guidelines prescribe certain elements such as minimum lengths, start and end locations, and taper lengths, in addition to considerations related to consecutive climbing lanes and intersections. Depending on the design requirements of the truck climbing lanes, based on our assessment there is potential for some overlap with some roundabouts, particularly at the intersection of 4th Line, located on top of a steep climb (10% – refer to **Figure 2**): the end of the climbing lane or the exit taper could be located at or across the intersection. The minimum exit taper length based on MTO guidance (180 m) is the same as the distance between a 5.5% upgrade¹ and the existing intersection. Because a roundabout and its approaches require more space than a signalized intersection, it is possible that the roundabout would begin before the location where the minimum exit taper would end. This could result in increased potential conflicts as trucks merge back onto the main traffic lane at speeds lower than normal traffic. This action, taking place relatively close to the roundabout, could introduce additional workload for drivers who may be less familiar with roundabout operations.

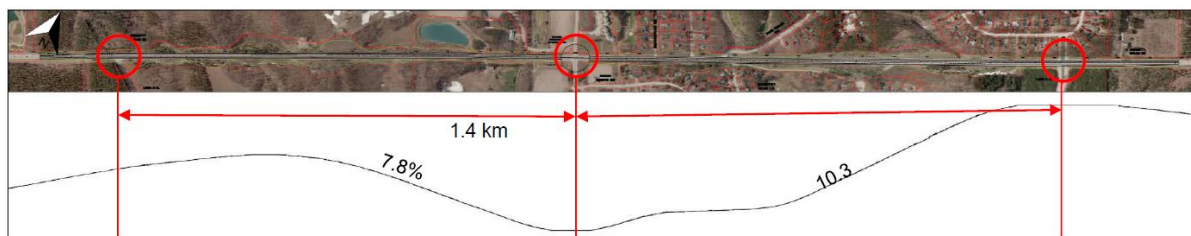


Figure 2: Horseshoe Valley Road Profile (Source: McElhanney Consulting Ltd.)

¹ This can be considered a steep upgrade: based on a 180 g/W deceleration performance curve, a truck would stabilize speed at approximately 23 km/h on a 7% upgrade, and accelerate up to 31 km/h on a 5% upgrade.

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3.1.2 Recommendation #1

Recognizing that McElhanney's report focuses on the intersection improvements component of the EA (Project B), and not on the truck climbing lanes, addressed in a separate project (Project A), it is our recommendation that the intersection improvements study be reviewed (and revised, if necessary) once the design of the truck climbing lanes is completed, in order to confirm the accuracy of the referred assumption.

More detailed information relating to the truck climbing lanes should be provided in order to better understand the full impact of the interactions between the roundabouts and the proposed truck climbing lanes. A determination of truck speeds at the points where trucks will merge with traffic is needed to fully assess the potential for vehicle conflicts related to speed differential. Provision of truck speeds at re-entry to the through lanes, will allow an assessment as to whether the speed differential is significant immediately in advance of the transition to roundabouts, and if the condition presents an elevated risk. If it does, extension of the truck climbing lane across the intersection may be required.

3.2 Assessments for Roundabout Scenario

McElhanney provides assessments on safety, operations and cost for each intersection as well as an overall scenario of roundabouts vs. signalization. The County provided McElhenney with collision data between January 1st, 2001 and December 31st, 2011 (approximately 11 years) as well as speed studies along Horseshoe Valley Road.

Within the assessments the operations at each intersection under signalized and roundabout scenarios were analysed and shown that from an operational standpoint each scenario, signal or roundabout, would provide good levels of service (A or B) at each intersection.

A collision analysis was undertaken to assess both the safety concerns at the intersections as well as the road segments between them. It was noted that the road segments yielded the highest number of accidents whereas the intersections themselves did not pose as much of a safety concern. McElhenney states that the roundabout scenario is better suited from a safety standpoint and will result in decreased travel speeds and reduced collisions at both intersections and midblock and over time will be the most cost effective, despite its initial higher capital cost. McElhanney also concludes that single-lane roundabouts are preferable due to their safety advantages outweighing mobility benefits for truck traffic provided by multi-lane roundabouts.

3.2.1 Finding #2: Safety benefits of single-lane vs. multi-lane roundabout

In the Executive Summary, McElhanney states that *the safety advantages of avoiding multi-lane roundabouts outweigh the mobility benefits for truck traffic*. However, within the report, there is no mention or evidence of what the advantages and disadvantages are between single and multi-lane roundabouts. In the evaluation of scenarios (Section 3.5, Table 3-9) multi-lane roundabouts are not considered although it could be an option to avoid potential interferences with truck climbing lanes based on length requirements.



3.2.2 Recommendation #2

It would be our recommendation that McElhanney expand on both the advantages and disadvantages of each option (single and multi-lane roundabouts) as well as on the reasoning as to why single lane roundabout benefits would outweigh the mobility of a multi-lane one. It would also be beneficial to include multi-lane roundabouts in the evaluation of alternatives or, at a minimum, to provide well-substantiated reasoning to screen them out before the evaluation.

3.2.3 Finding #3: Speeding behaviour “undoubtedly” linked to collisions

On Page 14 of their report, McElhanney states that given the speed data showing an average speed of 85 km/h, and the posted speed limit through the study area being 70km/h, *this constant speeding is undoubtedly linked to the frequency and severity of collisions*. While we agree that collision severity will increase with speed, the existence of speeding can be correlated, but is not automatically a causal factor responsible for the collision frequency. Other causal factors such as speed differential could be involved. We note that the **25th percentile** speed is already 8 km/h higher than the posted speed limit (meaning that 3 out of every 4 drivers are driving even faster), which is a strong indication that there may be some inconsistency between the posted speed limit and operating speed selected by drivers, which generally is linked to the physical characteristics of the road. Although McElhanney recognizes that drivers choose their speed based on the road environment, no consideration was given to the possibility of the posted speed limit being too low for the road characteristics.

3.2.4 Recommendation #3

It would be our recommendation that a speed limit review based on TAC Guidelines be conducted in order to re-evaluate the magnitude of the potential contribution of speeds to collision frequency.

3.2.5 Finding #4: Roundabout locations to decrease speeds along segment

McElhanney correctly states that roundabouts can be an effective speed management tool at intersections, through which drivers would not be able to travel at much more than 40 km/h (Page 14). It is also stated that roundabouts would have a meaningful calming effect between consecutive roundabouts. While this second statement is true to some degree, in the following page (Page 15) it is stated that *a speed reduction could be achieved from the current average of 85 km/h to 70 km/h along the corridor*. However, no rationale is provided for this specific assumption. Considering the distance between roundabouts (approximately 1.5 km) and, as McElhanney had previously mentioned, the steep downgrades which facilitates higher speeds, it is possible that the calming effects on traffic will dissipate over the relatively long distance and that average speeds higher than 70 km/h would continue to be observed along the corridor.

3.2.6 Recommendation #4

It would be our recommendation that further investigation be conducted in regards to how the roundabouts will decrease speed along the road segments between intersections, which are spaced

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widely apart.² It is also recommended that sources in support of the assumptions be included in the report.

3.2.7 Finding #5: Cost analysis

McElhanney conducted a cost analysis (Section 3.4) including construction costs estimates and collision reduction estimates. Some assumptions in this analysis, however, could benefit from additional clarification. We highlight the following items in that regard:

- + A comparison between construction costs of the different intersection alternatives was presented, however collision estimates were only presented for the roundabout alternative;
- + McElhanney recognizes that *signalization would help with gap acceptance issues of traffic turning onto County Road 22 [...] and with some traffic calming along the corridor, though would not significantly reduce risks*. These statements could be considered contradictory, and no evidence was provided in support of “not significantly reducing risks”;
- + McElhanney assumes that roundabouts could achieve a reduction of the average speed along the corridor from 85 km/h to 70 km/h. As mentioned in the previous finding, no rationale was provided for this assumption;
- + McElhanney states that the assumed speed reduction would yield a 65% decrease in serious collisions. It is unclear where this number originates from. Previously, on Page 12, a 32% collision reduction is presented based on the same speed reduction (i.e. from 85 to 70 km/h); and
- + Transport Canada societal collision costs for Ontario were used in the roundabout evaluation (which assigns costs of \$8,000 to property damage only collisions, \$82,000 for non-fatal injury collisions, and \$15,700,000 for fatal collisions), resulting in an estimated benefit of \$15 million over 30 years. However, the Transport Canada costs place a very high weight on fatal collisions (191 times higher than non-fatal injury). Collision costs used by Ministry of Transportation Ontario’s (MTO), updated for inflation to 2015 values, are approximately in the range of \$1,300,000, \$32,000, and \$10,000 for fatal, injury and property damage only collisions, respectively (i.e. fatal collisions are only 40 times more costly than non-fatal injury collisions). These differences generally arise from the methodology used in determining societal costs of collisions (for example, the Transportation Canada costs are estimated based on Willingness to Pay), and a rationale for why the higher costs were selected would be desirable to avoid unnecessarily overestimating the benefits.

3.2.8 Recommendation #5

It would be our recommendation that additional clarification, rationale, and/or sources be provided for the following items:

- + The statement that signalized intersection would not significantly reduce risks;

² Tools such as the Interactive Highway Safety Design Model (IHSDM) can assist in this type of safety analysis of route options: <https://www.fhwa.dot.gov/research/tfhrc/projects/safety/comprehensive/ihsdm/>.



- + The speed reductions expected along the corridor as a result of the roundabouts, and why average speed was used instead of 85th percentile;
- + The collision reduction resulting from the speed reduction; and
- + The selection of Transport Canada societal collision costs (otherwise, review the analysis using MTO costs).

It would also be beneficial to provide a comparison of benefits from collision reduction (in terms of societal costs) between the roundabout and signal alternatives. Including a table with Benefit/Cost ratios in the report is suggested.

3.2.9 Finding #6: Evaluation of Alternatives

In addition to the quantitative analyses (operations, safety, and costs), McElhanney also conducted a qualitative evaluation of alternatives, including stop control, signalization, and roundabout options. This type of analysis is, to some degree, subjective and may slightly differ from one analyst to another. However, this approach is common in the industry, and CIMA+ has no reasons to dispute McElhanney's analysis, although we found that some of the criteria utilized in the evaluation were not previously discussed in the report. For example, stakeholder support was generally evaluated best for roundabouts and worst for stop control, however no discussion was presented as to how the support was expressed (for example, through public consultation, survey with land owners, or meetings with political stakeholders). Other criteria not previously discussed include residual capacity, pedestrian and cyclist accommodation, user costs, and environmental impacts.

3.2.10 Recommendation #6

It is our recommendation that all criteria included in the evaluation of alternatives are discussed in the report, in order to provide support for the selected scores. Examples of criteria which were not discussed include:

- + Residual capacity;
- + Pedestrian and cyclist accommodation;
- + User costs;
- + Support from stakeholders; and
- + Environmental impacts.

4. Summary of Recommendations

CIMA+ undertook a peer review of the County Road 22 Intersection Control Value Engineering Study with the goal of providing the County of Simcoe with a list of potential issues and/or deficiencies that may exist within the evaluation of scenarios, as well as potential concerns with the design of roundabouts in combination with truck climbing lanes.

Overall, the work undertaken by McElhanney in terms of the study approach was well done, taking into consideration various qualitative criteria which would be expected in a review of this nature.

However, CIMA+ has identified items within the Intersection Control Value Engineering Study that could benefit from additional clarification or analysis. The following is a summary of our recommendations:

- + That the intersection improvements study be reviewed (and revised, if necessary) once the design of the truck climbing lanes is completed, in order to confirm the accuracy of the assumption provided in the McElhanney report that *truck climbing lanes would begin downstream and end upstream of roundabouts*. An assessment as to whether the speed differential is significant immediately in advance of the transition to roundabouts is recommended to determine whether extension of the truck climbing lane across the intersection may be required;
- + That McElhanney expands on both the advantages and disadvantages of single and multi-lane roundabouts, as well as on the reasoning as to why single lane roundabout benefits would outweigh the mobility of a multi-lane one. It would also be beneficial to include multi-lane roundabouts in the evaluation of alternatives or, at a minimum, to provide well-substantiated reasoning to screen it out before the evaluation;
- + That a speed limit review based on TAC Guidelines be conducted in order to re-evaluate the magnitude of the potential contribution of speeds to collision frequency;
- + That further investigation be conducted in regard to how the roundabouts will decrease speed along the road segments between intersections. It is also recommended that sources in support of the assumptions be included in the report;
- + That additional clarification, rationale, and/or evidence be provided for the cost analysis, including:
 - The statement that signalized intersections would not significantly reduce risks;
 - The speed reductions expected along the corridor as a result of the roundabouts;
 - The collision reduction resulting from the speed reduction; and
 - The selection of Transport Canada societal collision costs (which may result in overestimation of benefits. Otherwise, the analysis should be reviewed using MTO costs);
- + That a comparison of benefits from collision reduction (in terms of societal costs) between the roundabout and signal alternatives be included in the report, preferably in the form of a table with Benefit/Cost ratios; and
- + That all criteria included in the evaluation of alternatives are discussed in the report, in order to provide support for the selected scores. Examples of criteria include residual capacity, pedestrian and cyclist accommodation, user costs, support from stakeholders, and environmental impacts.



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Appendix M

Mitigation Measures

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
SURFACE DRAINAGE SYSTEM		
Sedimentation and turbidity of adjacent water bodies	<ul style="list-style-type: none"> ▪ erosion control measures ▪ buffers and setbacks ▪ sediment traps ▪ staging work ▪ bio-engineering techniques 	<p>After site grading and during construction on slopes and channels</p> <p>Collect sediment before entering drainage channel</p> <p>During biologically critical periods</p>
Ponding effects on adjacent properties due to natural drainage disruption	<ul style="list-style-type: none"> ▪ appropriate use of culverts, porous backfill and tile drains ▪ apply natural channel design principles 	<p>In new construction projects and expansion</p>
Contamination of surface waters through runoff, spills, leaks and disinfection activities	<ul style="list-style-type: none"> ▪ provision for spill control ▪ fast accurate reporting of spill ▪ spill containment ▪ stockpile materials or devices for spill control ▪ avoid adverse soil conditions ▪ monitor facility for leaks ▪ implement disinfection techniques in concert with fisheries requirements ▪ pollution prevention and source control by best management land use practices and best management stormwater practices. ▪ buffers and setbacks ▪ install check dams on drainage swales 	<p>As a general practice and particularly in vicinity of water bodies, wetlands</p>
Changes in volume of surface runoff	<ul style="list-style-type: none"> ▪ use design measures to minimize increase in surface runoff 	<p>New impervious surfaces</p>
Changes in flood storage capacity by placing fill and structures in floodplain	<ul style="list-style-type: none"> ▪ avoid placing fill and structures in floodplain or compensate ▪ flood and fill permits from Local Conservation Authority 	<p>Construction within river valleys. Disposal of excess fill.</p>
GROUNDWATER		
Interference of shallow aquifers and springs	<ul style="list-style-type: none"> ▪ hydrogeologic investigation to identify such areas in advance ▪ develop alternatives to avoid impacts 	<p>Excavations</p>
Reduce groundwater quantity through construction dewatering	<ul style="list-style-type: none"> ▪ locate construction activities away from groundwater users and water bearing formations (soils) where possible. ▪ proper dewatering techniques ▪ seasonal constraints on construction 	<p>Depletion or lowering of shallow aquifers and springs by groundwater utilization</p>
Spills or leaks resulting in contamination of groundwater	<ul style="list-style-type: none"> ▪ construction refueling precautions ▪ land filling precautions 	<p>Near watercourses and on site generally. Areas of high</p>

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
supply	<ul style="list-style-type: none"> ▪ operation and storage precautions 	infiltration capability
Drainage of wetland areas resulting in a reduced groundwater contribution to surface waterbodies	<ul style="list-style-type: none"> ▪ avoid wetland areas ▪ utilize appropriate backfill material, i.e. high permeable backfill is unsuitable 	Trenching, excavation, placing fill, dewatering
Reduced surface water recharge to groundwater particularly in soils	<ul style="list-style-type: none"> ▪ restrict extent of impervious surfaces in zones of high 	Subsurface barriers, e.g., foundations, areas of impervious
Interference with groundwater movement	<ul style="list-style-type: none"> ▪ maintenance of the existing groundwater regime through engineering design 	Excavations, drainage, construction, dewatering, e.g. in roadbeds, foundations and trenches
Contaminations of adjacent wells through runoff from construction	<ul style="list-style-type: none"> ▪ erosion and sediment control ▪ locate projects appropriately ▪ setbacks 	Construction adjacent to well sites and exposed aquifers
TERRESTRIAL VEGETATION AND WILDLIFE		
Removal or disturbance of significant trees and/or ground flora	<ul style="list-style-type: none"> ▪ review status of species ▪ avoid these areas ▪ employ tree protection measures 	During site grading and construction phase of any project
HERITAGE RESOURCES		
Deterioration of sites, structures or landscapes having archaeological, historical or architectural values, as a result of environmental changes	<ul style="list-style-type: none"> ▪ avoid where possible ▪ employ necessary steps to decrease harmful environmental impacts such as vibration, alterations of water table, etc. 	Where appropriate with respect to archaeological, historical or architectural resources
Disruption of quiet enjoyment	<ul style="list-style-type: none"> ▪ staging of construction to cause least disruption ▪ employ noise and dust control measures 	As general practice.
AGRICULTURAL		
Soil contamination by chemicals	<ul style="list-style-type: none"> ▪ minimize use of de-icing materials ▪ establish and enforce chemical handling standards ▪ provide for emergency clean-up and soils replacement 	As general practice.
Disruption of tile and surface drainage systems	<ul style="list-style-type: none"> ▪ stage construction work ▪ restore tile and surface drainage system 	In agricultural and rural areas.
Decrease in groundwater	<ul style="list-style-type: none"> ▪ design to minimize dewatering effects ▪ provide recharge 	In agricultural and rural areas.
Effects of physical changes in operation due to property loss	<ul style="list-style-type: none"> ▪ compensation 	In agricultural and rural areas.

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
RESIDENTIAL, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL		
Disruption of tourism facilities	<ul style="list-style-type: none"> ▪ stage construction ▪ employ noise and dust control measures ▪ provide crosswalks and sidewalks at access points 	As general practice. Where suitable.
Facilities inconsistent with or which disrupt character of area	<ul style="list-style-type: none"> ▪ preserve existing amenities as much as possible ▪ design and site structures to blend with adjacent building forms and materials ▪ site grading; utilize berms or other screening devices 	As general practice. Where suitable.
Temporary disruption during construction and/or inconvenience to users of adjacent properties and building	<ul style="list-style-type: none"> ▪ notify public agencies and adjacent owners of construction scheduling ▪ prepare emergency program to ensure quick resolution of servicing problems ▪ consult with public agency and/or adjacent landowners regarding temporary access routes ▪ schedule construction so as to minimize period of disruption in proximity of adjacent uses and structures ▪ ensure access for emergency response vehicles / personnel ▪ apply noise and vibration control measures (use quieter equipment, maintain equipment properly) 	Where substantial inconvenience or disruption to adjacent uses would be experienced and where measures would substantially reduce effects. As general practice.
Removal of residences and other buildings	<ul style="list-style-type: none"> ▪ co-ordinate removal program to minimize inconvenience ▪ carry out heritage assessment as 	As general practice.
OUTDOOR RECREATION		
Temporary disruption of open space activities during construction	<ul style="list-style-type: none"> ▪ employ noise and dust control measures ▪ staging of construction to cause least disruption 	In areas within or adjacent to public open space.
Effects of physical changes in layout of recreational uses due to property loss	<ul style="list-style-type: none"> ▪ compensate by providing facilities elsewhere 	In areas within or adjacent to public open space.
SOILS GEOLOGY		
Erosion by wind, water and ice	<ul style="list-style-type: none"> ▪ restoration planting ▪ stage work ▪ avoid highly erodible soils ▪ stabilize slopes ▪ compaction 	Erodible soils in excavations, cut and fill areas. Stockpiles, cut slopes.

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
	<ul style="list-style-type: none"> ▪ chemical stabilizers ▪ gravel blankets ▪ seeding ▪ sodding ▪ toe drainage 	
Slumping of encroached slopes	<ul style="list-style-type: none"> ▪ avoid potentially unstable slopes ▪ mechanical stabilization methods ▪ revegetation (only effective once the root infrastructure has developed) ▪ restrict dewatering near slopes ▪ engineering design to control potential slumping 	Steep slopes. Cut slopes. Removal of the toe of a slope during construction. Dewatering.
Loss of aggregate and mineral resources	<ul style="list-style-type: none"> ▪ avoid sites of aggregate and mineral reserves ▪ extract aggregate and minerals prior to construction 	Zones of economic aggregate and mineral occurrence.
Contamination of soils by petrochemicals, etc.	<ul style="list-style-type: none"> ▪ remedial measures to avoid spills and leaks ▪ contingency plan for clean-up 	During construction.
Mixing of topsoil with subsoil	<ul style="list-style-type: none"> ▪ stripping and stockpiling of topsoil separate from subsoil 	Generally in areas of undisturbed soils.
CLIMATIC FEATURES		
Drought, increased flooding, changes in water levels, increases in surface water runoff due to extreme weather events and climate change	<p>Consider the following:</p> <ul style="list-style-type: none"> ▪ Design associated drainage and storm ponds to manage extreme weather events ▪ Use of pervious pavement or reduce impervious pavement and other low impact development methodologies to manage or reduce storm water runoff and on-site flow control ▪ Increase elevations of structures over waterways ▪ Increased capacity of sewer and treatment systems to accommodate additional flows ▪ Monitoring and adaptive management to manage flow rates ▪ Artificial destratification to manage evaporation ▪ Stormwater runoff to roadside ditches and/or grassed swales ▪ Back-up features and infrastructure for upset conditions and emergency response procedures (e.g. standby power for water and waste water) 	Construction in close proximity to buildings or activity areas

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
	facilities) <ul style="list-style-type: none"> ▪ Water conservation and efficiency through leakage/loss detection and prevention in distribution system 	
PUBLIC HEALTH		
Exhaust emissions from construction equipment and vehicles	<ul style="list-style-type: none"> ▪ Minimize operation on site, control location on site 	Where adjacent uses or natural vegetation could be adversely affected
Groundwater contamination	<ul style="list-style-type: none"> ▪ construction refueling precautions ▪ fill design and operation precautions ▪ precautions in operation and storage facilities ▪ containment of leachate maintenance facilities 	On site generally.
Effects of emergency by-passing of sewage	<ul style="list-style-type: none"> ▪ contact potentially affected government agencies and public downstream within 24 hours of by-pass event 	In all cases.
OPERATIONAL AND CONSTRUCTION NOISE		
Proximity to noise sensitive land uses (e.g. hospitals); insufficient setbacks; road grades (steep hills); high traffic volumes; poor road surface; stopping / starting of truck traffic; operation of construction equipment	<ul style="list-style-type: none"> ▪ relocate major roads away from sensitive land uses, divert traffic ▪ reduce grades of hills ▪ use appropriate asphalt surface to reduce tire noise ▪ institute truck prohibitions ▪ construct noise barriers ▪ modify speed limits ▪ Proper maintenance of equipment 	As general practice. Construction in urban areas.

Appendix N

Minutes of Meetings

START UP MEETING

PROJECT: County of Simcoe
County Road 22
2.5 km east and west of Horseshoe Valley Main Entrance, Intersection Improvements at 3rd and 4th line North, Widening to Three Lanes -Addition of Truck Climbing Lanes ,Class A+/C Environmental Assessment Design and Construction
RFP 2013R22-483-01
Ainley File #112166

DATE: February 14, 2013

LOCATION: County Office - Midhurst

TIME: 1:00pm – 3:00 pm

PRESENT: Jim Hunter, County of Simcoe
Paul Murphy County of Simcoe
Chris Doherty, County of Simcoe
Mike Neumann, Ainley Group
Bill Boston, Ainley Group

DISTRIBUTION: All Present
Julie Scruton, County of Simcoe
Project File

Action by:

1. Mike Neumann opened the meeting by giving a brief overview of the proposed work schedule / deliverables. In addition the Consultant's signed agreement was submitted to Jim Hunter. Insurance and WSIB certificates were also provided separately prior to the meeting to Catherine Payne.
2. Pre-engineering survey work is scheduled for the Spring 2013 once weather permits.
3. The 1st Public Information Centre is schedules for October 17, 2013. The exact timing of the future PIC schedule will be determined. Ainley
4. Bill Boston asked who would be the point of contact on behalf of the County for the project. Chris Doherty advised that no one has been assigned but suggested that Paul Murphy should be contacted for development. Jim Hunter advised that all other issues for the time being can be directed to him with cc to Paul and Chris. The County will advise at a later date on the project

Action by:

point of contact.

5. Mike asked if there are any background information /studies available which were not distributed at the time of the RFP posting. Chris advised that Cole Engineering, who are the Developer's Consultants have a traffic report which will be forward to Ainley. Chris also advised that the County has carried out traffic counts and there are copies of contract drawings for the tunnels and County Road 22 Improvements. Chris will forward the information. County
6. The topo survey schedule was discussed. Bill advised that Ainley has already been in contact with surveyor and the survey will be commencing once the snow is gone. Hopefully the work will start late March or the 1st week in April. Bill will advise the County when the date gets closer. Bill also advised that before the survey commences, a letter will be sent out to the affected land owners. Before letters are sent out, draft letters of the project initiation will be sent to the County for prior review and approval. County/Ainley
7. Utility company circulation was discussed. Chris will provide a contact list of the utility companies. Chris will advise Hydro One that Ainley's are working on the project per Hydro's protocol to permit Ainley to consult with Hydro. County
8. There was some discussion regarding the pedestrian tunnels to the west and east of the resort entrance. Paul advised that the County has an agreement with the resort which requires the tunnels to be removed/revised/lengthened etc. as required to accommodate any future County roadway improvements. Paul will provide a copy of the agreement for reference. County
9. The intersection design at the main entrance was discussed. Mike advised that if the 100kmh design speed is to be maintained there will be a considerable amount of fill required. Ainley will review various options and will contact Cole Engineering to discuss if they have prepared any preliminary plans. Bill advised if Cole Engineering does have drawings they should tie into Ainley coordinate system. Mike advised that the designs between Cole and Ainley must also tie in together to ensure the profiles and cross-section is consistent. In addition the designs must be coordinated for temporary conditions to ensure that there are no constructor issues. County
10. Other issues were discussed. Both Jim and Chris advised there is a groundwater pump house at Station 10+750 Rt. Also a private water system and irrigation system crosses under the County Road near the intersection of the resort entrance. A septic bed filter is in the north east corner of the intersection of the resort entrance. The impacts will be assessed with the designs. County

Ainley also noted that there may be advantages of combining future contracts rather than individual contracts for cost savings and to minimize overlapping warranties. This was outlined in Ainley's proposal. The County acknowledged the benefit of this proposal although it will be determined at a later date once actual construction timing is known.

Finally, Ainley advised that there is little benefit to construct the intersection in separate contracts ahead of the truck climbing lane construction as it would not address the truck climbing lane needs. The contracts will however be prepared in advance to address turning lane needs at the intersections. Traffic

Action by:

signals at those locations are not anticipated.

11. The next meeting date will be determined after the engineering surveys have been completed.

Any errors and/or omissions from these Minutes should be reported to the undersigned as soon as possible.

Minutes prepared by:

Ainley & Associates Limited

A handwritten signature in black ink, appearing to read "Bill Boston".

**Bill Boston, CET
Senior Technologist**

Cc Mike Neumann, Ainley Group
Tom Nollert, Ainley Group
Sean Sexsmith, Ainley Group

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PROJECT: County of Simcoe Projects
County Road 4 Widening
County Road 88 Widening
County Road 39/7th Line Intersection
County Road 21/39 Intersection
County Road 22 Widening
File 109148, 107034, 106140, 106064, 112021, 112166

DATE: Tuesday, April 02, 2013

LOCATION: Simcoe County Office

PRESENT: Bill Boston, Ainley & Associates Limited (AAL)
Mike Neumann, Ainley & Associates Limited (AAL)
Jim Hunter, County of Simcoe
Julie Scruton, County of Simcoe
Chris Doherty County of Simcoe
Greg McGrath County of Simcoe

DISTRIBUTION: All Present

The purpose of the meeting was to review current status of various County projects being completed by project teams from the Ainley Group Collingwood office.

County Road 88

- It was noted by Ainley that the Bell cable at entrance 3396 has not been relocated to the correct vertical clearance. Bell was advised that the proper clearance must be in place.
- The subject of the Enbridge issues ie. Invoices etc. was discussed. The County does not wish to hold further meetings with Enbridge to discuss the same issue. Ainley was requested to provide a written response on the latest information provided by Enbridge with a possible solution to settle the issue.
- The Bell claim was discussed. Ainley is to review the file.
- The additional work (paved shoulders and slope repairs) at east end of the project was discussed. Ainley felt that the quote that Trisan submitted last fall was on the high side and that Ainley should try to get a better price. Ainley is to meet with Trisan. The County has agreed that the work should be done and Ainley will administer the work
- The watermain break which occurred during the winter at the Cemetery was discussed. Ainley advised the through discussions with Town staff, the Town agreed to look into a method to locate the break under the road without digging up the road. The Town was to respond back

once they get the results and advise Ainley. The County requested Ainley to follow up on this issue as well as to monitor the repairs.

- The culvert repairs at the Highway 400 interchange was discussed. The County advised the MTO will do the cleanout. At this time, there are no plans to reline or replace the culvert.
- The 2013 budget was reviewed. Ainley was requested to submit a cost estimate and request an extension to the Purchase Order or issue a new Purchase Order. The work would involve completion of construction an estimate for resolution of utility claims, maintenance warranty etc.

Action by AAL

County Road 21/39

- Metrolinx issues were discussed. The County advised that Metrolinx are requesting an updated traffic study. Biju will be requesting this information by email. Ainley advised that the projected traffic is not significant enough to warrant another report. The County advised that no agreement between the County and Metrolinx has been reached.
- The subject of additional soils investigation for the jack/bore operation under the railway was discussed. Ainley advised that this was included in the prior soils investigation and recommended it should be completed. The County agreed and requested that Ainley obtain a quote. Ainley advised that since Peto MacCallum did the original report they should submit the quote. The County agreed.
- The Design and Construction Schedule along with the cost sharing for the over sizing of the storm sewer was discussed. Ainley will develop a schedule which will include various milestones that will ensure the County can maintain a future construction program.
- The original scope of work was discussed. It was agreed that Ainley prepare updated scope change along with a cost budget for the County's review.

Action by AAL

County Road 39/7th

- The subject of the cost for closing County Road 39 versus maintaining one lane of traffic was discussed. In order for the County to submit a report to County Council, the County requested that Ainley prepare a cost estimate.

Action by AAL

County Road 27/5th

- Ainley advised that geotechnical quotations have now been received and are being evaluated.
- All field work is now complete.
- The County requested an updated traffic report on a CD.

Action by AAL

County Road 22 Horseshoe Valley Resort Entrance

- The subject of the Notice of Commencement was discussed. The County advised that the Notice issued by Ainley is acceptable for advertising and is to be sent to Todd Morris with a copy to Chris Doherty.
- Ainley advised that Cole Engineering requested a meeting. Paul Murphy from the County will follow up on that request.

Action AAL /County

County Road 4

- Ainley advised there has been no change to the MOE application.
- The subject of the culvert repairs at the 10th Line was discussed. The County suggested that Ainley meet with Pat Kelly of W.G. Kelly Construction and obtain his opinion. Julie Scruton from the County wishes to be at the meeting. Subject to the outcome of the meeting, a quotation for a structural design, contract administration and construction will be obtained. The County and Ainley will meet with Lake Simcoe Region Conservation Authority in order to obtain necessary permits for the work.
- The intersection improvements at County Road 4 and the 9th line of Bradford West Gwillimbury were discussed. The County requested that Ainley proceed with the Contract and prepare a fee budget as well as a construction budget.

Action AAL/County

These minutes are not verbatim of the discussions. Any errors and/or omissions from these minutes should be reported to the undersigned as soon as possible

Minutes prepared by:



Bill Boston, C.E.T
Ainley & Associates Limited

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PROJECT: County of Simcoe
County Road 22 (Horseshoe Valley Road) Class Environmental Assessment
Ainley Project No. 112166

DATE: April 1 and 2, 2015

LOCATION: County of Simcoe Administration Office
Oro-Medonte Severn Boardroom & Transportation Planning Boardroom
1110 Highway 26, Midhurst, Ontario

TIME: 1:00 p.m. and 2:00 p.m.

PRESENT:

Debbie Korolnek	County of Simcoe (County)
Christian Meile	County
Julie Scruton (April 1)	County
Paul Murphy	County
Mike Neumann	Ainley Group (Ainley)
Brad Kalus	Ainley

DISTRIBUTION: All Present

PURPOSE: Class EA Progress Meeting

Action by:

1. Purpose of Meeting

Ainley presented future public information using a power point file and roll plan profile drawings.

The purpose of the meeting was to:

- Review and reach a consensus with respect to the selection of the Phase 2 preferred solution(s);
- Review and reach a consensus with respect to the Class EA Schedule moving forward;
- Review the Phase 3 draft public information display material, including alternative design concepts and additional traffic and pedestrian safety opportunities

2. Phase 2 Preferred Solution

It was agreed the Phase 2 preferred solution is outlined as follows:

Action by:

- Upgrade the 3rd Line, Horseshoe Blvd and 4th Line intersections with improved traffic control and auxiliary turn lanes;
- Reconstruct County Road 22 to accommodate truck climbing lanes, east and west of Horseshoe Blvd; and
- Maintain the existing County Road 22 vertical road profile

To address comments and concerns from the public, the following additional traffic and pedestrian safety measures are recommended:

- Provide measures to help alleviate excessive traffic speeds;
- Provide measures to improve safety for pedestrians crossing at the 3rd Line, 4th Line and at the Horseshoe Blvd intersections;
- Provide measures to improve safety for pedestrians and cyclists; and
- Provide street lighting/illumination where warranted at key intersections.

3. Class EA Schedule – Project A (Road) and Project B (Intersections)

As per the County’s RFP, the planning for intersection improvements at the 3rd Line, Horseshoe Blvd and 4th Line was initiated as a Schedule A+ undertaking (Project B), whereas the planning for the road improvements on County Road 22 (i.e. truck climbing lanes) was initiated as a Schedule C undertaking (Project A).

As per the Class EA, at the end of Phase 2 a review of the EA Schedules for both projects (A and B) was completed. It was subsequently agreed to combine the planning for the intersection improvements with the Schedule C planning process for the roadway improvements given the impact the roadway design alternatives have on the geometric configuration of the intersections. The public will be advised of this EA Schedule change in the future Notice of PIC and at PIC # 3.

Ainley

4. Phase 3 – Preliminary Public Information Display Material

Ainley presented preliminary (draft) public information display material. The following summarizes the key discussion items on each display board.

Welcome Board

- No suggested revision

What Has Been Completed To-date Board

- Revise bullet 6 under Phase 2 to read “Selection of Preferred Solution Completed by Study Team on April 1, 2015”
- Revise bullet 7 under Phase 2 to read “Review of Class EA Schedule completed on April 1, 2015 resulting in …………….”

Ainley

Ainley

What is the Purpose of Today’s PIC Board

- Revise bullet 2 to read “To ask for your input and comments on the design alternatives”

Ainley

Where is the Study at in the Class EA Process Board

- No suggested revision

What is the Study Limit Board

- No suggested revision
- The County noted the RFP and original project EA notices stated the study limits extended 2.5 km east and west of Horseshoe Blvd resulting in the study spanning a total distance on CR 22 of 5 km. Ainley confirmed the distance between the 3rd Line and the 4th Line is approximately 3 km and depending on the selected design alternative for the truck climbing lanes, the limit of the road improvements will extend beyond the intersections based on the TCL termination and taper locations. Ultimately it was agreed the reference to 2.5 km east and west of Horseshoe Blvd was a general description which will be refined as the EA study moves forward.

How Were the Study Limits Determined Board

- No suggested revision

What are the Study Objectives Board

- Revise 3rd bullet to read "Develop and evaluate design alternatives for the preferred solution'
- Revise 4th bullet to read "Complete a functional design for the preferred alternative"

Ainley

Ainley

Who is Involved with the Study Board

- Add reference to County retaining CIMA to complete peer review of Ainley's truck climbing lane warrant analysis

Ainley

What are the Problems Board

- Add heading above bullet 1 to note original Phase 1 EA identified problems
- Add heading above bullet 3 to note additional problems as per public comments

Ainley

Ainley

What was the Preferred Solution(s) Selected at the end of Phase 2 Board

- Revise bullet 5 by deleting "including provisions for bike lanes and/or multi-use trails" after cyclists.

Ainley

What are the Phase 3 Steps Board

- Highlight bullet 6 to identify this is where the study is at (or will be by the time we are at the PIC)

Ainley

What are the Intersection Design Concepts Board

- Add heading above bullet 1 identifying the 3 major intersections (i.e. 3rd Line, Horseshoe Blvd and 4th Line)
- Add heading above bullet 3 identifying the 4 minor intersections (i.e. Beechwood, Maplecrest, Pine Ridge and Country Club)
- Move bullet 5 to follow bullet 2 such that it is placed under the major intersection design concepts

Ainley

Ainley

Ainley

Action by:

Intersection Design Concept Boards

- Traffic signal and roundabout concept drawings to be advanced for the 3rd Line Ainley
- Stop control (with provisions for future traffic signals) and roundabout drawings to be advanced for Horseshoe Blvd Ainley
- Stop control and roundabout drawings to be advanced for 4th Line Ainley

****** Roundabout**

Ainley noted the Class EA and Detailed Design terms of reference did not include provisions for the consideration of roundabouts at the key intersections. To address comments received from the public with respect to considering roundabouts in the assessment of alternatives, Ainley will complete a cursory review to determine the feasibility of a roundabout at the 3rd Line, Horseshoe Blvd and 4th Line. Depending on the outcome of this review, additional traffic and design analysis may be warranted. It was agreed any additional traffic and design analysis is outside the scope of the project. As such, Ainley will provide the County with a work plan and budget to complete the extra work for the County's prior approval.

Ainley

What are the Truck Climbing Lane Design Alternatives Board

- Delete reference to 3.0 m Multi-use Trail Ainley

Truck Climbing Lane Alternative Design Drawings

- Change 3.0 m trail reference in rural options to reflect something that may be considered by the County in the future Ainley
- It was agreed that all shoulders will be fully paved (3.0 m) and as a result will provide adequate provisions for cyclist
- Shoulders adjacent to the back of urban (curb and gutter) sections will be 3.0 m fully paved which will also accommodate cyclists and/or pedestrian traffic
- It was acknowledged that, due to the severe steep terrain topography, off road trails are not practical or feasible. As such they will not be carried forward for consideration

Westbound Truck Climbing Lane Board

- Ainley noted that, based on the TAC guidelines and TCL performance graphs for a 180 g/W design vehicle, the westbound truck climbing lane (excluding taper) starts approximately 150 west of the Horseshoe Blvd intersection and extends approximately 80 m west of the 3rd Line intersection. The merge taper would extend approximately 190 m past this point. Passing site distances along the taper length appear to be acceptable.
- No revision suggested

Eastbound Truck Climbing Lane Board

- Ainley noted that, based on the TAC guidelines and TCL performance graphs for a 180 g/W design vehicle, the east bound truck climbing lane (excluding taper) starts approximately 640 m east of the Horseshoe Blvd intersection (just east of Country Club Lane) and extends approximately 930 m east of the 4th Line intersection

Action by:

(immediately west of 5th Line South). The merge taper would extend approximately 190 m past this point. Based on google Earth imagery and existing centerline paint markings, the passing site distance along the taper length appears to be less than acceptable standards.

- The County advised that extending the eastbound truck climbing lane to the 5th Line was problematic due to increase construction impacts and costs and given the apparent insufficient passing site distance at the taper east of 5th Line.
- Ainley noted the TAC guidelines provide provisions for reducing the length of TCL's. Section 2.1.8.4.5 states that *"if the lane cannot be extended far enough to provide the desired speed, then the lane can be ended where the truck can return to the normal lane without due interference to other traffic. Desirably, this would be where passing sight distance is available, or preferably 60 to 90 m beyond this point"*
- Based on this provision in the TAC guidelines and on the premise that the full TCL cannot be accommodate due to unacceptable passing site distance at the merge taper, the County directed Ainley to determine an appropriate location to terminate the TCL, just east of the 4th Line, where an acceptable passing site distance can be achieved.
- To ensure there is adequate passing site distance available, the County agreed to reduce the posted speed limit from 70km/hr & 80 km/hr to 60 km/hr, from west of 3rd Line to east of Trillium Trail.
- It was agreed that the determination of an acceptable termination point and passing site distance (beyond the end of the taper) will be based on a 70 km/hr design speed standard. This design speed represents 10 km/hr above the proposed reduced posted speed limit of 60 km/hr.

Ainley

County

Ainley

What are the Options to Improve Pedestrian Safety at Intersections Board

- No suggested revision
- Ainley noted the grade separation option could include a pedestrian bridge. However, the cost of such a bridge structure would be significant.
- It was noted the tunnel crossing option would present several challenges relating to drainage, safety (due to predators) and costs.

4th Line Tunnel Crossing Board

- Delete board

Ainley

What are the Options to Improve Safety for Pedestrians and Cyclist Board

- Revise to note paved shoulders only

Ainley

Action by:

Bike Lane Options Board

- Delete reference to bike lane and replace with cycling and pedestrian options Ainley

What are the Options to Reduce Traffic Speeds

- No suggested revision
- County confirmed they support the installation of permanent speed radar display boards

What are the Options to Improve Traffic Safety at Minor Intersections Board

- No suggested revision
- County confirmed they support the option of a continuous median left turn lane
- Ainley noted the right turn and left turn lane warrants are not met due to the low traffic turning movements. However, from a traffic safety perspective they are beneficial and will help alleviate concerns expressed by the local residents
- It was agreed the option of closing Beechwood Road intersection would improve operations on CR 22 by eliminating a traffic conflict point. Furthermore, if the intersection was closed to traffic an emergency entrance, complete with a locked gate, would be provided. It was resolved that input from the directly affected local residents would be needed to determine if the closure was an acceptable and supported option (or not).
- The option to realign Pine Ridge Trail such that it lines up with Country Club Lane may be problematic due to grading constraints and the elevation differences between CR 22 and Pine Ridge.
- Opportunities to provide a safe area for school buses to pull off the road to pick up/drop off students at Pine Ridge Trail, will be considered. Ainley

Right Turn Taper Board

- Board to be replaced with a detailed drawing for the PIC Ainley

Continuous Median Left Turn Board

- Board to be replaced with a detailed drawing for the PIC Ainley

Minor Side Road Re-Configuration Options Board

- Board to be replaced with a detailed drawing for the PIC Ainley

What Environmental Studies Were Completed Following Phase 2 Board

Ainley

Action by:

- Ainley noted the completion of the natural environment study and archaeological stage II study will be completed this spring once the site and weather conditions permit.
- Completion of these studies will move forward based on the presented design alternatives and the associated footprint of impact and/or ground disturbance. Ainley
- The completion of the base line water well condition study is contingent upon receiving drawings from Horseshoe Resort confirming their communal servicing area. The County has contacted Horseshoe Resort to request this information. No reply has been received to-date. County to follow up again with Horseshoe Resort. County

What other Studies will be completed During Detailed Design Board

- County advised that a building condition survey will be completed prior to construction. Ainley to note this on the display board. County/Ainley

What is the Evaluation Criteria Board

- No suggested revision

Example Evaluation Matrix Board

- Evaluation matrix to be developed to include coloured circle symbols to indicate the level of impact associated with each alternative. For instance, an empty circle will represent no impact (or a positive feature) whereas a filled in circle will represent a high impact (or negative feature). Ainley

Next Steps Board

Phase 3

- No suggested revision

Phase 4

- No suggested revision

Thank You Board

- Add Ainley contact information Ainley

5. PIC 3 Format

The format options for PIC 3 were discussed. Based on the outcome of PIC 2, Ainley does not recommend holding a formal presentation and open question and answer session, similar to what was provided at the May 12, 2104 PIC #2. Instead, a conventional informal approach with display boards and team representatives on hand to receive public input and answer questions is strongly recommended.

The County noted they have a meeting next week with the Township and

Action by:

County officials and the HVHOA to discuss the status of the project. Input from this meeting will be requested to determine the preferred format for PIC 3. County will then advise Ainley of their decision with regard to the format of the PIC and if a facilitator will be retained.

County

6. Other Business

The timing for the completion of the necessary studies and alternative design evaluations was briefly discussed. Ainley noted a minimum of 8 weeks will be required. In addition, 2-3 weeks in advance of the PIC date will be required to complete the necessary Notice of PIC advertisements. It was resolved that PIC#3 may be scheduled for the latter part of June. A tentative date of June 25, 2015 was selected. This date will be confirmed as the preparation work advances. The County will discuss the possible date with HVHOA for input.

County/Ainley

7. Next Meeting

A meeting to review the design alternatives was set for May 5, 2015 starting at 1 pm at the County's office.

A dry run for PIC #3 was set for May 27, 2015 starting at 1pm at the County's office.

The County will send Outlook meeting invites to all confirming the above meeting dates, times and boardrooms.

County

Any errors and/or omissions from these minutes should be reported to the undersigned as soon as possible (within 7 business days). Otherwise they will be deemed to be an accurate account of the meeting discussions and follow up actions.

Minutes prepared by:



Brad Kalus, C.E.T., LEL
Ainley & Associates Limited

Minutes reviewed by:



Mike Neumann, P. Eng.
Ainley & Associates Limited

File: S:\112166\Minutes & Agendas\Minutes\April 1 and 2 2015 EA Progress Meeting Minutes.doc

PROJECT: County of Simcoe
County Road 22 (Horseshoe Valley Road) Class Environmental Assessment
Ainley Project No. 112166

DATE: May 22, 2015

LOCATION: County of Simcoe Administration Office
Transportation Planning Boardroom
1110 Highway 26, Midhurst, Ontario

TIME: 1:00 p.m.

PRESENT: Debbie Korolnek County of Simcoe (County)
Christian Meile County
Julie Scruton County
Paul Murphy County
Mike Neumann Ainley Group (Ainley)
Brad Kalus Ainley

DISTRIBUTION: All Present

PURPOSE: Class EA Phase 3 Progress Meeting

Action by:

1. Phase 3 Design Concepts

Ainley presented the preliminary design concept drawings, including plan and profile roll plans, typical sections, design cross section and photo renderings, to the County for review and discussion purposes. Key aspects of the discussion are briefly summarized below.

2. Standard Intersection & Truck Climbing Lane Design Concept Plan

- Ainley to revise title of plan to reflect signalized and non-signalized intersection configurations Ainley
- Ainley to add lane direction arrows to illustrate traffic turning movements at each intersection Ainley
- Ainley to add notations to highlight proposed speed mitigation measures, including reduced 60 km/hr posted speed signs, speed radar signs, speed advisory ground mounted signs, etc. Ainley
- Ainley to place typical cross sections and renderings below plan layout for ease of reference Ainley
- Ainley to add notations to the plan highlighting proposed measures to

Action by:

mitigate concerns expressed by public (i.e. addition of right turn tapers and median left turn lane to address traffic safety concerns at minor side roads)

Ainley

- Ainley to adjust EB TCL shading to show taper starting east of Country Club Lane
- Ainley to extend plan coverage to include proposed right turn taper at Trillium Trail
- Ainley to note requirement for the extension of both tunnel crossings on plans. County advised the Horseshoe Resort developer will be responsible for all costs associated with extending the tunnel crossings to accommodate the road improvements.
- A consensus was reached with regard to the WB and EB truck climbing lane taper and lane start and end points.
- A consensus was reached with regard to the configuration of major and minor intersections.

Ainley

Ainley

Ainley

3. Roundabout Design Concept Plan

- Ainley noted that, based on a preliminary traffic assessment and geometric review, roundabout intersection configurations at the 3rd Line, Horseshoe Blvd and 4th Line appear feasible and may improve the overall level of service and safety compared to the signalized/non-signalized design approach.
- It was agreed that additional traffic assessment, geometric review and preliminary design was warranted to fully assess the merits of implementing roundabouts at one or all of the subject intersections. Ainley was requested to submit a work plan and fee estimate to carry out a roundabout evaluation study, for the County's review and approval.
- Roundabout location, diameter size, lanes (i.e. single/double) and grading limits to be resolved as part of additional roundabout assessment study

Ainley

4. County Road 22 Road Profile

- Ainley presented an overview of the existing road profile, including vertical curve (crest and sag) design speeds and stopping sight distance design speeds at each intersection that are currently provided. Ainley noted the existing road profile meets and/or exceeds a design speed equal to, and in places greater than, the current posted speed limit of 70 km/hr. As such, profile improvements are not warranted. Furthermore, in light of the decision by the County to reduce to posted speed limit down to 60 km/hr, the existing vertical profile meets a design speed standard of 10 to 30 km/hr over the future posted speed and is therefore acceptable.

5. Photo Renderings

- Ainley presented draft photo renderings (before and after) of the WB and EB truck climbing lanes.

Action by:

The County asked if the renderings could be modified to better (or more accurately) reflect the width of the proposed paved boulevard behind the curb and the slope grading limits. Ainley responded by noting the renderings will be enhanced to address the County's comments.

Ainley

6. Typical Cross Sections and Grading Limits

- Ainley presented various design cross sections at critical locations to illustrate grading limits and areas where additional property and/or retaining walls are required to mitigate impacts to private property.
- Ainley noted areas where property taking may be required to accommodate auxiliary turn lanes, including the south-east quadrant of the 3rd Line intersection and the south-east quadrant of the 4th Line intersection. Additional property taking is anticipated to be required should roundabouts be selected as the preferred intersection configuration. The limits of which will be determine as part of the roundabout assessment study.
- The County advised that property widening's were recently acquired along the north and south frontage of the resort properties as part of the site plan approval process. The County agreed to provide copies of the final R-Plans to Ainley. Ainley will then update the base drawings and revisit the grading encroachment limits in these areas.
- The County noted the development of the next phase of the Horseshoe Resort is under construction. Ainley requested copies of the development site plans (in AutoCad format) so this information can be added to the base plans and considered during the evaluation of impacts associated with the road and intersection improvements.

County/Ainley

County/Ainley

7. Next Meeting

The timing for the next meeting will be subject to completion of the roundabout assessment study. Once the work plan and budget has been submitted and approved, Ainley will provide a schedule for the completion of the work, including a tentative date for the next progress meeting.

Ainley

Any errors and/or omissions from these minutes should be reported to the undersigned as soon as possible (within 7 business days). Otherwise they will be deemed to be an accurate account of the meeting discussions and follow up actions.

Minutes prepared by:

Minutes reviewed by:



Brad Kalus, C.E.T., LEL
Ainley & Associates Limited



Mike Neumann, P. Eng.
Ainley & Associates Limited

File: S:\112166\Minutes & Agendas\Minutes\May 22 2015 EA Progress Meeting Minutes.doc

PROJECT: County of Simcoe
County Road 22 (Horseshoe Valley Road) Class Environmental Assessment
Ainley Project No. 112166

DATE: November 6, 2015

LOCATION: County of Simcoe Administration Office
Oro-Medonte Severn Boardroom
1110 Highway 26, Midhurst, Ontario

TIME: 10:00 a.m.

PRESENT:

Debbie Korolnek	County of Simcoe (County)
Christian Meile	County
Julie Scruton	County
Paul Murphy	County
Chris Doherty	County
Clayton Rudy	McElhanney Consulting (McElhanney)
Mike Neumann	Ainley Group (Ainley)
Brad Kalus	Ainley

DISTRIBUTION: All Present

PURPOSE: Class EA Phase 3 Progress Meeting

Action by:

1. Intersection Control Value Engineering Study

Mr. Rudy present an over view of the draft Intersection Control Value Engineering Study report, including the following key items:

- Intersection control alternatives
- Value analysis (scope of analysis, peak hour traffic analysis, safety performance, cost analysis and evaluation)

General comments and suggested revisions provided by the group will be addressed in the final report.

McElhanney

There was a general consensus that the implementation of roundabouts at the 3rd Line, Horseshoe Blvd and the 4th Line intersections was the preferred approach to improving traffic operations and safety.

2. Preliminary Preferred Design Concept

Ainley present an overview of the preliminary preferred design concept plan. Discussions took place with regard to the configuration of the roundabouts (i.e. single lane vs two lane), truck climbing lane transition locations in advance of the roundabout approach, right turn tapers at side roads and at Trillium Trail, center median lane, use of retaining walls to mitigate grading encroachments onto private property, pedestrian crossing and cycling safety, posted speed reduction, property acquisition requirements and drainage improvements (i.e. urban cross section).

In general terms, the preliminary preferred design concept addresses the following key aspects of the problem statement as well as the concerns expressed by the public:

- The proposed truck climbing lanes improves traffic safety by providing a separate lane for slow moving vehicles travelling up the steep hills thereby addressing unsafe passing and potential head on collision concerns ;
- The proposed roundabouts improves traffic operations and safety at the main intersections;
- The proposed roundabouts function as a traffic calming measure to help reduce traffic operating speeds;
- The proposed roundabout at the 4th Line intersections improves the safety for pedestrians crossing the road to utilize the park facilities;
- The proposed paved right turn tapers improves traffic safety by allowing exiting vehicles to remove themselves from the through lane traffic stream in advance of the side road intersections;
- The proposed median left turn lane improves traffic safety by allowing left turning vehicles to remove themselves from the through lane traffic stream in advance of the side road intersections;
- The proposed school bus lay-by lane improves safety for school children entering/exiting the bus;
- The proposed reduction in the posted speed limit will allow law enforcement to issue stiffer penalties for speeding;
- The proposed asphalt boulevard behind the curb and gutter improves the safety of pedestrians and cyclists by removing them from the travel lanes;
- Reconstructing CR 22 to an urban cross section, complete with curb and gutter, storm sewer and/or gutter outlets, alleviates shoulder and embankment erosion and the associated on-going maintenance costs.

Due to time constraints, the County noted they will continue with their internal review of the preliminary preferred design concept after the meeting and will provide any further comments and/or endorsement of the plan to Ainley in due course.

County

3. PIC Display Board Slides

Ainley provided the County with a copy of the updated PIC display board slides. Due to time constraints, the County will review the slides following the meeting and provide comments to Ainley in due course.

County

Action by:

4. Public Information Centre 3

The schedule and format of the next PIC (PIC 3) will be resolved at the next progress meeting.

5. Next Meeting

A pre-PIC (dry run) meeting will be arranged prior to holding the next PIC. The date and time to be confirmed.

Any errors and/or omissions from these minutes should be reported to the undersigned as soon as possible (within 7 business days). Otherwise they will be deemed to be an accurate account of the meeting discussions and follow up actions.

Minutes prepared by:



Brad Kalus, C.E.T., LEL
Ainley & Associates Limited

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Appendix O

Preliminary Cost Estimates

CR22 MAINLINE COST ESTIMATE

112166

HVR - 3rd Line to 4th Line

Item	Description	Amount
SECTION A1 – CONSTRUCTION (SECTION 1)		\$ 5,210,723.60
SECTION A2 – CONSTRUCTION (SECTION 2)		\$ 6,116,936.40
SECTION B1 – REMOVALS (SECTION 1)		\$ 274,758.00
SECTION B2 – REMOVALS (SECTION 2)		\$ 322,542.00
SECTION C1 – SITE PREPARATION (SECTION 1)		\$ 326,600.00
SECTION C2 – SITE PREPARATION (SECTION 2)		\$ 383,400.00
SUBTOTAL		\$ 12,634,960.00
	Contingency Allowance 15%	\$ 1,895,244.00
	Engineering Fees 10%	\$ 1,263,496.00
	Application for Permits (LSRCA, MOE)	\$ 10,000.00
TOTAL Excluding HST		\$ 15,803,700.00
SECTION D – 3rd LINE CONSTRUCTION		\$ 1,697,168.75
SECTION D – HORSESHOE VALLEY BOULEVARD CONSTRUCTION		\$ 1,345,606.25
SECTION D – 4th LINE CONSTRUCTION		\$ 1,590,606.25
TOTAL Excluding HST		\$ 20,437,081.25

CR22 MAINLINE COST ESTIMATE

112166

Mainline - Segment 1

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	m3	85,100		85,100	\$10.00	\$851,000.00
2	Engineered Fill Select Subgrade Material	t	17,250	1.80	31,050	\$9.00	\$279,450.00
3	Granular 'B' Type 1 (450 mm)	t	17,250	2.00	34,500	\$16.00	\$552,000.00
4	Granular 'A' (150 mm)	t	3,680	2.40	8,832	\$18.00	\$158,976.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	1,426	2.46	3,508	\$90.00	\$315,716.40
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	1,518	2.46	3,734	\$90.00	\$336,085.20
8	Tack Coat	m3	27,600		27,600	\$0.50	\$13,800.00
9	Barrier Curb and Gutter OPSD 600.040	m	2,760		2,760	\$60.00	\$165,600.00
10	Storm Sewer	LS	46%		46%	\$1,500,000.00	\$690,000.00
11	Ground Mounted Signs	ea.	16		16	\$400.00	\$6,440.00
12	Retaining Wall	m	322		322	\$550.00	\$177,100.00
14	Pavement Markings	m	9,200		9,200	\$3.00	\$27,600.00
15	Pavement Markings - Symbols	ea.	21		21	\$380.00	\$7,866.00
16	Rip-Rap w/ Geotextile	m2	1,610		1,610	\$35.00	\$56,350.00
17	Steel Beam Guiderail	m	1,288		1,288	\$100.00	\$128,800.00
18	Steel Beam Guiderail Energy Attenuator	ea.	7		7	\$4,000.00	\$29,440.00
19	Landscaping	LS	46%		46%	\$350,000.00	\$161,000.00
SUBTOTAL							\$3,957,223.60
	Property Acquisition	ha	0.345		0.345	\$300,000.00	\$ 103,500.00
	Utility Relocation	LS	46%		46%	\$2,500,000.00	\$ 1,150,000.00
TOTAL Excluding HST							\$5,210,723.60

Mainline - Segment 2

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	m3	99,900		99,900	\$10.00	\$999,000.00
2	Engineered Fill Select Subgrade Material	t	20,250	1.80	36,450	\$9.00	\$328,050.00
3	Granular 'B' Type 1 (450 mm)	t	20,250	2.00	40,500	\$16.00	\$648,000.00
4	Granular 'A' (150 mm)	t	4,320	2.40	10,368	\$18.00	\$186,624.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	1,674	2.46	4,118	\$90.00	\$370,623.60
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	1,782	2.46	4,384	\$90.00	\$394,534.80
8	Tack Coat	m3	32,400		32,400	\$0.50	\$16,200.00
9	Barrier Curb and Gutter OPSD 600.040	m	3,240		3,240	\$60.00	\$194,400.00
10	Storm Sewer	LS	54%		54%	\$1,500,000.00	\$810,000.00
11	Ground Mounted Signs	ea.	19		19	\$400.00	\$7,560.00
12	Retaining Wall	m	378		378	\$550.00	\$207,900.00
14	Pavement Markings	m	10,800		10,800	\$3.00	\$32,400.00
15	Pavement Markings - Symbols	ea.	24		24	\$380.00	\$9,234.00
16	Rip-Rap w/ Geotextile	m2	1,890		1,890	\$35.00	\$66,150.00
17	Steel Beam Guiderail	m	1,512		1,512	\$100.00	\$151,200.00
18	Steel Beam Guiderail Energy Attenuator	ea.	9		9	\$4,000.00	\$34,560.00
19	Landscaping	LS	54%		54%	\$350,000.00	\$189,000.00
SUBTOTAL							\$4,645,436.40
	Property Acquisition	ha	0.405		0.405	\$300,000.00	\$ 121,500.00
	Utility Relocation	LS	54%		54%	\$2,500,000.00	\$ 1,350,000.00
TOTAL Excluding HST							\$6,116,936.40

CR22 MAINLINE COST ESTIMATE

112166

Mainline - Segment 1

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION B – REMOVALS							
1	Removal of Asphalt	m2	14720		14720	\$7.40	\$108,928.00
2	Remove and Salvage Existing SBGR	m	138		138	\$80.00	\$11,040.00
3	Remove and Salvage Existing SBGR End Treatments	ea.	2		2	\$1,000.00	\$1,840.00
4	Remove Existing 3CGR	m	1288		1288	\$5.00	\$6,440.00
5	Remove Existing 3CGR Anchor Blocks	ea.	11		11	\$250.00	\$2,760.00
6	Remove Existing Ground Mounted Signs	ea.	23		23	\$150.00	\$3,450.00
7	Clear and Grub	m2	5750		5750	\$10.00	\$57,500.00
8	Stripping (200mm Depth)	m3	4140		4140	\$20.00	\$82,800.00
SUBTOTAL							\$274,758.00
TOTAL Excluding HST							\$ 274,758.00

Mainline - Segment 2

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION B – REMOVALS							
1	Removal of Asphalt	m2	17280		17280	\$7.40	\$127,872.00
2	Remove and Salvage Existing SBGR	m	162		162	\$80.00	\$12,960.00
3	Remove and Salvage Existing SBGR End Treatments	ea.	2		2	\$1,000.00	\$2,160.00
4	Remove Existing 3CGR	m	1512		1512	\$5.00	\$7,560.00
5	Remove Existing 3CGR Anchor Blocks	ea.	13		13	\$250.00	\$3,240.00
6	Remove Existing Ground Mounted Signs	ea.	27		27	\$150.00	\$4,050.00
7	Clear and Grub	m2	6750		6750	\$10.00	\$67,500.00
8	Stripping (200mm Depth)	m3	4860		4860	\$20.00	\$97,200.00
SUBTOTAL							\$322,542.00
TOTAL Excluding HST							\$ 322,542.00

CR22 MAINLINE COST ESTIMATE

112166

Mainline - Segment 1

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION C – SITE PREPARATION							
1	Mobilization & Demobilization	LS	1		46%	\$20,000.00	\$9,200.00
2	Bonds and Insurance	LS	1		46%	\$50,000.00	\$23,000.00
3	Survey Layout	LS	1		46%	\$75,000.00	\$34,500.00
4	Traffic Control and Signing	LS	1		46%	\$30,000.00	\$13,800.00
5	Field Office	LS	1		46%	\$10,000.00	\$4,600.00
6	Dewatering and Groundwater Management	LS	1		46%	\$250,000.00	\$115,000.00
7	Temporary Construction Access Roads and Staging Operations	LS	1		46%	\$100,000.00	\$46,000.00
8	Construction Entrances	LS	1		46%	\$10,000.00	\$4,600.00
9	Temporary Support and Protection of Utilities	LS	1		46%	\$25,000.00	\$11,500.00
10	Site Security	LS	1		46%	\$10,000.00	\$4,600.00
11	Silt Fence Barriers	m	2990		2990	\$20.00	\$59,800.00
SUBTOTAL							\$ 326,600.00
TOTAL Excluding HST							\$ 326,600.00

Mainline - Segment 2

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION C – SITE PREPARATION							
1	Mobilization & Demobilization	LS	1		54%	\$20,000.00	\$10,800.00
2	Bonds and Insurance	LS	1		54%	\$50,000.00	\$27,000.00
3	Survey Layout	LS	1		54%	\$75,000.00	\$40,500.00
4	Traffic Control and Signing	LS	1		54%	\$30,000.00	\$16,200.00
5	Field Office	LS	1		54%	\$10,000.00	\$5,400.00
6	Dewatering and Groundwater Management	LS	1		54%	\$250,000.00	\$135,000.00
7	Temporary Construction Access Roads and Staging Operations	LS	1		54%	\$100,000.00	\$54,000.00
8	Construction Entrances	LS	1		54%	\$10,000.00	\$5,400.00
9	Temporary Support and Protection of Utilities	LS	1		54%	\$25,000.00	\$13,500.00
10	Site Security	LS	1		54%	\$10,000.00	\$5,400.00
11	Silt Fence Barriers	m	3510		3510	\$20.00	\$70,200.00
SUBTOTAL							\$ 383,400.00
TOTAL Excluding HST							\$ 383,400.00

CR22 Intersection Cost Estimate

112166

3rd Line Roundabout

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	m3	12,000		12,000	\$20.00	\$240,000.00
2	Engineered Fill Select Subgrade Material	t	3,333	1.80	6,000	\$17.50	\$105,000.00
3	Granular 'B' Type 1 (450 mm)	t	1,900	2.00	3,800	\$20.00	\$76,000.00
4	Granular 'A' (150 mm)	t	625	2.40	1,500	\$25.00	\$37,500.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	244	2.46	600	\$130.00	\$78,000.00
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	102	2.46	250	\$125.00	\$31,250.00
7	Hot Mix Miscellaneous	m2	1,450		1,450	\$80.00	\$116,000.00
8	Tack Coat	m3	4,500		4,500	\$1.25	\$5,625.00
9	Barrier Curb and Gutter OPSD 600.040	m	700		700	\$100.00	\$70,000.00
10	Mountable Curb and Gutter OPSD 600.030	m	105		105	\$100.00	\$10,500.00
11	Storm Sewer	LS	100%		100%	\$43,500.00	\$43,500.00
12	Ground Mounted Signs	ea.	20		20	\$400.00	\$8,000.00
13	Pavement Markings	m	3,000		3,000	\$3.00	\$9,000.00
14	Pavement Markings - Symbols	ea.	12		12	\$380.00	\$4,560.00
15	Landscaping	LS	100%		100%	\$150,000.00	\$150,000.00
SUBTOTAL							\$ 984,935.00
	Utility Relocation	LS	100%		100%	\$ 300,000.00	\$ 300,000.00
TOTAL Excluding HST							\$1,284,935.00

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION B – REMOVALS							
1	Removal of Asphalt	m2	2000		2000	\$7.40	\$14,800.00
2	Stripping (200mm Depth)	m3	400		400	\$20.00	\$8,000.00
SUBTOTAL							\$22,800.00
TOTAL Excluding HST							\$ 22,800.00

CR22 Intersection Cost Estimate

112166

3rd Line Roundabout

Item	Description	Amount
SECTION A – CONSTRUCTION		\$ 1,284,935.00
SECTION B – REMOVALS		\$ 22,800.00
SECTION C – SITE PREPARATION		\$ 50,000.00
SUBTOTAL		\$ 1,357,735.00
	Contingency Allowance 15%	\$ 203,660.25
	Engineering Fees 10%	\$ 135,773.50
TOTAL Excluding HST		\$ 1,697,168.75

CR22 Intersection Cost Estimate

112166

Horseshoe Valley Boulevard Roundabout

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	m3	4,000		4,000	\$20.00	\$80,000.00
2	Engineered Fill Select Subgrade Material	t	694	1.80	1,250	\$17.50	\$21,875.00
3	Granular 'B' Type 1 (450 mm)	t	1,825	2.00	3,650	\$20.00	\$73,000.00
4	Granular 'A' (150 mm)	t	583	2.40	1,400	\$25.00	\$35,000.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	203	2.46	500	\$130.00	\$65,000.00
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	91	2.46	225	\$125.00	\$28,125.00
7	Hot Mix Miscellaneous	m2	1,350		1,350	\$80.00	\$108,000.00
8	Tack Coat	m3	4,500		4,500	\$1.25	\$5,625.00
9	Barrier Curb and Gutter OPSD 600.040	m	655		655	\$100.00	\$65,500.00
10	Mountable Curb and Gutter OPSD 600.030	m	105		105	\$100.00	\$10,500.00
11	Storm Sewer	LS	100%		100%	\$43,500.00	\$43,500.00
12	Ground Mounted Signs	ea.	20		20	\$400.00	\$8,000.00
13	Pavement Markings	m	3,000		3,000	\$3.00	\$9,000.00
14	Pavement Markings - Symbols	ea.	12		12	\$380.00	\$4,560.00
15	Landscaping	LS	100%		100%	\$150,000.00	\$150,000.00
SUBTOTAL							\$ 707,685.00
	Utility Relocation	LS	100%		100%	\$300,000.00	\$300,000.00
TOTAL Excluding HST							\$1,007,685.00

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION B – REMOVALS							
1	Removal of Asphalt	m2	2000		2000	\$7.40	\$14,800.00
2	Stripping (200mm Depth)	m3	200		200	\$20.00	\$4,000.00
3	Culvert Removals	LS	100%		100%	\$4,000.00	\$4,000.00
SUBTOTAL							\$18,800.00
TOTAL Excluding HST							\$ 18,800.00

Item	Description	Amount
SECTION A – CONSTRUCTION		\$1,007,685.00
SECTION B – REMOVALS		\$ 18,800.00
SECTION C – SITE PREPARATION		\$ 50,000.00
SUBTOTAL		\$ 1,076,485.00
	Contingency Allowance 15%	\$ 161,472.75
	Engineering Fees 10%	\$ 107,648.50
TOTAL Excluding HST		\$ 1,345,606.25

CR22 Intersection Cost Estimate

112166

4th Line Roundabout

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION A – ROAD WORKS							
1	Earth Excavation and Grading	m3	3,000		3,000	\$20.00	\$60,000.00
2	Engineered Fill Select Subgrade Material	t	694	1.80	1,250	\$17.50	\$21,875.00
3	Granular 'B' Type 1 (450 mm)	t	3,013	2.00	6,025	\$20.00	\$120,500.00
4	Granular 'A' (150 mm)	t	698	2.40	1,675	\$25.00	\$41,875.00
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	274	2.46	675	\$130.00	\$87,750.00
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	122	2.46	300	\$125.00	\$37,500.00
7	Hot Mix Miscellaneous	m2	2,500		2,500	\$80.00	\$200,000.00
8	Tack Coat	m3	6,100		6,100	\$1.25	\$7,625.00
9	Barrier Curb and Gutter OPSD 600.040	m	970		970	\$100.00	\$97,000.00
10	Mountable Curb and Gutter OPSD 600.030	m	105		105	\$100.00	\$10,500.00
11	Storm Sewer	LS	100%		100%	\$43,500.00	\$43,500.00
12	Ground Mounted Signs	ea.	20		20	\$400.00	\$8,000.00
13	Pavement Markings	m	3,000		3,000	\$3.00	\$9,000.00
14	Pavement Markings - Symbols	ea.	12		12	\$380.00	\$4,560.00
15	Landscaping	LS	100%		100%	\$150,000.00	\$150,000.00
SUBTOTAL							\$ 899,685.00
	Utility Relocation	LS	100%		100%	\$300,000.00	\$300,000.00
TOTAL Excluding HST							\$1,199,685.00

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTION B – REMOVALS							
1	Removal of Asphalt	m2	2000		2000	\$7.40	\$14,800.00
2	Stripping (200mm Depth)	m3	400		400	\$20.00	\$8,000.00
SUBTOTAL							\$22,800.00

Item	Description	Amount
SECTION A – CONSTRUCTION		\$ 1,199,685.00
SECTION B – REMOVALS		\$ 22,800.00
SECTION C – SITE PREPARATION		\$ 50,000.00
SUBTOTAL		\$ 1,272,485.00
	Contingency Allowance 15%	\$ 190,872.75
	Engineering Fees 10%	\$ 127,248.50
TOTAL Excluding HST		\$ 1,590,606.25

Appendix P

Notice of Completion



THE CORPORATION OF THE COUNTY OF SIMCOE

Municipal Class Environmental Assessment

County Road 22 (Horseshoe Valley Road)

Transportation Improvements

Notice of Completion of Environmental Study Report

In order to improve traffic safety, the Corporation of the County of Simcoe is proposing transportation improvements on County Road 22, between the 3rd Line and 4th Line in the Township of Oro-Medonte. The proposed improvements include the addition of passing lanes (eastbound and westbound), intersection upgrades (roundabouts) and the addition of a stormwater collection system (curb & gutter).



The Class Environmental Assessment process has followed the planning and design process for Schedule 'C' projects as described in the Municipal Class Environmental Assessment Document (October 2000 as amended in 2007, 2011 & 2015), published by the Municipal Engineer's Association.

The Environmental Study Report has been completed and by this Notice is being placed in the public record for review and comment. Subject to comments received as a result of this Notice and the receipt of necessary approvals, the County intends to proceed with the design and construction of this project.

The pdf copy of the Environmental Study Report (ESR) is available for review on the County website at www.simcoe.ca/dpt/trs/notices and hard copies are available at the following location(s):

<p>The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, Ontario, L9X 1N6</p>	<p>The Township of Oro-Medonte Administration Centre 148 Line 7 South Oro-Medonte, On L0L 2E0</p>
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If you have any outstanding concerns about this project, please address them to the following individuals:

<p>Mr. Paul Murphy, B.Sc., C.Tech. Engineering Technician II The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, Ontario, L9X 1N6 Fax: (705) 727-7984 Email: paul.murphy@simcoe.ca</p>	<p>Mr. Joe Mullan, P. Eng. President & CEO Ainley & Associates Limited 280 Pretty River Parkway Collingwood, Ontario, L9Y 4J5 Fax: (705) 445-0968 Email: mullan@ainleygroup.com</p>
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If concerns regarding this project cannot be resolved in discussion with the County the person with the concern may request that the Minister of the Environment and Climate Change (MOECC) order a change in the project status and require a higher level of assessment under an individual Environmental Assessment process (referred to as a Part II Order). Detailed reasons must be provided for the request. Copies of the request must be sent to:

<p>Ministry of the Environment and Climate Change 77 Wellesley Street, West 11th Floor, Ferguson Block Toronto, ON, M7A 2T5</p>	<p>Ministry of the Environment and Climate Change Environmental Approvals Branch 135 St. Clair Avenue West, 1st Floor, Toronto, ON, M4V 1P5</p>	<p>Mr. Paul Murphy, B.Sc., C.Tech. Engineering Technician II The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, ON, L9X 1N6</p>
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If no requests are received within 30 days of the issuance of this notice, the County will proceed to carry out design and construction of the project as presented in the planning documentation.

Please note that all personal information included in a Part II Order submission - such as name, address, telephone number and property location - is collected, maintained and disclosed by the Ministry of the Environment and Climate Change for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.

October 26, 2017

File No. 112166

Ref: **County of Simcoe
County Road 22 (Horseshoe Valley Road)
Transportation Improvements
3rd Line to 4th Line, Oro-Medonte
Class Environmental Assessment
Notice of Completion**

Dear Sir/Madam:

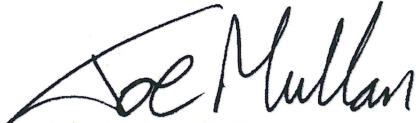
The County of Simcoe is proceeding with a Class Environmental Assessment planning process to identify and assess transportation improvements on County Road 22 (Horseshoe Valley Road).

A draft Environmental Study Report (ESR) has been prepared for public review. Please find enclosed a copy of the Notice of Completion, which will be advertised in the local newspapers starting on November 2, 2017.

Should you have any question or comments in reviewing the Notice, please do not hesitate to contact the undersigned.

Sincerely

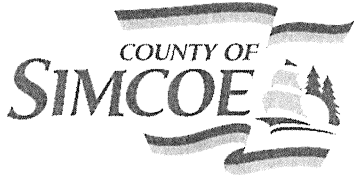
AINLEY & ASSOCIATES LIMITED



J. A. Mullan, P.Eng.
President & CEO

Encl.
c.c. Paul Murphy, B.Sc., C.Tech. - County of Simcoe

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THE CORPORATION OF THE COUNTY OF SIMCOE

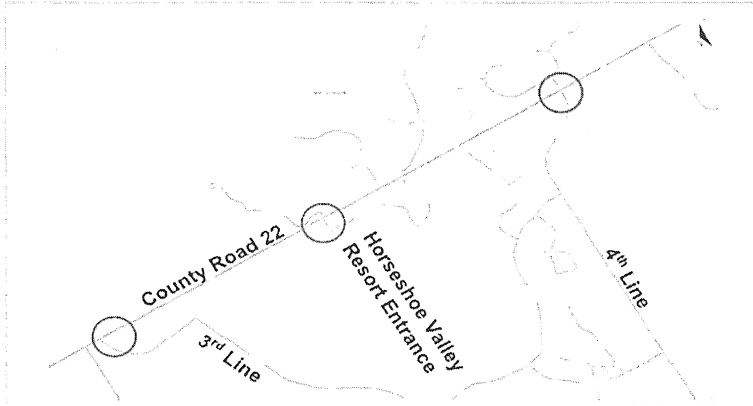
Municipal Class Environmental Assessment

County Road 22 (Horseshoe Valley Road)

Transportation Improvements

Notice of Completion of Environmental Study Report

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The Environmental Study Report has been completed and by this Notice is being placed in the public record for review and comment. Subject to comments received as a result of this Notice and the receipt of necessary approvals, the County intends to proceed with the design and construction of this project.

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<p>Mr. Paul Murphy, B.Sc., C.Tech. Engineering Technician II The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, Ontario, L9X 1N6 Fax:(705) 727-7984 Email: paul.murphy@simcoe.ca</p>	<p>Mr. Joe Mullan, P. Eng. President & CEO Ainley & Associates Limited 280 Pretty River Parkway Collingwood, Ontario, L9Y 4J5 Fax: (705) 445-0968 Email: mullan@ainleygroup.com</p>
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<p>Ministry of the Environment and Climate Change 77 Wellesley Street, West 11th Floor, Ferguson Block Toronto, ON, M7A 2T5</p>	<p>Ministry of the Environment and Climate Change Environmental Approvals Branch 135 St. Clair Avenue West, 1st Floor, Toronto, ON, M4V 1P5</p>	<p>Mr. Paul Murphy, B.Sc., C.Tech. Engineering Technician II The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, ON, L9X 1N6</p>
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If no requests are received within 30 days of the issuance of this notice, the County will proceed to carry out design and construction of the project as presented in the planning documentation.

Please note that all personal information included in a Part II Order submission - such as name, address, telephone number and property location - is collected, maintained and disclosed by the Ministry of the Environment and Climate Change for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.

This notice issued November 2nd, 2017.

434601000215500	AYRANTO ROY OLAVI	13 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000215608	REEVES JOHN PIERCY	7 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215612	FRENCH HAROLD CLAYTON	13 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215620	ZIELINSKI MARK TED	21 DALE AVE SUITE 530			TORONTO ON	M4W 1K3
434601000215622	COUTANCHE MELVYN DENIS	21 VALLEYCREST DR			ORO-MEDONTE ON	L0L 2L0
434601000215626	OBRADOVICH THOMAS JOHN	25 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215632	SMITH MARTIN JAMES	31 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215634	WOODYER DONALD	33 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215636	KORDICH JONATHAN	35 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215638	MCDONALD KENNETH FRANCIS	37 VALLEYCREST DR	RR 1	cruiseattitude@hotmail.com	ORO-MEDONTE ON	L0L 2L0
434601000215642	BODDINGTON SARAH GRACE	11 DALE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215644	MORTON DAVID & AMANDA	9 DALE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215646	RANDALL PETER & ANDREA	7 DALE CRT			ORO-MEDONTE ON	L0L 2L0
434601000215648	BLAIS MARIE GENEVIEVE	5 DALE COURT			ORO-MEDONTE ON	L0L 2L0
434601000215650	GRANT DEBORAH MAY	3 DALE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215652	FEBREY LEIGH ANN & JOHN D.	1 DALE CRT	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215654	PARROTT-MACLEOD MICHAEL IAN	1A DALE CRT	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000215656	PENTON TYRONE STEPHEN	28 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215658	SHEPARD LUCY ISABEL	26 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215660	TYNDALL BRYAN PAUL	24 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215664	WIDENHORN BERND	9 HILLSIDE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215666	KEINDEL KEITH	7 HILLSIDE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215668	SUTHERLAND JUDY	3 HILLSIDE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215670	COCKBURN MARYANNE BLANCHET	6A HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215672	ANDRUSYSHYN CHANTAL MICHELE	1 HILLSIDE CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215676	CAMPBELL BARBARA JANE	2 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215678	CAMPBELL ROBERT	2 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215684	GLADKAYA MARINA	20 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215688	MUNRO JULIE ELAINE	36 MCRAE DR			EAST YORK ON	M4G 1R9
434601000215690	LANE JOSEPHINE & CHRISTOPHER	14 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215694	DOUCET JOHN VALENTINE	10 VALLEYCREST DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215716	RAPHAEL RONALD CHARLES	10 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215718	DOUGLAS ROBERT GORDON	8 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215744	WATSON DEREK	21 FAIRWAY CRT	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000215844	PATTON DONNA EVELYN	8 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000216126	SKYLINE HORSESHOE VALLEY INC	ATTN: ELLEN DUNN COMP 10	RR 1	RR 1	BARRIE ON	L4M 4Y8
434601000216132	WILKINS KATHRYN RUTH	7 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	L0L 2L0
434601000229402	ORO-MEDONTE TOWNSHIP	148 LINE 7	PO BOX 100		ORO ON	L0L 2X0
434601000229501	CLAASSEN NEAL ZNAMEROWSKI J	32 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000229800	HOBBS BRUCE WILLIAM	112 ROSE ST			BARRIE ON	L4M 2T5
434601000229970	HYDRO ONE NETWORKS INC	ASSESSMENT & TAXATION REAL ESTATE	PO BOX 4300		MARKHAM ON	L3R 5Z5
434601000230202	CAMPBELL JAMES ALLAN	13 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230204	CARLAW SUZANNE KINSMAN	2 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230206	DUNBAR JINX BEATRICE	4 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230208	DEMPSTER MARY LOTTERING WIL	16 TRILLIUM TRAIL	RR 4	william.lottering@gmail.com	COLDWATER ON	L0K 1E0
434601000230210	DEHAAN JOHN & METZGER SAND	8 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230212	POLLOCK DAVID I	10 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230214	SMITH PAULA MARGARET	12 TRILLIUM TRAIL	RR 4	docpollock@gmail.com	COLDWATER ON	L0K 1E0
434601000230218	NELSON HARRY JAY & MARGARET	14 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230220	ARTHUR DOUGLAS RENDALL	18 TRILLIUM TRAIL	RR 3		COLDWATER ON	L0K 1E0
434601000230222	IRWIN CATHERINE AMELIA BRETT	20 TRILLIUM TRAIL BOX D 719	RR 4		COLDWATER ON	L0K 1E0
434601000230224	PRICE RALPH JOHN	22 TRILLIUM TRAIL D720	RR 4		COLDWATER ON	L0K 1E0
434601000230228	HEMING PETER OGILVIE	16 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230234	HORSESHOE VALLEY LANDS LTD	BOX 50	1101 HORSESHOE VALLEY RD	SS 101	BARRIE ON	L4M 4Y8
434601000230240	CURWEN ANTHONY	21 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230242	ROXBOROUGH DANIEL JAMES	1 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230244	DERNIS GREGORY	15 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230246	NOEL STEWART	23 TRILLIUM TRAIL BOX D711	RR 4		COLDWATER ON	L0K 1E0
434601000230248	MYLES DAVID LIVINGSTONE	11 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230250	SMITH WILLIAM DAVID	9 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230252	MCKEE DAVID HENRY	5 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230254	MCKEE DAVID HENRY	BOX D710	5 TRILLIUM TRAIL	RR 4	COLDWATER ON	L0K 1E0
434601000230256	TREBILCOCK TERRY	3 TRILLIUM TRAIL	RR 4	RR 4	COLDWATER ON	L0K 1E0
434602001000300	THE HEIGHTS OF HORSESHOE SKI	COMP 48	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602001000401	SKYLINE UTILITY SERVICES INC	HORSESHOE VALLEY RESORT ATTN ELLEN DUNN	1101 HORSESHOE VALLEY RD	RR 1	BARRIE ON	L4M 4Y8
434602001000600	CORNWALL JOHN FREDERICK	3582 GALLAGER DR			MISSISSAUGA ON	L5C 2N6
434602001000700	MELDRUM MAUREEN	3 BEECHWOOD RD	SS 101		BARRIE ON	L4M 4Y8
434602001000900	WRIGHT JOHN WILLIAM WALTER	7 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001001000	WILLIAMS KARL RICHARD	COMP 72	1101 HORSESHOE VALLEY RD	RR 1	BARRIE ON	L4M 4Y8
434602001001100	DALES AARON SCOTT	11 BEECHWOOD RD			BARRIE ON	L4M 4Y8
434602001001200	WILLIAMS ELEANOR ELIZABETH	13 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001001300	RENWICK JOHN LAVERNE	15 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001001301	REDDICK PAUL	196 SLOANE AVE			TORONTO ON	M4A 2C6
434602001001400	MAJOR LISE DIANE	7 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001001600	SEIM ALLAN	22 CLARISSA DR SUITE 301			RICHMOND HILL ON	L4C 9R6
434602001001800	MARTIN BRIAN	5 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8

434602001001900	BOYCE ANDREW	HORSESHOE VALLEY	3 MAPLECREST CRT	RR 1	BARRIE ON	L4M 4Y8
434602001002000	SWYERS ROBERT MICHAEL	1797 REGIONAL RD 9	RR 5		WATERFORD ON	N0E 1Y0
434602001002100	TYLER IAN ROSS	HORSESHOE VALLEY	2 BEECHWOOD RD	RR 1	BARRIE ON	L4M 4Y8
434602001002200	VASEY BERNICE JEAN	1 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002300	KOSARI LESLIE FRANK	2 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002400	MONTGOMERY GIBSON ALEXANDER	4 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002500	CAHILL SARA & CAROL	6 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002600	COLE LARRY	8 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002700	BUTLER ROBERT LANGFORD	10 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002800	GERGIN LORNE	28 ADMIRAL RD UNIT 4		rob_butler2004@yahoo.ca	TORONTO ON	M5R 2L5
434602001002900	SCHOENBECK HARRY HANS	14 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003000	FOLEY HOWARD DALE	16 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003200	BRYFAM HOLDINGS LTD	35 BOSWELL AVE			TORONTO ON	M5R 1M5
434602001003300	ASHWORTH JAMES HAROLD	387 GRANGWOOD DR			WATERLOO ON	N2K 2E4
434602001003400	LEE BABIC-LELIEVER LIDIJA	24 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003500	BRYANT EDWARD JAMES	C/O EDWARD BRYANT	80 YORKVILLE AVE SUITE 1004		TORONTO ON	M5R 2C2
434602001003600	ROBERTSON TAN TRISHA	28 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003700	STOLTZ BRADLEY	30 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003800	MCCARTHY MARY INGE	2855 BLOOR ST W SUITE 702			TORONTO ON	M8X 3A1
434602001003900	PEKOS PETER	70 STOCKDALE CRES			RICHMOND HILL ON	L4C 3S9
434602001004100	CRIPPS KRISTIN	38 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001004500	KESLICK JOHN CHARLES	PO BOX 2895 STN B			RICHMOND HILL ON	L4E 1A8
434602001004600	SMITH DONALD CAMPBELL	222 WOBURN AVE			TORONTO ON	M5M 1K9
434602001004800	HERBST MARK FRANKLIN	33 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001004900	CODE RONALD HARVEY	31 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001005000	SMITH PETER LEWIS	HORSESHOE VALLEY	29 MAPLECREST CRT	RR 1	BARRIE ON	L4M 4Y8
434602001005200	RAYCRAFT JEFFERY	25 MAPLECREST CRT	SS 101		BARRIE ON	L4M 4Y8
434602001005300	COTTRELLE SUSAN ELIZABETH	98 ST LEONARD'S AVE			TORONTO ON	M4N 1K5
434602001005400	JOHNSTON JOHN WILLIAM	2379 OLD BARRIE RD E			ORO-MEDONTE, ON	L0L 2L0
434602001005503	WILTSE ELIZABETH JOYCE	1 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005504	MULLIN BLAIR	3 PINE RIDGE TRAIL			BARRIE ON	L4M 4Y8
434602001005505	MCCUTCHEON BARBARA	5 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005506	SIMPSON JESSICA MARY	7 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005507	KELUKEN ANDREW	2 PINE HILL	RR 1		BARRIE ON	L4M 4Y8
434602001005508	ABBOTT LESLEY LORRAINE	4 PINE HILL	RR 1		BARRIE ON	L4M 4Y8
434602001005509	SANFORD KENNETH BRUCE	6 PINE HILL	RR 1		BARRIE ON	L4M 4Y8
434602001005510	TROYAN MICHAEL PETER	8 PINE HILL	RR 1		BARRIE ON	L4M 4Y8
434602001005511	RIVERS CLIFFORD EDWARD	18 CONCORDE PL SUITE 825			DON MILLS ON	M3C 3T9
434602001005512	STRANSKY MIROSLAV	282 BLAIR RD			CAMBRIDGE ON	N1S 2K1
434602001005513	SCUDAMORE WILLIAM EDGAR	14 PINE HILL	RR 1		BARRIE ON	L4M 4Y8
434602001005514	BAZUK STEPHEN WILLIAM	9 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005515	LANDRY MICHEL RENE	11 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005516	GRAVE SIMON JAMES	13 PINE RIDGE TRAIL	SS 101		BARRIE ON	L4M 4Y8
434602001005518	VANDER-REYDEN BIANCA	BOX 21	25169 WARDEN AVE	RR 3	SUTTON WEST ON	L0E 1R0
434602001005519	ROBINSON MICHAEL ALEXANDER	19 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005520	CRANCH ROBERT JAMES	12 ROSEGARDEN DR			BRAMPTON ON	L6P 0E6
434602001005537	STEVENS SHANNON	40 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005538	CHILTON REBECCA LYNNE	38 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005539	WOODS MAXWELL GRAHAM	36 PINE RIDGE TRAIL	SS 101		BARRIE ON	L4M 4Y8
434602001005540	VAIJAS MARIANNE ROSE & PETER	245 DAVISVILLE AVE UNIT 306			TORONTO ON	M4S 3H4
434602001005541	MILLS MICHAEL	32 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005542	CHABOT JEAN MARC	30 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005543	HUNTER HAROLD KEITH	28 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005544	VISSER MICHAEL FRANS	26 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005545	MISSALLA JUDITH ELLIE	24 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005546	BABLAD MARGARET MARY	32 BEECHWOOD AVE			NORTH YORK ON	M2L 1J1
434602001005547	ISAAC GEORGE ALEXANDER	20 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005548	MCFADYEN COLIN DAVID	HORSESHOE VALLEY	18 PINE RIDGE TRAIL	RR 1	BARRIE ON	L4M 4Y8
434602001005549	TABER GARY RUSSELL	1A PINE SPRINGS			BARRIE ON	L4M 4Y8
434602001005551	SPENCER GLENDA LEE MARY	4 PINE SPRINGS	RR 1		BARRIE ON	L4M 4Y8
434602001005552	GRIGOROVSKY CHRISTINE	10 FIELDSTONE CRES			STONE CREEK ON	L8E 5Y4
434602001005553	FRIESE LEAH JANINE	8 PINE SPRINGS	RR 1		BARRIE ON	L4M 4Y8
434602001005554	GROVES ROBERT STANLEY	10 PINE SPRINGS	RR 1		BARRIE ON	L4M 4Y8
434602001005555	OPPENHEIMER PAUL GERSON	12 PINE SPRING	RR 1		BARRIE ON	L4M 4Y8
434602001005557	RANCOURT CATHERINE JANE	7 PINE SPRINGS	RR 1		BARRIE ON	L4M 4Y8
434602001005558	MCKAY BETH ANN	15800 YONGE STREET			AURORA ON	L4G 3H7
434602001005559	PUDSEY BRIAN DOUGLAS	1573 MALLARD DR			COURTENAY BC	V9N 8L8
434602001005560	WALKER ALBERT WILLIAM	1 PINE SPRING	RR 1		BARRIE ON	L4M 4Y8
434602001005561	MERKLEY KEVIN & JOANNE	14 PINE RIDGE TRAIL	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602001005562	DICKSON SHIRLEY O J	HORSESHOE VALLEY	12 PINE RIDGE TRAIL	RR 1	BARRIE ON	L4M 4Y8
434602001005563	WOOSTER DOUGLAS LAWRENCE	46 VAN DUSEN BLVD			ETOBICOKE ON	M8Z 3E7
434602001005564	REINHARDT PAUL WAYNE	8 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005565	SHERWOOD GRAINE	6 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005566	MCKAY FREDERICK CHARLES	4 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005901	BOOTH GEOFFREY WILLIAM SHAN	60 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005902	BIRNIE ALLAN & LANTHIER RENEE	3 CATHEDRAL PINES RD	RR 1		BARRIE ON	L4M 4Y8

434602001005903	LEONARD JUBE	5 CATHEDRAL PINE RD	RR 1	BARRIE ON	L4M 4Y8
434602001005904	MIRANDA CARLOS MANUEL	7 CATHEDRAL PINES RD	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005905	STICKLE JOHN-PAUL	9 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005906	HERR CATHERINE ELIZABETH	11 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005907	ROBINSON NEAL & RYAN MICHEL	13 CATHEDRAL PINES	RR 1	BARRIE ON	L4M 4Y8
434602001005908	TUPLING WILBUR RANDALL	15 CATHEDRAL PINES RD	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005909	SHAWYER STEPHANIE LEIGH	17 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005910	HAIDLE HEATHER ROSE	19 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005912	LAXSON ELIZABETH	23 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005913	DAVIE STEPHEN C	25 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005914	FRITH RHONDA GAIL	27 CATHEDRAL PINES RD		BARRIE ON	L4M 4Y8
434602001005915	ALDRIDGE HAROLD ERHARD	6 SHADY OAKS CRES		NORTH YORK ON	M3C 2L5
434602001005916	HENTERPRISES LIMITED	280 GLENCAIRN AVE		TORONTO ON	M5N 1T9
434602001005917	HENDERSON GORDON STUART	280 GLENCAIRN AVE		TORONTO ON	M5N 1T9
434602001005918	TYRRELL DOMINIQUE ALAN	1 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005919	JAMIESON KEVIN MARK	3 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005920	CARR JILL	5 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005922	MCCLINCHEY SHAWN & MICHELLE	19 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005923	TAMPOLD ANA	106 DONWOODS DR		NORTH YORK ON	M4N 2G8
434602001005924	DONAGHEY DENNIS ROSS	12 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005925	BOWLER COLIN CHARLES	10 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005926	GAUDER LIESELOTTE	8 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005927	VAN OENE DAVID HAROLD	6 PINE POINT	RR 1	BARRIE ON	L4M 4Y8
434602001005928	LORD DAVID ROSS	4 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005929	GILBOE THOMAS SHERMAN	2 PINE PT	RR 1	BARRIE ON	L4M 4Y8
434602001005930	BROWN DAVID GORDON	39 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005931	QUINN MICHAEL ADAM	41 CATHEDRAL PINES RD		BARRIE ON	L4M 4Y8
434602001005932	NEWMAN JOANNA GEORGE	43 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005933	BOWDEN JOHN ARTHUR	37 CHISWELL CRES		NORTH YORK ON	M2N 6G2
434602001005935	MATTHEWS JANE LOIS	49 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005936	BURLEIGH DALE EDWIN	51 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005937	BARCHAM STEVEN DOUGLAS	53 CATHEDRAL PINE RD	RR 1	BARRIE ON	L4M 4Y8
434602001005939	JOYCE KENNETH LESLIE	57 CATHEDRAL PINES	RR 1	BARRIE ON	L4M 4Y8
434602001005942	SIMMS WENDY ELIZABETH	63 CATHEDRAL PINES COMP 3	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005943	LEBLANC PATRICIA LYNNE	65 CATHEDRAL PINE RD	SS 101	BARRIE ON	L4M 4Y8
434602001005944	KILEY TROY DOUGLAS	67 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005945	KNOTT DAVID & LINDSAY	2 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005946	FOLEY MICHAEL JOSEPH	69 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005947	HOUSE BRANDON GERARD	71 CATHEDRAL PINE RD	RR 1	BARRIE ON	L4M 4Y8
434602001005949	BARBOUR WILLIAM DONALD	75 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005950	CHABOT JOSEPH V	59 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005951	MANNING JOHN RUSSELL	79 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005953	DISERA PERRY JAMES	1 CATHEDRAL PINES RD	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005954	MCCARTHY KELLEY ELIZABETH	52 CATHEDRAL PINES RD	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005955	KOLDEWEY MARGARET ANNE L	50 CATHEDRAL PINE RD	SS 101	BARRIE ON	L4M 4Y8
434602001005956	MURRAY COLLEEN & RICHARD	48 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005957	BACHMANN NEIL	46 CATHEDRAL PINES	RR 1	ORO ON	L4M 4Y8
434602001005958	CLOES BRIAN ROBERT	44 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005959	CONWAY DAVID PAUL	42 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005960	BARRY RONALD JOHN	40 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005961	MAGUIRE REX ALAN	38 CATHEDRAL PINES RD	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005962	BRICKER MARILYNNE ANNE	36 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005963	WILLIAMSON ALEXANDER JOHN	34 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005964	HOUSLEY GRANT ALBERT	32 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005965	BURLEIGH DALE EDWIN	51 CATHEDRAL PINE RD	RR 1	BARRIE ON	L4M 4Y8
434602001005966	VALIANT PETER MICHAEL	28 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005967	VAN DER MAREL INGRID W	26 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005968	KATZ SIMONE DORIS	53 LAWRENCE CRES		TORONTO ON	M4N 1N3
434602001005969	GETTY KIMBERLEY ANNE	22 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005970	WELLS LINDA SUSAN	HORSESHOE VALLEY	20 CATHEDRAL PINES	RR 1	BARRIE ON
434602001005971	MARTYNSHYN MARK DANIEL	18 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005972	ARMSTRONG MICHELLE LORRAIN	16 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005973	BARKER JOYCE LILLIAN	14 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION	BARRIE ON	L4M 4Y8
434602001005974	LOUGHEED ROSAMOND ANNE	12 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005975	SCOTT ROBERT MURRAY	10 CATHEDRAL PINES HORSESHOE VALLEY	RR 1	BARRIE ON	L4M 4Y8
434602001005977	SPLANE EARLE GEORGE	6 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005978	SKILLEN BRADLEY	4 CATHEDRAL PINES RD	RR 1	BARRIE ON	L4M 4Y8
434602001005979	MIRANDA SAMANTHA	2 CATHEDRAL PINE RD	RR 1	BARRIE ON	L4M 4Y8
434602001005981	WIEBE EDGAR & NANCY	4 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005983	FREDERIKSEN MICHAEL	8 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005984	WARD STEPHEN RICHARD	10 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005985	TURNER MICHELLE THERESE	12 PINE LANE RR1		BARRIE ON	L4M 4Y8
434602001005986	VAN SCHIE DAVID MICHAEL	14 PINE LANE	SS 101	BARRIE ON	L4M 4Y8
434602001005987	ELLIOTT IAN ANGLUS	16 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005988	KOSIANCIC ELIZABETH ANNE	18 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005989	TAYLOR TIMOTHY WILLIAM	20 PINE LANE	RR 1	BARRIE ON	L4M 4Y8

434602001005991	NORMAN CAMERON & CHRISTINE	15 PINE LANE	RR 1		BARRIE ON	L4M 4Y8
434602001005992	BEAUMONT TERESA ANN	13 PINE LANE	RR 1		BARRIE ON	L4M 4Y8
434602001005993	FENDLEY THOMAS NIXON	11 PINE LANE	SS 101		BARRIE ON	L4M 4Y8
434602001005994	MUNRO CHRISTINE FERNANDE	9 PINE LANE	RR 1		BARRIE ON	L4M 4Y8
434602001005995	SINCLAIR DREW & LUCENTE JACQ	HORSESHOE VALLEY	7 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001005996	FREDERICK KENNETH THOMAS	5 PINE LANE	RR 1		BARRIE ON	L4M 4Y8
434602001005997	HOPE KRISTA HILLE	3 PINE LANE	RR 1		BARRIE ON	L4M 4Y8
434602001005998	BRADLEY MICHAEL L	HORSESHOE VALLEY	1 PINE LANE	RR 1	BARRIE ON	L4M 4Y8
434602001006102	KURTZ THOMAS MITCHELL	61 CATHEDRAL PINES	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602001006301	DOUGLAS ANNE CAMERON	8 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434602001006400	COLEMAN JAMES GORDON	24 HUDSON DR			TORONTO ON	M4T 2J9
434602001006401	ROACH BERNARD FRANCIS	3454 LINE 5 N	RR 4		COLDWATER ON	L0K 1E0
434602001006520	HEIBEIN KEVIN WILLIAM	524 HORSESHOE VALLEY RD	RR 4		COLDWATER ON	L0K 1E0
	WALKER IAN GORDON	RR 4			COLDWATER ON	L0K 1E0
	MATTHIAS SCHLAEPFER	DIRECTOR OF DEVELOPMENT	SKYLINE DESTINATION COMMUNICATIONS	90 EGLINTON AVENUE EAST, SUITE 800	TORONTO ON	M4P 2Y3
	WILLIAM HUTCHESON	17 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
	GERARD SULLIVAN	2 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
	DEB dePASS	2 PINE SPRING			BARRIE ON	L4M 4Y8
	LEICHTNER JENNA :& ETIEN	28 BIRCH GROVE DRIVE			BARRIE, ON	L4M 4Y8
	MCNAIR EVA-MARIE & JEFFERY	8 COUNTRY CLUB LANE			BARRIE, ON	L4M 4Y8
	JAMES BRYAN EDWARD	7 COUNTRY CLUB LANE SS101			BARRIE, ON	L4M 4Y8
	KALLY DAVID & SANDERSON K.	37 THICKETWOOD AVENUE			BARRIE, ON	L4N 5Y4
	TA THANH	194 FAIRLANE CRES.			WOODBIDGE, ON	L4H 2H1
	MARGER DEVELOPMENTS INC	976 6TH AVENUE E			OWEN SOUND, ON	N4K 2V4
	GINGRAS OWEN & SANDRA	7 SIGNAL HILL PTWAY			STONEY CREEK, ON	L8E 0C2
	SUTCLIFFE FREDERICK WILLIAM	312 CAMPBELL AVE. RR2			CAMPBELLVILLE, ON	L0P 1B0
	TETTFORD IVAN BRUCE & PAMELA	22 VALLEYCREST DR.			ORO-MEDONTE, ON	L0L 2P0
	CORPORATE MAIL STRATEGY INC	C/O GEORGINA PARKER 40 LILAC LANE			MIDHURST, ON	L0L 1X1
	1911745 ONTARIO LIMITED	25 VALLEYCREST DR. RR1			ORO-MEDONTE, ON	L0L 2P0
	CRESCENT VALE CORP	220 DUNCAN MILL RD, SUITE 520			TORONTO, ON	M3B 3J5
	FSP HOLDINGS INC	3421 MCNUTT RD			BARRIE, ON	L4M 4Y8
	DACA JOSEPH & MARY	5 BEECHWOOD RD	RR #1		BARRIE, ON	L4M 4Y8
	STEVENS MATTHEW JAMES DEREK	6 BEECHWOOD RD			BARRIE, ON	L4M 4Y8
	VERBON ANGELICA & ALEXANDER	36 MAPLECREST CRT			BARRIE, ON	L4M 4Y8
	CADIEUX ANDRE & MICHELE	35 MAPLECREST CRT			BARRIE, ON	L4M 4Y8
	STEVENS IAN & MARGARET	37 MARK CRES.			WOODSTOCK ON	N4S 7V6
	HOWELL RUTH-ANNE	441 BARRIE RD, UNIT 43			ORILLIA, ON	L3V 6T9
	MARRS KATHLEEN MARGARET	754 HORSESHOE VALLEY RD W RR4			COLDWATER, ON	L0K 1E0
	CAWSE AMY COLLEEN	428 ALLAN ST			OAKVILLE, ON	L6J 3P9
	HAWTHORN KATHRYN ANNE	7 PINE PT			BARRIE, ON	L4M 4Y8
	MUSGRAVE KEITH & INGRID	213 FRANKLIN AVE			NORTH YORK, ON	M2N 1C8
	RAVENSHAW JANE MARGARET	73 CATHEDRAL PINE RD			BARRIE, ON	L4M 4Y8
	PARRY BRETT ALAN	R 1 77 CATHEDRAL PINE RD SUITE R			BARRIE, ON	L4M 4Y8
	VINEY DAVID CHARLES	81 CATHEDRAL PINE RD			BARRIE, ON	L4M 4Y8
	ZANGARI MICHAEL & VICTORIA	6 PINE LANE			BARRIE, ON	L4M 4Y8
	MERZA JAMES & CAROLINE	R 1 17 PINE LANE SUITE R			BARRIE, ON	L4M 4Y8
	BAILEY NORMAN DAVID	36 DURBAN RD			ETOBICOKE, ON	M8Z 4B5
	KUZNIK PETER & LINDA	3462 LINE 5 N, RR4			COLDWATER, ON	L0K 1E0
	STRAUB NORMAN & PAULINE	32 VALLEYCREST DR.			ORO-MEDONTE, ON	L0L 2P0
434601000110700	ROBERTSON ALEXANDER ROCKE	3250 53RD ST S			CRANBROOK BC	V1C 7A3
434601000111400	ELLSMERE CHRIS ALBERT ROSS	3145 PENETANGUISHENE RD	RR 1		BARRIE ON	L4M 4Y8
434601000112500	HURONIA TRANSIT LIMITED	C/O FLOYD SINTON			BARRIE ON	L4M 1E1
434601000203101	PROVINCE OF ONTARIO MINISTER	C/O INFRASTRUCTURE ONTARIO PROPERTY TAX 1 DUNDAS ST W SUITE 2000			TORONTO ON	M5G 2L5
434601000203508	HORSESHOE VALLEY RESORT LTD	RR 1 LCD DISTRIBUTION			BARRIE ON	L4M 4Y8
434601000203515	SHELLS MARY JANE	52 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000203517	DI GIROLAMO JOSEPH	15 KIMBER CRES			WOODBIDGE ON	L4L 9A7
434601000203518	HIGGINS STEWART	46 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000203519	HUGHES HEATHER LYNN	44 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000203527	ZHANG YUEQING	84 BUCHANAN DR			UNIONVILLE ON	L3R 4C9
434601000203531	KATARYNYCH ANTHONY NICHOL	384 WEST ST N UNIT 1			ORILLIA ON	L3V 5E6
434601000203533	1667253 ONTARIO INCORPORATE	C/O SUSAN SHEARD	27 HIGHLAND DR	RR 1	ORO-MEDONTE ON	L0L 2L0
434601000203537	STAPLES CATHERINE ANNE	30 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000203540	CARRIAGE HILLS RESORT CORP	90 HIGHLAND DR	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000203541	BATES JAMES	156 GRAND VELLORE CRES			WOODBIDGE ON	L4H 0P1
434601000203600	SINTON FLOYD M	145 SHANTY BAY RD			BARRIE ON	L4M 1E1
434601000203700	HANSON DIANE HELEN	2100 BLOOR ST W SUITE 6166			TORONTO ON	M6S 5A5
434601000210600	MORGAN JANE ELIZABETH	16 NORDIC TRAIL	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000210700	FRED GRANT SQUARE LTD TRUSTE	C/O MR JERRY ROSE ALLENDALE MORTGAGE	202 FOSTER DR		BARRIE ON	L4N 3X8
434601000210900	STODDART LANA JEAN	12 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000211100	AZIS IVARS	39 GLENGOWAN RD			TORONTO ON	M4N 1G1
434601000211600	KOSTIW ROMAN	136 ELMWOOD AVE			NORTH YORK ON	M2N 3M2
434601000212100	DAVIE MARJORIE RITA	1017 LOFTY PINES LANE	RR 1		MINDEN ON	K0M 2K0
434601000212600	DILWORTH ALAN JOSEPH	63 INGLEWOOD DR			TORONTO ON	M4T 1H2
434601000213300	CARNEGIE GRAHAM BLAIR	7 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000214200	SCOTINVEST LTD	170 HEATH ST W			TORONTO ON	M4V 3B8
434601000214900	STOCK JOAN ELIZABETH	29 ARLINGTON WAY			THORNHILL ON	L3T 7W9

434601000215400	MAIOROV IGOR	103 FOXCHASE AVE SUITE 23		WOODBIDGE ON	L4L 9K7
434601000215604	THOMPSON PETER	116 PLEASANT BLVD		TORONTO ON	M4T 1J8
434601000215610	BIRO JOAN	11 VALLEYCREST DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215614	FANSTONE JENNIFER	43 BRYDALE CRT		DUNDAS ON	L9H 7R9
434601000215616	CHARLTON RODERICK DERMOT	17 VALLEYCREST DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215624	REID KATHARINE JEAN	25 VALLEYCREST DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215630	SCHUBERT ARNOLD & ALISON	29 VALLEYCREST DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215662	1198677 ONTARIO LIMITED	25 VALLEYCREST DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215692	BERNARD ALAN MARTIN	C/O MR HOWARD PRESKY ATTN JOEL NEWMAN		REGINA HOUSE 124 FINCHLEY RD LONDON NW 5JS	
434601000215696	WIEBE EDGAR CHARLES	8 VALLEYCREST DR	RR 1	UNITED KINGDOM	
434601000215702	WATSON GEORGE STUART	24 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215704	SMITH DAVID ALFRED	22 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215706	VANDRICK STEPHEN	20 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215708	OSHANSKI BARBARA GAY	18 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215710	SPEARE JOHN ROBERT	16 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215712	BUNTING PAUL	14 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215714	NORDECOM INDUSTRIAL CONSTR	394 MAKI AVE		SUDBURY ON	P3E 2P2
434601000215720	MALIK RAJESH	7 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215722	NEIMAN JOAN BISSETT	9 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215724	LAYTON BRIAN THOMAS	1 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215726	LEACH RICHARD CHARLES	3 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215728	JACKSON WILLIAM DOUGLAS	5 FAIRWAY CRT	RR 1	ORO-MEDONTE, ON	LOL 2L0
434601000215730	TILLMANNS CHRISTOPHER JOHN	7 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215736	BRITTLE GORDON DAVID	13 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215738	BRUYEA FAYE IRENE	15 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215740	MCDEWITTE SCOTT WEBSTER	17 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215746	PATTERSON NEIL ALLAN	23 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215748	RUSK FREDERICK COLIN	25 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215750	TATARYN DAVID NATHAN	27 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215752	WORTLEY PAUL WARREN	29 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215754	HAYWARD PATRICK	31 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215756	COWDEN DIANE MURIEL	33 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215758	BOWSER RYAN DOUGLAS	35 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215760	SAUL DAVID	90 CAMBRIDGE CRES		RICHMOND HILL ON	L4C 6G2
434601000215762	CRICHTON PETER GORDON	39 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215764	THE INTERNATIONAL PERFORMAN	39 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215766	TYLER JAMES BARRY	43 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215768	LINTON LINDA JOYCE	45 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215770	OLDRIDGE KAY	47 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215772	HAGGERTY JOHN RICHARD	49 FAIRWAY CRT	RR 1	ORO-MEDONTE, ON	LOL 2L0
434601000215778	LENNON DEIRDRE ANN	55 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215784	MAYHEW ROBERT JOHN	48 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215786	OLDCORN PETER WRIGHT	46 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215788	PETERSON JUDITH ANN	44 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215792	LOWERY DAVID	20 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215794	AYLAN-PARKER JAMES JOHN	46 FAIRWAY CRT		ORO-MEDONTE ON	LOL 2L0
434601000215796	SCEARCE TAMARA LYNNE	8 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215798	COON THOMAS RICHARD	6 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215800	2250377 ONTARIO LIMITED TRUS	157 ADELAIDE ST W SUITE 155		TORONTO ON	M5H 4E7
434601000215805	2250375 ONTARIO LIMITED TRUS	157 ADELAIDE ST W SUITE 155		TORONTO ON	M5H 4E7
434601000215812	EDWARDS BRYAN	49 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215818	SAUVE TODD	43 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215820	JONES ALANA IRENE	41 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215822	ALTON JUDY MARIA	39 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215824	BELL JOHN HERBERT	37 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215826	MCCLUGHAN WILLIAM TREVOR	35 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215828	STEEL BARBARA WINNIFRED	33 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215832	THURGOOD SEIJA MARJA	29 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215834	SHEARD SUSAN JANE	27 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215836	SMITH DONALD RICHARD	25 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215838	HODGINS JAMES ALBERT	23 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215840	SHARPE ANDREW PATRICK	21 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215842	FRANK CHRISTINE ELLEN	19 HIGHLAND DR		ORO-MEDONTE ON	LOL 2L0
434601000215846	LEE SU YOUNG	2 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215848	BUCKLAND MARTIN PETER	4 FAIRWAY CRT	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215898	HAMPTON GEORGE LESTER	4 TANGLEWOOD CRES		ORO-MEDONTE ON	LOL 2L0
434601000215910	SHATILLA JOAN	54 HIGHLAND DR		ORO-MEDONTE ON	LOL 2L0
434601000215912	CAHILL KIRK JAMES	56 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215914	ADVANTAGE MARKETING GROUP	54 HIGHLAND DR		ORO-MEDONTE ON	LOL 2L0
434601000215920	STARRETT ROBERT MICHAEL	64 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215922	LYNCH RICHARD MICHAEL	68 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215924	CAMERON RICHARD JOHN	70 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215926	AGNEW LESLEY HILARY	72 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215930	PISANI BRUNO VICENZO	1394 LAKESHORE RD E		OAKVILLE ON	L6J 1L8
434601000215938	MASON TODD DONALD WILLIAM	84 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0
434601000215940	LAING BRENT GEORGE	86 HIGHLAND DR	RR 1	ORO-MEDONTE ON	LOL 2L0

434601000215942	NIDDERY KASIA	94 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215944	SITARZ DEVELOPMENT LTD	PO BOX 465			SCHOMBERG ON	LOG 1T0
434601000215948	MONCADA KENNETH FREDERICK	100 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215950	LUBIG PETER JOHAN	102 HIGHLAND DR			ORO- MEDONTE ON	LOL 2L0
434601000215952	MCCONVEY DONALD MCPHERSO	104 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215954	BALLAN PRIMO BONAVENTURA	175 CHURCH ST S			RICHMOND HILL ON	L4C 1W5
434601000215956	CAMPBELL ROBERT SCOTT	108 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215958	BUTLER BERNARD CHARLES	110 HIGHLAND DR			ORO- MEDONTE ON	LOL 2L0
434601000215960	LAMBERT JEFFREY ALLAN	112 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215962	MCINNES ARCHIE GORDON	114 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215964	GORDON ROBERT GEORGE	116 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215966	BURNS WILLIAM DAVID	118 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215967	CARRIAGE HILLS VACATION OWN	90 HIGHLAND DR		90 HIGHLAND DR	ORO- MEDONTE ON	LOL 2L0
434601000215970	DAWE HUGH	14 LANDSCAPE DR			ORO- MEDONTE ON	LOL 2L0
434601000215972	POSESORSKI BERNICE ROCHELLE	109 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215974	PLUMMER BRUCE LAVERNE	107 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215976	MACRAE HELEN AMELIA IRVINE	20 OAKMOUNT AVE			ORO- MEDONTE ON	LOL 2L0
434601000215978	HENNIG RICHARD FRANK	1304 BASS LAKE SIDEROAD W	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215980	DOBSON ANDREW WILLIAM	101 HIGHLAND DR			ORO- MEDONTE ON	LOL 2L0
434601000215982	CROOKS GLEN RITCHIE	99 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215984	BENNETT SHIREEN	97 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215986	LILLICO CAROLINE SUSANNAH	126 BURNETT AVE			NORTH YORK ON	M2N 1V5
434601000215988	SNOEI RAYMOND WARREN	95 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215990	KIRTON JENNIFER ANN	51 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215992	FIGORENZA CHRISTINA	7 KEREVEN ST			NORTH YORK ON	M5M 4J9
434601000215994	DAVIES SHERI ANNE	47 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215996	LYNN JOHN RUSSELL	45 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000215998	ALEXANDER ELFRIEDE KATHARINA	43 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216002	AKBARIAN KENARAKI HAMIK	41 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216004	HILL ROBERT MATTHEW	33 TANGLEWOOD CRES			ORO- MEDONTE ON	LOL 2L0
434601000216006	BELLIK CHRISTOPHER	43 COURTLAND ST			ORILLIA ON	L3V 1A6
434601000216008	LOCKER BRIAN JOHN	35 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216010	DRUMM ERIC HENRY	33 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216012	BAILEY RALPH	31 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216014	MUNRO MAITLAND	29 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216016	HANSEN ANNELISE	27 ALPINE WAY	RR 1		ORO- MEDONTE, ON	LOL 2L0
434601000216018	GRIERSON JAMES HAROLD	2 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216020	BOYD GERARD JOSEPH	4 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216024	SMITH JAMES DOUGLAS	8 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216026	WOODS BRENDA JEAN	10 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216028	IAMARINO JULIE	12 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216030	MCGINNIS DAWN MARIE	14 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216032	ZHANG YUEQING	84 BUCHANAN DR			UNIONVILLE ON	L3R 4C9
434601000216034	CLARKE ANDRIA	18 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216036	GOODLAD JOHN	20 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216038	RUFFELL ROBERT LEONARD	19 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216040	DIETRICH GARY	17 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216042	TREMAIN BRIAN GORDON	15 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216044	BUSBY SUZANNE MARIA	13 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216046	MCGEAN JOHN MICHAEL	11 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216048	NORTHCOTT JESSE GRAHAM	9 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216050	KELLY KEVIN BLAIR	5 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216052	SHEARD JESSICA HOPE	4 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216054	SZYKOWSKI JERZY	51 REGALIA WAY			BARRIE ON	L4M 7H8
434601000216056	OSBORNE MICHAEL EDWARD	6 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216058	DELGUIDICE CHRISTINE A	8 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216060	BRENNAN GREGORY	10 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216062	ANDREWS WARREN BALDWIN	12 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216064	MUIR JAMES FREDERICK	5 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216066	KORKOLA CATHERINE JOANNE	18 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216068	HARVEY ANDREW WAYNE	20 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216070	BARTLETT DAVID WILLIAM	22 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216072	LOWRY SAMUEL	24 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216074	WOLFE RICHARD ANDREW	26 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216076	DUNN PAMELA RUTH	11 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216078	NESBITT DAVID	30 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216080	JONES ALISON ELIZABETH	31 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216082	GRAHAM IAN MALCOLM	29 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216084	STEPHENSON DONNA FERN	27 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216086	TURCHET PETER	25 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216088	NEUMAN GREGORY RAYMOND	23 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216090	SMITH HUGH LUMMIS	21 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216092	BURHANPURKAR VIVEK	19 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216094	VASEY GEORGINA ROSE-MARIE	27 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216096	TARLAMIS ROMANA	71 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000216098	HARMINC MILAN	71 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2L0

434601000216102	PATERSON ROBERT ROSS	11 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216104	SMELSER KONRAD	10 OAKMONT AVE			ORO- MEDONTE ON	LOL 210
434601000216106	MCLELLAN ALLAN BRUCE	9 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216108	RICHEA JOHN ALBERT	17 OAKMONT AVE			ORO- MEDONTE ON	LOL 210
434601000216112	HUNEAULT PIERRE	44 TANGLEWOOD CRES			ORO- MEDONTE ON	LOL 210
434601000216114	BOWERS JOHN PATRICK	25 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216116	TREWIN ELIZABETH CAROLINE	23 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216120	PEARCE JACK CHARLES	19 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216122	ROBERTS JOHN KYLE	1 OAKMONT AVE			ORO- MEDONTE ON	LOL 210
434601000216124	O'DOHERTY JAMES	13 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216128	KAMBURIS WILLIAM	14 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216130	CLARK GRAEME & HELEN ELIZABETH	17 NORDIC TRAIL			ORO- MEDONTE ON	LOL 210
434601000216134	LILLICO WAYNE	5 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216136	SALOMAA OLLI JUHANI	7 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216138	JOHNSTON JAMES GEORGE	9 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216140	FRANKS PAUL WILFORD	1 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 210
434601000216144	LANCEFIELD BRUCE JOHN	3 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216146	PATTERSON DAVID GLEN	4 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216148	DEWINTER GLEN	6 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216150	VEY MARTIN DANIEL	8 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216152	FERGUSON ROBERT GRANT	1 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216154	SIMPSON LARRY BRIAN	3 BRIDLE PATH			ORO- MEDONTE ON	LOL 210
434601000216156	KIDNER PAUL	5 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216158	LANGILL MURRAY JAMES	7 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216160	THOMSON STEVEN WILLIAM	9 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216162	SCRATCH JILLIAN MARGARET	11 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216164	COADY JAMES ALEXANDER JOSEPH	13 BRIDLE PATH			ORO- MEDONTE ON	LOL 210
434601000216166	MASTERSON JOHN JOSEPH	15 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216168	BEATTY BRIAN MICHAEL	17 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216174	WOLBECK RICHARD	23 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216176	ARCHER MARINA ROSE	25 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216178	NORMAN PHILIP	27 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216180	KELSALL JOHN WILLIAM	29 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216182	STORIMANS KENNETH JOHN	31 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216184	MICKS KENNETH PAUL	33 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216186	HEFKEY MARYANN FLORENCE	35 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216188	SCHEFFER RENA	36 BRIDLE PATH			ORO- MEDONTE ON	LOL 210
434601000216192	BOATMAN DAVID JOHN	32 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216194	COWDEN ELIZABETH LENORE	30 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216196	BROWN GARY MILTON JOSEPH	28 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216198	THOMPSON CHAD DAVID GREGG	26 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216202	FRASER ERNEST CYRIL	HORSESHOE HIGHLANDS	24 BRIDLE PATH	RR 1	ORO- MEDONTE ON	LOL 210
434601000216204	MITCHELL ROBERT ALAN	22 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216206	EASTOP DONALD JOHN	20 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216208	COLLINS DANIEL WAYNE	18 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216210	LEE DALE ROBERT DORAN	16 BRIDAL PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216212	PUHKY STEPHEN JAMES	14 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216216	REID JONATHAN BRADLEY LEO	10 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216218	OWEN VALERIE ANNE	8 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 210
434601000216220	KUHN COLIN	15 MAPLE RIDGE RD	RR 2		ORO- MEDONTE ON	LOL 210
434601000216222	MCKEOWN CAROL ANNE	16 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216224	WILLIAMS BRUCE ALEXANDER	18 ALPINE WAY			ORO- MEDONTE ON	LOL 210
434601000216228	JONES GEORGE RAYMOND	1 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216230	DECARLO SHARON LOUISE	3 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216234	SMITH STEPHEN BRADLEY	7 POD'S LANE			ORO- MEDONTE ON	LOL 210
434601000216236	COOPER GREGORY BARTON	9 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216238	SINCLAIR JANE ELEANOR	11 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216240	SULLIVAN HEATHER ANN	13 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216244	TRIBE KEITH DAVID	17 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216246	BENOIT HUGUES	18 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216252	NAPIERLSKI ANDRZEJ	12 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216254	BRANDEN RANDALL PATRICK	10 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216258	ALEXANDER PETER KENNETH	6 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216260	GORECKI DAWN-MARIE	4 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 210
434601000216262	DORY KELLY SUE MARY	26 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216264	MCNEILL SCOTT DOUGLAS	28 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216266	HOLLIDAY JAMES JOHN	30 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216268	SMITH ROBERTA SHARON	125 MILL ST	RR 3		HAWKESTONE ON	LOL 170
434601000216270	MCCUTCHEON PATRICK JAMES	34 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216272	BEATTIE BEVERLEY MARIE	36 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216274	VON SVOBODA SUSAN EVELYN	38 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216276	SCHWEIZER CHRISTIAN	42 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216278	FITZGERALD JOSEPH JAMES	44 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216280	SMYTH JONATHAN WALTER	46 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 210
434601000216282	MCNAMARA DAVID ANTHONY G	75 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 210

434601000216284	VEITCH JAMES THOMAS	73 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216288	CONTE ANTHONY	18A CASA GRANDE ST		RICHMOND HILL ON	L4S 1R3
434601000216289	BROWN MURRAY ALEXANDER	67 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216290	SLOAN WILLIAM TOD	65 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216291	BOSCH DOUGLAS RICHARD	8 WIDGEON ST		BARRIE ON	L4N 8W7
434601000216292	SPENCE JUDITH MARY	61 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216294	RUFFELL CAROLE ANN	57 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216295	VEGTER ERNST	55 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216296	MCLEOD RODNEY SCOTT	53 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216300	EISSES GORDON DONALD	PO BOX 325		BARRIE ON	L4M 4T5
434601000216310	SPENCE JOAN MARIE	2916 LINE 4 N	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216400	MCKENDRY ADRIAN JAMES	1202 BASS LAKE SD RD W	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216410	PRESTON RANDALL JAMES	73 JAMES ST		BARRIE ON	L4N 6Y2
434601000216420	GRAY JAMES ROY	2815 LINE 4 N	RR 1	ORO- MEDONTE ON	L0L 2L6
434601000216500	TOTH KATALIN	1256 BASS LAKE SIDEROAD W	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000216600	TRETHEWEY ROBERT ERNEST	28 NORDIC TRAIL	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221700	HAMILTON GARY GEORGE	20 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221702	BROWN CHRISTOPHER JAMES	18 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221704	WALKER KEITH	16 LANDSCAPE DR		ORO- MEDONTE ON	L0L 2L0
434601000221708	TROTTER MATTHEW	111 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221714	RICHARDS JENNIFER ANNE	8 LANDSCAPE DR		ORO- MEDONTE ON	L0L 2L0
434601000221718	KERR GORDON DOUGLAS	6 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221720	BROBYN ANNE WINIFRED	4 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221722	VEITCH IAN	34 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221726	L'ECUYER NICHOLAS MYKLE	9 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221728	WILLIAMS MICHAEL SIMPSON	11 LANDSCAPE DR		ORO- MEDONTE ON	L0L 2L0
434601000221730	LEIPER JOHN ANDREW	15 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221732	KRUGER STEVEN WILLIAM	17 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221734	BLACKSTOCK WILLIAM DONALD	2 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221738	MAYE DERICK GORDON	8 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221740	TIMMS WAYNE RICHARD	10 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221742	RJITMA JACOB ROELF	12 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221744	BARAKAUSKAS DANA BERNADETA	103 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221746	TUCK MICHAEL DANIEL AART	14 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221748	EVANSON JOHN CHARLES	16 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221750	EVANS GORDON YOUNG	18 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221754	TARRANT DAVID	22 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221756	REID ROBERT JOSEPH	24 TANGLEWOOD CRES	RR 3	ORO- MEDONTE ON	L0L 2L0
434601000221760	TEAS PATRICK	ATTN: PATRICK TEAS COMSENSE INC BLDG 2		MISSISSAUGA ON	L5N 6J7
434601000221762	RUTLEDGE JARED CLINTON	30 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221764	FORTUNE CATHERINE	32 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221766	ONYSCHUK THEODORE MICHAEL	36 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221768	ISNOR KENNETH ROBERT	38 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221770	GRIFFIN BRUCE	6 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221774	GODFREY GORDON	40 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221776	ROBINSON RONALD GORDON	105 HIGHLAND DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221778	SURMANN ULRICH	46 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221780	PATTERSON DREW	48 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221782	RICHARDSON RONALD RALPH	41 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2E0
434601000221784	BARTER KAREN LEE	39 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221786	BROWN GAYLE LYNNE	37 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221788	PERSCHBACHER GLEN ELMER	35 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221790	MARTYN GORDON EDWARD	17 ALPINE WAY	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221792	ATKINSON SALLY ANN	31 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221794	HURLEY PATRICK JEFFREY	29 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221796	BRODEUR SHARON JANE	27 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221800	TOZSER AKOS STEVE	23 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221802	SHANNON SHAWN DENNIS	21 TANGLEWOOD CRES		ORO- MEDONTE ON	L0L 2L0
434601000221804	LOIBL DEBORAH	3 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221810	BJAANES HEATHER LEANN	9 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221812	BENOIT JEAN-CLAUDE	15 ALPINE WAY	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221814	FLETCHER PETER JOHN	15 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221818	THOMPSON FREDERICK ERNEST	19 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221820	HOWE RICHARD GEORGE	21 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221822	MOSS DENNIS CRAIG	23 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221824	SAUNDERS MICHAEL JOHN	3 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221830	MARKSON EDWARD	8 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221834	GIBSON TANYA	12 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221836	RATTIGAN DARRYL PATRICK	14 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221838	FELL DAVID ORSON	16 OAKMONT AVE		ORO- MEDONTE ON	L0L 2L0
434601000221840	BOTTOMS FIONA MARGARET	18 OAKMONT AVE	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221842	SOUTH TREMIN INVESTMENTS INC	4504 TREMINEER AVE		BURLINGTON ON	L7L 1H7
434601000221856	NEAR CHRISTOPHER WAYNE	37 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221858	DUFFIN MARK ALEXANDER	39 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221864	LONG MARY ELIZABETH	28 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0
434601000221872	GRZELA DAVID ALAN	36 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	L0L 2L0

434601000229300	NLG TRADING LTD	59 PRINCE OF WALES DR			MARKHAM ON	L6C 0E1
434601000229400	HUTCHESON LORI JUANITA	17 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000229500	WILLIAMS ALAN PAUL	86 DOUGLAS AVE			TORONTO ON	M5M 1G5
434601000229600	MAIZE JEFFERY RICHARDSON	3077 LINE 4 N	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000229700	WEBER PAUL	PO BOX 7 STN MAIN			ORILLIA ON	L3V 6H9
434601000229850	SUWALA RONALD EDIE	2105 BIDWELL RD	RR 2		ORO-MEDONTE ON	L0L 2L0
434601000229900	AYRDALE INVESTMENTS INC	13 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000229920	OLDFIELD GREGORY CHARLES	3099 LINE 4 N	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000230100	WORSDELL MICHELLE LEE	2951 LINE 4 N			ORO-MEDONTE ON	L0L 2L0
434601000230216	LYON DAVID ARTHUR	26 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230226	JOHNSTON ROBERT SCOTT	24 TRILLIUM TRAIL	RR 4		COLDWATER ON	L0K 1E0
434601000230230	HELMERICHS ELKE INGRID G	BOX D 709	RR 4		COLDWATER ON	L0K 1E0
434601000230232	LUCAS EDWARD GENE & ANN	30 TRILLIUM TRAIL	RR 4	ag.lucas@egl-group.com	COLDWATER ON	L0K 1E0
434601000230238	SLED JANICE ELIZABETH	3089 LINE 4 N	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000230300	HALLIDAY DARYL BRADLEY	11 ALPINE WAY	RR 1		ORO-MEDONTE ON	L0L 2L0
434601000303900	LOZINSKI KELLY	72 RUNNYMEDE RD SUITE 2			TORONTO ON	M6S 2Y2
434601000304300	BOLGER RONALD WILLIAM	79 HURONWOODS DR	RR 4		COLDWATER ON	L0K 1E0
434602000101600	CRAIG JOHN NEIL	3618 PENETANGUISHENE RD	RR 1		BARRIE ON	L4M 4Y8
434602000101703	SHANAHAN JOHN FRANCIS	3627 PENETANGUISHENE RD	RR 1		BARRIE ON	L4M 4Y8
434602000118100	EARLE ANN ELIZABETH LOUISE	3520 LINE 1 N	RR 1		BARRIE ON	L4M 4Y8
434602000118200	SINTON FLOYD MCCANNELL	145 SHANTY BAY RD			BARRIE ON	L4M 1E1
434602000118202	BARMEDORO HOLDINGS LTD	3406 PENETANGUISHENE RD	RR 1		BARRIE ON	L4M 4Y8
434602000118300	WILLIAMS KARL RICHARD	1718 HORSESHOE VALLEY RD	RR 1		BARRIE ON	L4M 4Y8
434602000118301	DUNSMORE BARBARA ANNE	3478 LINE 1 N	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602000118400	FSP HOLDINGS INC	C/O SETTLERS GHOST		RR 1	BARRIE ON	L4M 4Y8
434602000118600	ST ONGE STEPHEN	3523 LINE 1 N	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602000118610	ST ONGE STEPHEN	3523 LINE 1 N	RR 1		BARRIE ON	L4M 4Y8
434602000118700	SINTON JOYCE CHARLOTTE	3525 LINE 1 N	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602001000800	DACA JOSEPH	5 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001001500	DUTTON JONATHAN & MARION	10 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001001700	FRANNER ROBERT FRANK	RR 1			COOKSTOWN ON	L0L 1L0
434602001003100	WHITE JOHANNA	10824 POND RIDGE DR			FORT MYERS FL USA	33913-8407
434602001004200	GANE RICHARD STEPHEN	40 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001004300	RYTHER CRAIG PAUL	42 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001004400	CARLSTROM FRANCES KATHLEEN	107 WESTHUMBER BLVD			ETOBICOKE ON	M9W 3M9
434602001005100	ROSS ANNE ELIZABETH	205 TIMPSON DR			AURORA ON	L4G 5L4
434602001005517	POLLARD DARREN CHRISTOPHER	25169 WARDEN AVE			SUTTON ON	L0E 1R0
434602001005521	CARLESS MONIKA MARIA	23 PINE RIDGE TRAIL			BARRIE ON	L4M 4Y8
434602001005522	CORNISH DANIEL ANDREW	25 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005523	JONES MARYLYNN	27 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005524	ZAFFARANO MADELEINE LAUREN	284 MILL RD APT G6			ETOBICOKE ON	M9C 4W6
434602001005525	OLSON JAN MILAN	31 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005526	VANDERLUGT HARRY RUDOLF	10 OLD MILL TRAIL PH 1			BARRIE ON	M8X 2Y9
434602001005527	MALCOLM MACKENZIE KENT	35 PINE RIDGE TRAIL HORSESHOE VALLEY	RR 1		BARRIE ON	L4M 4Y8
434602001005528	TURNER GARY	37 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005529	WACHOLTZ MICHAEL	108 BENSON AVE			TORONTO ON	M6G 2J1
434602001005530	BRENNAN MARY	56 WENDOVER RD			ETOBICOKE ON	M8X 2L3
434602001005532	NEIM ALDO	63 YORK RD			NORTH YORK ON	M2L 1H7
434602001005533	LAMOUREUX ANIKO	563 SPADINA RD			TORONTO ON	M5P 2W9
434602001005535	KITCHEN KATHERINE MARION	44 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005536	GRANT GAYLE	12 BLYTHWOOD CRES			TORONTO ON	M4P 2K3
434602001005550	MACQUEEN IAN	2 PINE SPRING	SS 101		BARRIE ON	L4M 4Y8
434602001005568	THE CORPORATION OF THE	PO BOX 100			ORO STATION ON	L0L 2E0
434602001005890	MANN CHATHERINE JENNIFER	124 BROOKLYN AVE			TORONTO ON	M4M 2X5
434602001005911	POMPEO ARMANDO	76 CAMBRIDGE CRES			RICHMOND HILL ON	L4C 6G2
434602001005921	HANNA FLORENCE MARGARET	6 SHAMOKIN DR			NORTH YORK ON	M3A 3H6
434602001005948	PASCHE ELIZABETH GRAHAM	215 RICARDO ST 206N	SS 1		NIAGARA ON THE LAKE ON	L0S 1J0
434602001005982	MCGEE JOHN	3332 EGLINTON AVE W			MISSISSAUGA ON	L5M 7K8
434602001006100	JAMES BRYAN	52 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001006104	DESORMEAUX KEITH JOSEPH H	56 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001006200	VALK MATTHEW	RR 4			COLDWATER ON	L0K 1E0
434602001006500	VAN WYCK HAROLD DOUGLAS	460 HORSESHOE VALLEY RD W	RR 4		COLDWATER ON	L0K 1E0
434602001006600	ORAM TERRY LYNN	3619 LINE 5 N	RR 4		COLDWATER ON	L0K 1E0
434602001006900	VALK JANE BARBARA FLORENCE	3490 LINE 6 N	RR 4		COLDWATER ON	L0K 1E0
434602001006901	WILLIAMS ALAN PAUL MACKENZIE	328 KEEWATIN AVE			TORONTO ON	M4P 2A5
434602001015800	CANADIAN PACIFIC RAILWAY	C/O PROPERTY TAX DEPARTMENT	1290 CENTRAL PKY W FLR 8TH		MISSISSAUGA ON	L5C 4R3
	BRENNER KONRAD	549B FAWN BAY ROAD	kabrenner@sympatico.ca		ORILLIA ON	L3V 6H6
	JULIE CALLEN	37 LANDSCAPE DRIVE			ORO-MEDONTE, ON	L0L 2L0
	RUTH MCKAY	34 TRILLIUM TRAIL			COLDWATER, ON	L0K 1E0
	RANCOURT NOELLE	9 PINE SPRINGS	RR 1	noelle.rancourt@gmail.com	BARRIE ON	L4M 4Y8
	SONIA FARYNA	50 LANDSCAPE DRIVE			ORO-MEDONTE, ON	L0L 2L0
	BETH & GARY MCCONNELL	30 LANDSCAPE DRIVE			ORO-MEDONTE, ON	L0L 2L0
	KIM MCDONALD			cruiseattitude@hotmail.com		
	MURRAY BROWN, SECRETARY	HVPOA	4 HIGHLAND DRIVE		ORO-MEDONTE, ON	L0L 2L0
	TRISH CAMPBELL	HVPOA	4 HIGHLAND DRIVE		ORO-MEDONTE, ON	L0L 2L0
	RON & ELIZABETH DUNN		william.dunn3@sympatico.ca			